

I-710 Corridor Project

LOS ANGELES COUNTY, CALIFORNIA
District 07-LA-710 (PM 5.4/24.5)
249900 / 0700000443

Final Environmental Impact Report/ Environmental Impact Statement and Final Section 4(f) Evaluation

Volume 4

Prepared by:
State of California Department of Transportation
and the
Los Angeles County Metropolitan Transportation Authority

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

Caltrans

Metro

April 2024

GATEWAY CITIES COUNCIL OF GOVERNMENTS

Port of LONG BEACH THE PORT OF CHOICE

THE PORT OF LOS ANGELES

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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Appendix P SUMMARY OF ON-SITE AND OFF-SITE HAZARDOUS WASTE LISTINGS AND SITES OF POTENTIAL CONCERN FIGURES

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Right-of-Way Delineation Terminology

Term	Definition
Full	= Full Acquisition of identified parcel
Partial	= Partial Acquisition of identified parcel
TCE	= Temporary construction easement of identified parcel
Partial, TCE	= Partial Acquisition and temporary construction easement of identified parcel
AIN	= Assessor's Identification Number
Parcel Identification No.	= Identification Number displayed on the right of way exhibits (**See **Example** Table for details)
Displacement	= Identifies if there is a business or residence that will be displaced/relocated. "Y" for yes and "N" for no.
Private Use Parcel	= Identifies parcels that are designated for private use. (For example: Residential, Commercial and Industrial land uses.)
Special Use Parcel	= Identifies parcels that are composed of Flood Control, US Government, County, SCE, LADWP, Parks, School, Fire and City facility.

Area	Segment
00	Shoreline/7th
01	Pico-Anaheim
02	PCH
03	Willow
04	I-405
05	405 West
06	405 East
07	Del Amo
08	Long Beach Blvd
09	SR-91
10	91 West
11	91 East
12	Alondra
13	Rosecrans
14	Imperial
15	Firestone
16	Florence
17	Slauson
18	Atlantic/Bandini
19	Washington
20	I-5/SR-60

Quadrants	
1	SW
2	SE
3	NE
4	NW

Special Uses Designations	
4	Flood Control Use (US Govt/County)
5	SCE Use/ SCE Corridor
6	LADWP Use/ DWP Corridor
7	Public Use (Parks, Schools, City Facility)
8	LAMTA/Rail Operations

** Example		
Private Use Parcel ID Number 14237		
14	First two digits	Area
2	3rd digit	Quadrant
37	Last 2 digits	Sequenced 01-99
Special Use Parcel ID Number 51437		
5	First digit	Special Use
14	Digits 2 & 3	Area
37	Last 2 digits	Sequenced 01-99

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Shoreline-7th

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
OCEAN Blvd																		
W	Partial, TCE	40001	40001	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	3.3338	4.8985	7278011908	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40001 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40001 is part of APN 7278-011-908. Based on a review of on-line maps and photographs, Parcel #40001 consists of a strip of land between LA River and Shoreline Dr. (Lario Trail) and a portion of the LA River channel for the new construction of Shoemaker Bridge. No EDR listings were identified in this area.	5C-02	Low
W	Utility TCE	40001	40001	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.3309	7278011908	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40001 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40001 is part of APN 7278-011-908. Based on a review of on-line maps and photographs, Parcel #40001 consists of a strip of land between LA River and Shoreline Dr. (Lario Trail) and a portion of the LA River channel for the new construction of Shoemaker Bridge. No EDR listings were identified in this area.	5C-02	Low
W	TCE	40003	40003	N	SOU PAC TRANS CO	LA RIVER	LONG BEACH CA	Flood Control		0.2008	7278011811	SOU PAC TRANS CO	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40003 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40003 consists of APN 7278-011-811. Based on a review of on-line maps and photographs, Parcel #40003 consists of a strip of land between LA River and Shoreline Dr. (Lario Trail). No EDR listings were identified in this area.	5C-02	Low
W	TCE	40004	40004	N	SOU PAC TRANS CO	LA RIVER	LONG BEACH CA	Flood Control		0.9292	7278011810	SOU PAC TRANS CO	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40004 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40004 consists of APN 7278-011-810. Based on a review of on-line maps and photographs, Parcel #40004 consists of a strip of land between LA River and Shoreline Dr. (Lario Trail). No EDR listings were identified in this area.	5C-02	Low
W	TCE	40006	40006	N	SOU PAC TRANS CO	LA RIVER	LONG BEACH CA	Flood Control		0.198	7278011805	SOU PAC TRANS CO	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40006 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40006 is part of APN 7278-011-805. Based on a review of on-line maps and photographs, Parcel #40006 consists of a strip of land between LA River and Shoreline Dr. (Lario Trail). No EDR listings were identified in this area.	5C-02	Low
W	TCE	70007	70007	N	LONG BEACH CITY	0	LONG BEACH CA	Public		0.0887	7278013910	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70007 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70007 consists of APN 7278-013-910. Based on a review of on-line maps and photographs, Parcel #70007 consists of vacant land between LA River and Shoreline Dr. No EDR listings were identified in this area.	5C-02	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Shoreline-7th

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial, TCE	70008	70008	N	0	0	LONG BEACH CA	Public	0.1138	0.146	7278012907		0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70008 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70008 consists of APN 7278-801-901. Based on a review of on-line maps and photographs, Parcel #70008 consists of vacant land between LA River and Shoreline Dr. No EDR listings were identified in this area.	5C-02	Low
W	Partial, TCE	40009	40009	N	SOU PAC TRANS CO	LA RIVER	LONG BEACH CA	Flood Control	0.3284	0.1962	7278011806	SOU PAC TRANS CO	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40009 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40009 consists of APN 7278-011-806. Based on a review of on-line maps and photographs, Parcel #40009 consists of vacant land between LA River and Shoreline Dr. No EDR listings were identified in this area.	5C-02	Low
E	Utility TCE	80010	80010	N	SOU PAC TRANS CO	RAIL OPS	LONG BEACH CA	Railroad		0.1458	7278011808	SOU PAC TRANS CO	RAIL OPS		LONG BEACH CA	The ROW Impact Report identifies Parcel #80010 as Railroad use, owned by SOU PAC TRANS CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80010 is part of APN 7278-011-808. Based on a review of on-line maps and photographs, Parcel #80010 consists of a strip of land between the I-710 on-ramp and LA River. Although there were no listings identified being associated with the parcel, it is currently occupied by active oil pumpjacks and petroleum pipelines. Based on the active petroleum extraction and transportation activities, this parcel is expected to have created an environmental concern to the ISA Study Area.	7-02	High
E	Partial, TCE	70011	70011	N	LONG BEACH CITY	CITY PARK	LONG BEACH CA	Public	1.7519	5.5909	7278014914	LONG BEACH CITY	CITY PARK		LONG BEACH CA	The ROW Impact Report identifies Parcel #70011 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70011 consists of APN 7278-014-914. This parcel is located north of Ocean Blvd., east of the LA River, and consists of Santa Cruz Park and ramps from Ocean Blvd. and Shoreline Dr. No EDR listings were identified in this area. The on-line GeoTracker database identifies groundwater monitoring wells in the area of Parcel #70011; however, these wells appear to be misplotted and are associated with a closed LUST case at 234 Chestnut Ave. greater than 1/4-mile east of Parcel #70011.	5C-02	Low
E	Partial, TCE	70013	70013	N	0		LONG BEACH CA	Public	0.058	0.1349	7278015955				LONG BEACH CA	The ROW Impact Report identifies Parcel #70013 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70013 consists of a portion of APN 7278-015-955, which is developed with a City-owned surface parking lot. Based on a review of on-line maps and photographs, Parcel #70013 consists of a strip of land on the north side of parking lot along W. Broadway. No EDR listings were identified in this area. The on-line GeoTracker database identifies groundwater monitoring wells in the area of Parcel #70013; however, these wells appear to be misplotted and are associated with a closed LUST case at 234 Chestnut Ave. approximately 1/4-mile east of Parcel #70013.	5C-02	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Shoreline-7th

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	70015	70015	N	0		LONG BEACH CA	Public		0.0511	7278018902				LONG BEACH CA	The ROW Impact Report identified Parcel #70015 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70015 consists of a portion of APN 7278-018-902, which is developed with Cesar E. Chavez Park. Based on review of on-line maps and photographs, Parcel #70015 consists of vacant land located in the city park property. No EDR Listings were identified in this area.	5C-02	Low
E	Partial, TCE	70016	70016	N	0	CITY PARK	LONG BEACH CA	Public	0.8068	1.3781	7278014915		CITY PARK		LONG BEACH CA	The ROW Impact Report identified Parcel #70016 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70016 consists of a portion of APN 7278-014-915, which is developed with a City park known as Golden Park. Based on a review of on-line maps and photographs, Parcel #70016 consists of vacant land within the city park property. No EDR listings were identified in this area.	5C-02	Low
E	TCE	70017	70017	N	STATE OF CA	0	LONG BEACH CA	Public		3.5201	7278013904	STATE OF CA	0		LONG BEACH CA	The ROW Impact Report identified Parcel #70017 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70017 consists of APN 7278-013-904 and 7278-013-803, which are part of Golden Park. Based on a review of on-line maps and photographs, Parcel #70017 consist of vacant land within the city park property. No EDR listings were identified in this area.	5C-02	Low
E	Partial, TCE	70018	70018	N	LONG BEACH CITY	CITY PARK	LONG BEACH CA	Public	0.0969	2.0224	7278013908	LONG BEACH CITY	CITY PARK		LONG BEACH CA	The ROW Impact Report identified Parcel #70018 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70018 consists of a portion of APN 7278-013-908. Based on a review of on-line maps and photographs, Parcel #70018 consists of vacant land within Cesar E. Chavez Park along 3rd St. No EDR listings were identified in this area.	5C-02	Low
E	TCE	70019	70019	N	LONG BEACH CITY	815 W 3RD ST	LONG BEACH CA	Public		0.0618	7278023900	LONG BEACH CITY	815	3RD ST	LONG BEACH CA	The ROW Impact Report identified Parcel #70019 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70019 consists of APN 7278-023-900, which has an address of 815 W. 3rd St. Based on a review of on-line maps and photographs, Parcel #70019 consists of vacant land within Cesar E. Chavez Park. No EDR listings were identified in this area.	5C-02	Low
E	TCE	70020	70020	N	LONG BEACH CITY	CITY PARK	LONG BEACH CA	Public		0.0406	7278023902	LONG BEACH CITY	CITY PARK		LONG BEACH CA	The ROW Impact Report identified Parcel #70020 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70020 consists of APN 7278-023-902. Based on a review of on-line maps and photographs, Parcel #70020 consists of vacant land within Cesar E. Chavez Park. No EDR listings were identified in this area.	5C-02	Low
E	TCE	70021	70021	N	LONG BEACH CITY	CITY PARK	LONG BEACH CA	Public		0.0593	7278023903	LONG BEACH CITY	CITY PARK		LONG BEACH CA	The ROW Impact Report identified Parcel #70021 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70021 consists of APN 7278-023-903. Based on a review of on-line maps and photographs, Parcel #70021 consists of vacant land within Cesar E. Chavez Park. No EDR listings were identified in this area.	5C-02	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Shoreline-7th

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	70022	70022	N	STATE OF CA	0	LONG BEACH CA	Public		0.3074	7278013909	STATE OF CA	0		LONG BEACH CA	The ROW Impact Report identified Parcel #70022 as Public Use. A review for the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maos and County Assessor website revealed that Parcel #70022 consists of a portion of APN 7278-013-909. Based on a review of on-line maps and photographs, Parcel #70022 consists of vacant land between LA River and Shoreline Dr. No EDR listings were identified in this area.	5C-02	Low
E	Partial, TCE	70023	70023	N	STATE OF CA	0	LONG BEACH CA	Public	0.8615	0.6952	7278012905	STATE OF CA	0		LONG BEACH CA	The ROW Impact Report identified Parcel #70023 as Public Use. A review for the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70023 consists of a portion of APN 7278-012-905. Based on a review of on-line maps and photographs, Parcel #70023 consists of vacant land east of LA River and south of Shoemaker Bridge. A structure of unknown use is located on Parcel #70023. No EDR listings were identified in this area.	5C-02	Medium
E	TCE	70024	70024	N	LONG BEACH CITY	0	LONG BEACH CA	Public		0.0237	7278012904	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #70024 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70024 consists of a portion of APN 7278-012-904. Based on a review of on-line maps and photographs, Parcel #70024 consists of vacant land east of LA River just south of the 6th St. ramp. No EDR listings were identified in this area.	5C-02	Low
E	TCE	70025	70025	N	LONG BEACH CITY	0	LONG BEACH CA	Public		0.0913	7278012906	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #70025 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70025 consists of a portion of APN 7278-012-906. Based on a review of on-line maps and photographs, Parcel #70025 consists of vacant land east of LA River just south of Shoemaker Bridge. No EDR listings were identified in this area.	5C-02	Low
E	TCE	40026	40026	N	SOU PAC CO	LA RIVER	LONG BEACH CA	Flood Control		0.1197	7278011800	SOU PAC CO	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40026 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40026 consists of a portion of APN 7278-011-800. Based on a review of on-line maps and photographs, Parcel #40026 consists of a portion of the LA River channel for the new construction of Shoemaker Bridge. No EDR listings were identified in this area.	5C-02	Medium
E	TCE	40027	40027	N	0		LONG BEACH CA	Flood Control		0.0291	7271003904				LONG BEACH CA	The ROW Impact Report identified Parcel #40027 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40027 consists of a portion of APN 7271-003-904. Based on a review of on-line maps and photographs, Parcel #40027 consists of vacant land just north of Shoemaker Bridge. No EDR listings were identified in this area.	5C-02	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID#	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
HSD Ramps																					
W	Partial	70101			70101	N	LONG BEACH CITY	W 10TH ST	LONG BEACH CA	Public	0.1257			7436008916	LONG BEACH CITY		10TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #70101 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70101 consists of a portion of APN 7436-008-916. Based on a review of on-line maps and photographs, Parcel #70101 consists of a strip of land on the west side of I-710, north of Pier B St. No EDR listings were identified in this area.	5C-3a/3b	Low
	Utility TCE	50193			50193	N	LONG BEACH CITY	0	LONG BEACH CA	Utility		0.0103		7436004904	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #50193 as Utility use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50193 is part of APN 7436-004-904. Based on a review of on-line maps and photographs, Parcel #50193 consists of a strip of land between the I-710 on-ramp and LA River. Although there were no listings identified being associated with the parcel, it is currently occupied by active oil pumpjacks and petroleum pipelines. Based on the active petroleum extraction and transportation activities, this parcel is expected to have created an environmental concern to the ISA Study Area.	5C-3a/3b	High
W	Partial, TCE	70102			70102	N	LONG BEACH CITY	1345 W 12TH ST	LONG BEACH CA	Public	0.007	0.05		7436004916	LONG BEACH CITY	1345	12TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #70102 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70102 consists of a portion of APN 7436-004-916. Based on a review of on-line maps and photographs, Parcel #70102 consists of a strip of land along the north portion of the property occupied by Long Beach Health and Human Services property (1301-1327 W. 12th St.). No EDR listings were identified associated with these addresses.	5C-3a/3b	Low
W	Partial, TCE	01103			01103	N	PHILLIPS,DARYL S AND SANDRA TRS	1368 W ANAHEIM ST	LONG BEACH CA	BUSINESS	0.0006	0.002		7436004042	PHILLIPS,DARYL S AND SANDRA TRS	1368	ANAHEIM ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01103 as Business Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01103 consists of a portion of APN 7436-004-042, which is currently occupied by Phillips Steel Co. (1368 W. Anaheim St.). Phillips Steel Co. (EDR ID# 3141) was identified in the UST, CA FID UST, SWEEPS UST, and HIST UST databases. Based on a review of on-line maps and photographs, it appears that the address 1202 Harbor Ave. is also associated with APN 7436-004-042, which was identified as Bunkyl and Associates (EDR ID# 3141) in the UST database. Based on the lack of listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-3a/3b	Low
E	Partial, TCE	40105			40105	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	1	3.51		7271003902	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40105 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40105 consists of a portion of APN 7271-003-902. Based on a review of on-line maps and photographs, Parcel #40105 consists of vacant land along the LA River channel and Anaheim St. Parcel #40105 is located adjacent to property occupied by Occidental Petroleum Corporation (Oxy Oil) along the west side of the flood control channel, which contains numerous ASTs and oil wells. Several database listings were identified associated with oil wells operated by Oxy Oil in this area. Based on the use, the adjacent Oxy Oil property is considered to represent an environmental concern to the ISA Study Area and a file review is recommended.	5C-3a/3b	High
E	Full	40106			40106	N	LONG BEACH CITY	0	LONG BEACH CA	Flood Control	0.23			7436004920	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40106 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40106 consists of APN 7436-004-920. Based on a review of on-line maps and photographs, Parcel #40106 appears to be part of the Oxy Oil facilities, which is leased from the City of Long Beach. Several database listings were identified associated with oil wells operated by Oxy Oil in this area. Based on the use, Parcel #40106 is considered to represent an environmental concern to the ISA Study Area and a file review is recommended.	5C-3a/3b	High
E	TCE	40107			40107	N	LONG BEACH CITY	0	LONG BEACH CA	Flood Control		0.001		7271003903	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40107 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40107 consists of APN 7271-003-903. Based on a review of on-line maps and photographs, Parcel #40107 consists of vacant land between Anaheim St. ramp to I-710 and LA River. No EDR listings were identified in this area.	5C-3a/3b	Low
E	TCE	40108			40108	N	SOU PAC TRANS CO	LA RIVER	LONG BEACH CA	Flood Control		0.08		7271003803	SOU PAC TRANS CO	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40108 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40108 consists of a portion of APN 7271-003-803. Based on a review of on-line maps and photographs, Parcel #40108 consists of vacant land between Anaheim St. ramp to I-710 and LA River. No EDR listings were identified in this area.	5C-3a/3b	Low
E	Partial, TCE	01209			01209	N	AIR PRODUCTS AND CHEMICALS INC	1250 DE FOREST AVE	LONG BEACH CA	BUSINESS	0.008	0.02		7271005001	AIR PRODUCTS AND CHEMICALS INC	1250	DE FOREST AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #01209 as Business Use (1250 De Forest Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01209 consists of a portion of APN 7271-005-002, which is currently occupied by Air Products & Chemicals (901 W. 12th Street). No EDR listings were identified associated with either address.	5C-3a/3b	Low
ANAHEIM Street																					
E	Partial, TCE	01310			01310	N	0	0	0	BUSINESS	0.08	0.08		7271007005		0			The ROW Impact Report identifies Parcel #01310 as Business Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #01310 consists of a portion of APN 7271-007-005 along Anaheim Street. Based on a review of on-line maps and photographs, APN 7271-007-005 is occupied by Petros Tubular Services Inc. (929 W. Anaheim St.) for use as a storage yard. The 929 W. Anaheim St. address was not identified in the EDR Report. The on-line GeoTracker database indicates that the address 901 W. Anaheim St. is also associated with parcel, which is identified as Long Beach City Tow Yard (EDR ID# 3265) in the LUST database with a Closed Case status as of 07/06/2011. Based on the closed case status, available soil and groundwater data, removal of the source (UST), location of the release on the property (north end), and groundwater flow direction (ESE), this release is not expected to represent an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation	5C-3a/3b	Low
E	Partial, TCE	40111			40111	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control	0.2	0.27		7271002910	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40111 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40111 consists of a portion of APN 7271-002-910. Bsed on a review of on-line maps and photographs, Parcel #40111 consists of a strip of land on the east side of the LA River, north of Anaheim St. No EDR listings were identified in this area.	5C-3a/3b	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID#	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	40112			40112	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	1.97	0.66		7271002908	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40112 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40112 consists of a portion of APN-7271-002-908. Based on a review of on-line maps and photographs, Parcel #40112 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	5C-3a/3b	Low
	Utility TCE	40112			40112	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.4174		7271002908	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40112 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40112 consists of a portion of APN-7271-002-908. Based on a review of on-line maps and photographs, Parcel #40112 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	5C-3a/3b	Low
E	Partial, TCE	40113			40113	N	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER	LONG BEACH CA	Flood Control	0.18	1.01		7271002001	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40113 as Flood Control Use owned by Kempner, James M and Cynthia A. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40113 consists of a portion of APN-7271-002-001. Based on a review of on-line maps and photographs, Parcel #40113 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	5C-3a/3b	Low
E	Utility TCE	40113			40113	N	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER	LONG BEACH CA	Flood Control		0.3356		7271002001	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40113 as Flood Control Use owned by Kempner, James M and Cynthia A. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40113 consists of a portion of APN-7271-002-001. Based on a review of on-line maps and photographs, Parcel #40113 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	5C-3a/3b	Low
E	Partial, TCE	40114			40114	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control	0.04	0.11		7271002909	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40114 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40114 consists of APN 7271-002-909 and a portion of APN-7271-002-001. Based on a review of on-line maps and photographs, Parcel #40114 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	5C-3a/3b	Low
E	Partial, TCE	40115			40115	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control	0.13	0.48		7271002905	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40115 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40115 consists of APN 7271-002-905. Based on a review of on-line maps and photographs, Parcel #40115 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St and south of Pacific Coast Hwy. No EDR listings were identified in this area.	5C-3a/3b	Low
E	Utility TCE	40115			40115	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control		0.0067		7271002905	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40115 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40115 consists of APN 7271-002-905. Based on a review of on-line maps and photographs, Parcel #40115 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St and south of Pacific Coast Hwy. No EDR listings were identified in this area.	5C-3a/3b	Low
E	Partial, TCE	40116			40116	N	KEMPNER,JAMES M AND CYNTHIA A	0	LONG BEACH CA	Flood Control	0.01	0.04		7271002002	KEMPNER,JAMES M AND CYNTHIA A	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40116 as Flood Control Use owned by Kempner, James M and Cynthia A. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40116 consists of APN 7271-002-002. Based on a review of on-line maps and photographs, Parcel #40116 consists of a strip of land adjacent to the east of the I-710, in between Anaheim St and Pacific Coast Highway. The EDR Report identified Public Service Transfer Station #1 (EDR ID# 76-8) in this location, which is listed in the SWF/LF database. This facility is located between the I-710 and LA River, north of Anaheim St and south of Pacific Coast Hwy. According to the on-line SWIS database (SWIS No. 19-AA-1047), the City of Long Beach operates an active limited volume transfer operation for green materials at this location. The facility permit was issued in October 2001 and it is permitted to handle up to 3,000 tons of green waste per year. The facility is inspected quarterly by the County of Los Angeles and the last inspection was performed on 10/07/2015. No significant violations of State Minimum Standards observed at time of inspection and all records were reported to be in order. The most recent inspection reported that this facility is not open to the public and is currently reserved for street cleaning operations. No enforcement action records were reported in the SWIS database. Based on the use of this property, there is potential for waste materials to exist which may be encountered during construction and/or excavation activities and therefore, this property is considered to have high risk waste issues.	5C-3a/3b	High
E	Partial, TCE	40117			40117	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control	0.01	0.23		7271002902	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40117 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40117 consists of APN 7271-002-902. Based on a review of on-line maps and photographs, Parcel #40117 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St and south of Pacific Coast Hwy. No EDR listings were identified in this area.	5C-3a/3b	Low
E	Utility TCE	40101			40101	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control		0.1115		7271002906	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40101 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40101 consists of APN 7271-002-906. Based on a review of on-line maps and photographs, Parcel #40101 consists of a segment of the LA River adjacent to the east of the I-710, north of Anaheim St and south of Pacific Coast Hwy. No EDR listings were identified in this area.		Low
E	Utility TCE	01302			01302	N	SAN FRANCISCO YARD LLC	1501 SAN FRANCISCO AVE	LONG BEACH CA	BUSINESS		0.2559		7271012023	SAN FRANCISCO YARD LLC	1501	SAN FRANCIS	LONG BEACH CA	The ROW Impact Report identifies Parcel #01302 as Business Use owned by SAN FRANCISCO YARD LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01302 consists of APN 7271-012-023. Based on a review of on-line maps and photographs, Parcel #01302 consists of a segment of land occupied by a shipping container storage yard located at 1501 San Francisco Avenue, adjacent to the east of Lario Trail, north of West 15th Street, and south of West 17th Street. No EDR listings were identified in this area.		Low
W	Partial	01418			01418	N	SFN HOLDINGS LLC	1353 W ANAHEIM ST	LONG BEACH CA	BUSINESS	0.0004			7432019023	SFN HOLDINGS LLC	1353	ANAHEIM ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01418 as Business Use owned by SFN Holdings LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01418 consists of a portion of APN 7432-019-023. Based on a review of on-line maps and photographs, Parcel #01418 consists of a strip of land along the western portion of the property occupied by Container Freight/EIT, LLC (1353 W. Anaheim Street). No EDR listings were identified in this area.	5C-3a/3b	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Pico-Anaheim

IMPACT	Private Use ID #	Previous ID#	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
Full	01419			01419	Y	EXEDRA PROPERTIES LTD	1234 W COWLES ST	LONG BEACH CA	BUSINESS	1.28			7432019049	EXEDRA PROPERTIES LTD	1234	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01419 as Business Use owned by Exedra Properties LTD (same as Parcel #01420). A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01419 consists of a portion of APN 7432-019-023. Based on a review of on-line maps and photographs, Parcel #01419 consists of a southwestern portion of the property occupied by Speedy Fuel (1234 W Cowles Street), see Parcel #01420 for EDR listings and information.	5C-3a/3b	
W																				High
Full	01420			01420	Y	EXEDRA PROPERTIES LTD	1234 W COWLES ST	LONG BEACH CA	BUSINESS	0.05		0.38	7432019043	EXEDRA PROPERTIES LTD	1234	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01420 as Business Use, owned by Exedra Properties LTD (same as Parcel #01419). This address was identified as MICOR Energy LLC (EDR ID# S104406362) in the CA LUST database; as MICOR Energy LLC (EDR ID# S103976836) in the CA HIST CORTESE database; as 1234 WEST COWLES ST. in the HMIRS database; as Jerry and Kathleen Glikesman (EDR ID# S101587013) in the CA FID UST and CA SWEEPS UST databases; as MICOR Long Beach LLC (EDR ID# S113076397) in the CA HAZNET database; as MICOR Long Beach (EDR ID# U003779459) in the CA UST database; as McMullen Oil Inc. (EDR ID# S112876293) in the CA HAZNET database; and as Delta Auto Service Inc. (EDR ID# S113113356) in the HAZNET database; as MICOR Energy LLC (EDR ID# S114650987) in the RGA LUST database; as Speedy Fuel (EDR ID# U004220378) in the UST database; as Speedy Fuel (EDR #S113122600) in the CA HAZNET database as 1234 W. COWLES ST. (EDR# 1015189711) in the EDR Hist Auto database. The status of the MICRO Energy LLC LUST case is listed as "Completed - Case Closed" as of 7/1/2015. The RWQCB is the lead agency on this case. The RWQCB issued a "Direction to Take Corrective Action in Response to Unauthorized Underground Storage Tank Release" in a letter dated 3/20/2009. This letter states that the property was a former gasoline/diesel service station and in 2000 three groundwater monitoring wells were installed at the site. These wells were sampled in 2000 and no petroleum hydrocarbon constituents or oxygenates were detected. The RWQCB stated that in order to evaluate current groundwater quality at the site additional sampling was required. In 2014, the three monitoring wells were sampled and no petroleum hydrocarbon constituents or oxygenates were detected. Based on the regulatory agency closure status, available groundwater data, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-3a/3b	
W																				High
Full	01421	01422		01421	Y	NEILL PROPERTIES LLC	1235 W COWLES ST	LONG BEACH CA	BUSINESS	0.11			7432020028	NEILL PROPERTIES LLC	1235	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01421 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01421 consists of APN 743-202-0028. Based on a review of on-line maps and photographs, Parcel #01421 consists of a property occupied by Neil Aircraft (1235 W Cowles Street), see Parcel #01425 for EDR listings and information.	5C-3a/3b	
W																				High
Full	01422	01423		01422	Y	POGUE,CLARENCE W AND MARGIT M	1233 W COWLES ST	LONG BEACH CA	BUSINESS	0.11			7432020029	POGUE,CLARENCE W AND MARGIT M	1233	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01422 as Business Use owned by Pogue, Clarence W. and Margit M. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01422 consists of APN 743-202-0029. Based on a review of on-line maps and photographs, Parcel #01422 consists of a property occupied by an unknown lessee (1233 W Cowles St.). No EDR listings were identified associated with this address.	5C-3a/3b	
W																				High
Full	01423	01424		01423	Y	NEILL PROPERTIES LLC	1231 W COWLES ST	LONG BEACH CA	BUSINESS	0.11			7432020030	NEILL PROPERTIES LLC	1231	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01423 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01423 consists of APN 743-202-0030. Based on a review of on-line maps and photographs, Parcel #01423 consists of a property occupied by an Neill Aircraft Co. (1231 W Cowles Street), see Parcel #01425 for EDR listings and information.	5C-3a/3b	
W																				High
Full	01424	01425		01424	Y	NEILL PROPERTIES LLC	1229 W COWLES ST	LONG BEACH CA	BUSINESS	0.11			7432020031	NEILL PROPERTIES LLC	1229	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01424 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01424 consists of APN 743-202-0031. Based on a review of on-line maps and photographs, Parcel #01424 consists of a property occupied by Neil Aircraft (1229 W. Cowles Street), see Parcel #01425 for EDR listings and information.	5C-3a/3b	
W																				High
Full	01425	01426		01425	Y	NEILL PROPERTIES LLC	1227 W COWLES ST	LONG BEACH CA	BUSINESS	0.02		0.08	7432020032	NEILL PROPERTIES LLC	1227	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01425 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01425 consists of APN 7432-020-032. Based on a review of on-line maps and photographs, Parcel #01425 consists of a property occupied by Neill Aircraft Co. (1227 W Cowles St.) which also occupies the entire block bounded by 15th St to the north, Cowles St to the south, I-710 to the east, and Fashion Ave to the west. Neill Aircraft was also identified at 1260 W 15th St in the UST (EDR ID# U003660595), RCRA-SQG (EDR ID# 1000287667), FINDS (EDR# 1000287667), HAZNET (EDR ID# S113016249), NPDES (EDR ID# S108751634) and LUST (EDR# 1000287667) databases. The LUST status is listed as "Completed - Case Closed" as of 07/01/2015. The RWQCB is the lead agency on this case. The on-line GeoTracker database indicates that groundwater impacted with gasoline was detected in grab groundwater samples at this property in 1997. The on-line database indicates that semi-annual groundwater monitoring is required and a "Soil and Groundwater Investigation Report" was prepared in 2009. In 2012, four groundwater monitoring wells were installed and sampled as well as additional soil sampling; high concentrations of TPHg and benzene were detected in both groundwater and soil samples. In September 2013, soil borings were taken to delineate the extent of soil contamination. The most recent groundwater monitoring data from March 2014 showed high concentrations of TPHg and benzene in one of the four monitoring wells while the remaining three wells showed non-detectable concentrations of TPHg, BTEX, MTBE, and TBA. In August 2014, remedial excavation of the former UST area was performed with 214.12 tons of soil removed and transported offsite for disposal. Based on the regulatory agency closure status, available groundwater and soil data, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-3a/3b	
W																				High
Full	01426	01427		01426	Y	NEILL PROPERTIES LLC	W 15TH ST	LONG BEACH CA	BUSINESS	0.02		0.08	7432020020	NEILL PROPERTIES LLC		15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01426 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01426 consists of APN 7432-020-020. Based on a review of on-line maps and photographs, Parcel #01426 consists of a property occupied by Neill Aircraft Co. (W 15th Street), see Parcel #01425 for EDR listings and information.	5C-3a/3b	
W																				High
Full	01427	01428		01427	Y	NEILL PROPERTIES LLC	1226 W 15TH ST	LONG BEACH CA	BUSINESS	0.11			7432020021	NEILL PROPERTIES LLC	1226	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01427 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01427 consists of APN 7432-020-021. Based on a review of on-line maps and photographs, Parcel #01427 consists of a property occupied by Neill Aircraft Co. (1226 W 15th Street), see Parcel #01425 for EDR listings and information.	5C-3a/3b	
W																				High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID#	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	01428	01429		01428	Y	RICHMAN,DENIS	1230 W 15TH ST	LONG BEACH CA	BUSINESS	0.11			7432020022	RICHMAN,DENIS	1230	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01428 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01428 consists of APN 7432-020-022. Based on a review of on-line maps and photographs, Parcel #01428 consists of a property occupied by Neill Aircraft Co. (1230 W 15th Street), see Parcel #01425 for EDR listings and information.	5C-3a/3b	High
W	Full	01429	01430		01429	N	NEILL PROPERTIES LLC	W 15TH ST	LONG BEACH CA	BUSINESS	0.11			7432020023	NEILL PROPERTIES LLC		15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01429 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01429 consists of APN 7432-020-023. Based on a review of on-line maps and photographs, Parcel #01429 consists of a property occupied by Neill Aircraft Co. (W 15th Street), see Parcel #01425 for EDR listings and information.	5C-3a/3b	High
W	Full	01430	01431		01430	Y	NEILL PROPERTIES LLC	1240 W 15TH ST	LONG BEACH CA	BUSINESS	0.11			7432020024	NEILL PROPERTIES LLC	1240	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01430 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01430 consists of APN 7432-020-024. Based on a review of on-line maps and photographs, Parcel #01430 consists of a property occupied by Neill Aircraft Co. (1240 W 15th Street), see Parcel #01425 for EDR listings and information.	5C-3a/3b	High
W	Full	01431	01435		01431	Y	NEILL PROPERTIES LLC	1239 W 15TH ST	LONG BEACH CA	BUSINESS	0.11			7432021005	NEILL PROPERTIES LLC	1239	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01431 as Business Use owned by Neil Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01431 consists of APN 7432-021-005. Based on a review of on-line maps and photographs, Parcel #01431 consists of a property occupied by Neill Aircraft Co.(1239 W. 15th Street), see Parcel #01425 for EDR listings and information.	5C-3a/3b	High
W	Full	01432	01436		01432	Y	NEILL AIRCRAFT CO	1233 W 15TH ST	LONG BEACH CA	BUSINESS	0.11			7432021006	NEILL AIRCRAFT CO	1233	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01432 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01432 consists of APN 7432-021-006. Based on a review of on-line maps and photographs, Parcel #01432 consists of a property occupied by Neill Aircraft Co. (1233 W. 15th Street), see Parcel #01425 for EDR listings and information.	5C-3a/3b	High
W	Full	01433	01437		01433	Y	NEILL PROPERTIES LLC	1231 W 15TH ST	LONG BEACH CA	BUSINESS	0.11			7432021007	NEILL PROPERTIES LLC	1231	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01433 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01433 consists of APN 7432-021-007. Based on a review of on-line maps and photographs, Parcel #01433 consists of a property occupied by Neill Aircraft Co. (1231 W. 15th Street), see Parcel #01425 for EDR listings and information.	5C-3a/3b	High
W	Full	01434	01438		01434	Y	NEILL AIRCRAFT CO	1229 W 15TH ST	LONG BEACH CA	BUSINESS	0.2			7432021008	NEILL AIRCRAFT CO	1229	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01434 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01434 consists of APN 7432-021-008. Based on a review of on-line maps and photographs, Parcel #01434 consists of a property occupied by Neill Aircraft Co. (1229 W. 15th Street), see Parcel #01425 for EDR listings and information.	5C-3a/3b	High
W	Full	01435	01439		01435	Y	NEILL AIRCRAFT CO	1238 W GAYLORD ST	LONG BEACH CA	BUSINESS	0.33			7432021001	NEILL AIRCRAFT CO	1238	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01435 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01435 consists of APN 7432-021-001 . Based on a review of on-line maps and photographs, Parcel #01435 consists of a property occupied by Neill Aircraft Co. (1238 W. Gaylord Street), see Parcel #01425 for EDR listings and information.	5C-3a/3b	High
W	Full	01436	01440		01436	Y	NEILL AIRCRAFT CO	W GAYLORD ST	LONG BEACH CA	BUSINESS	0.23			7432021002	NEILL AIRCRAFT CO		GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01436 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01436 consists of APN 7432-021-002, a portion of APN 7432-021-001. Based on a review of on-line maps and photographs, Parcel #01436 consists of a property occupied by Neill Aircraft Co., see Parcel #01425 for EDR listings and information.	5C-3a/3b	High
W	Full	01437	01446		01437	N	GILBERT,FAYE K ET AL	1345 W GAYLORD ST	LONG BEACH CA	BUSINESS	0.15			7432022006	GILBERT,FAYE K ET AL	1345	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01437 as Business Use owned by Gilbert, Faye K et al. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01437 consists of APN 7432-022-006. Based on a review of on-line maps and photographs, Parcel #01437 consists of a property occupied by Welding Iron Works (1345 W. Gaylord Street). No EDR listings were identified associated with this address.	5C-3a/3b	Low
W	Utility TCE	01441	01434		01441	N	NEILL PROPERTIES LLC AND	1241 W 15TH ST	LONG BEACH CA	BUSINESS		0.0064		7432021004	NEILL PROPERTIES LLC AND	1241	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01441 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01441 consists of APN 7432-021-004. Based on a review of on-line maps and photographs, Parcel #01441 consists of a property occupied by Neill Aircraft Co. (1241 W 15th Street). No EDR listings were identified associated with this portion of the Neill Aircraft property.	7-03a/03b	Low
W	Utility TCE	01442	01441		01442	N	NEILL AIRCRAFT CO	1256 W GAYLORD ST	LONG BEACH CA	BUSINESS		0.0018		7432021003	NEILL AIRCRAFT CO	1256	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01442 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01442 consists of APN 7432-021-003. Based on a review of on-line maps and photographs, Parcel #01442 consists of a property occupied by Neill Aircraft Co (1256 W. Gaylord Street). No EDR listings were identified associated with this portion of the Neill Aircraft property.	7-03a/03b	Low
W	Utility TCE	01496			01496	N	NEILL PROPERTIES LLC	1301 W 15TH ST	LONG BEACH CA	BUSINESS		0.0083		7432021030	NEILL PROPERTIES LLC	1301	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01496 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01496 consists of APN 7432-021-030. Based on a review of on-line maps and photographs, Parcel #01496 consists of a property occupied by Neill Aircraft Co (1301 W. 15th Street). No EDR listings were identified associated with this portion of the Neill Aircraft property.		Low
W	Utility TCE	01495			01495	N	NEILL PROPERTIES LLC	1303 W 15TH ST	LONG BEACH CA	BUSINESS		0.0091		7432021026	NEILL PROPERTIES LLC	1303	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01495 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01495 consists of APN 7432-021-026. Based on a review of on-line maps and photographs, Parcel #01495 consists of a property occupied by Neill Aircraft Co (1303 W. 15th Street). No EDR listings were identified associated with this address.		Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Pico-Anaheim

IMPACT	Private Use ID #	Previous ID#	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
Utility TCE	01494																			
W				01494	N	NEILL PROPERTIES LLC	0	LONG BEACH CA	BUSINESS		0.005		7432021032	NEILL PROPERTIES LLC	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01494 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01494 consists of APN 7432-021-032. Based on a review of on-line maps and photographs, Parcel #01494 consists of a property occupied by Neill Aircraft Co (1303 W. 15th Street). No EDR listings were identified associated with this portion of the Neill Aircraft property.		Low
Utility TCE	01497																			
W				01497	N	GARDNER,RICHARD	1302 W GAYLORD ST	LONG BEACH CA	BUSINESS		0.0009		7432021009	GARDNER,RICHARD	1302	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01497 as Business Use owned by Richard Gardner. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01497 consists of APN 7432-021-009. Based on a review of on-line maps and photographs, Parcel #01497 consists of a property on the southwest corner of W. Gaylord Street and Fashion Avenue (1302 W. Gaylord Street). This address was identified in the HAZNET database as Century Die Casting Inc. (EDR ID# 3141). Based on the lack of listing in other databases indicating violations or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.		Low
Utility TCE	01498																			
W				01498	N	ALALUSI,H R AND DIANA	1324 W GAYLORD ST	LONG BEACH CA	BUSINESS		0.0046		7432021010	ALALUSI,H R AND DIANA	1324	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01498 as Business Use owned by ALALUSI, HR AND DIANA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01498 consists of APN 7432-021-010. Based on a review of on-line maps and photographs, Parcel #01498 consists of a property on the southwest corner of W. Gaylord Street and Fashion Avenue(1324 W. Gaylord Street). No EDR listings were identified associated with this address.		Low
W 17TH Street																				
Full	70149			70149	Y	TIDELANDS OIL PRODUCTION COMPANY	BETWEEN ANAHEIM AND PCH	LONG BEACH CA	BUSINESS	6.7112				TIDELANDS OIL PRODUCTION COMPANY	BETWEEN	AND PCH	LONG BEACH CA	The ROW Impact Report identifies Parcel #70149 as Business Use owned by Tidelands Oil Production Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70149 consists of approximately 6.7112 acres of land within the existing right-of-way (no APN is associated with this area), east of I-710 between Anaheim Street and PCH. According to a review of on-line database, multiple active oil wells and petroleum pipelines are located in this area. This area was identified in the EDR Report as Public Service Transfer Station #1 (EDR ID# 30-3240) in the CA SWF/LF database, which is discussed in detail in Table 5. Reportedly, the City of Long Beach has an active limited volume transfer operation for green materials at this location. Based on the materials processed, frequent inspections and lack of reported violations or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area. However, the oil production use and petroleum pipelines on this parcel of land are considered to represent an environmental concern to the ISA Study Area.		High

Totals
High 23
Mediun 0
Low 24

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
PCH

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W 17TH Street																				
W	Full	02101		02101	N	CLEAR CHANNEL OUTDOOR INC	W 17TH ST	LONG BEACH CA	BUSINESS	0.08			7432024024	CLEAR CHANNEL OUTDOOR INC		17TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #02101 as Business Use owned by Clear Channel Outdoor Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #02101 consists of APN 7432-024-024. Based on a review of on-line maps and photographs, Parcel #02101 consists of vacant land adjacent to the west side of I-710, north of the intersection of West 17th Street and Gale Avenue. No EDR listings were identified in this area.	5C-04	Low
W	Full	02102		02102	Y	1255 REALTY LLC	1255 W 17TH ST	LONG BEACH CA	BUSINESS	0.23			7432024023	1255 REALTY LLC	1255	17TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #02102 as Business Use owned by 1255 Realty LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #02102 consists of APN 7432-024-023. Based on a review of on-line maps and photographs, Parcel #02102 is occupied by The Bern's Equipment Company (1255 W. 17th Street). This parcel was identified in the EDR Report (EDR ID#3141) as BT Equipment in the SWEEPS UST, CA FID UST, UST, HAZNET, NPDES, and HIST UST databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-04	Low
W	Full	02103		02103	N	1255 REALTY LLC	1265 W 17TH ST	LONG BEACH CA	BUSINESS	0.12			7432024022	1255 REALTY LLC	1265	17TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #02103 as Business Use owned by 1255 Realty LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #02103 consists of APN 7432-024-022. Based on a review of on-line maps and photographs, Parcel #02103 is utilized by the occupants of Parcel #02102. No EDR listings were identified associated with this address.	5C-04	Low
W	Full	02104		02104	Y	1255 REALTY LLC	1275 W 17TH ST	LONG BEACH CA	BUSINESS	0.12			7432024021	1255 REALTY LLC	1275	17TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #02104 as Business Use owned by 1255 Realty LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #02104 consists of APN 7432-024-021. Based on a review of on-line maps and photographs, Parcel #02104 is utilized by the occupants of Parcel #02102. No EDR listings were identified with this address.	5C-04	Low
W	Full	02105		02105	N	1255 REALTY LLC	FASHION AVE	LONG BEACH CA	BUSINESS	0.17			7432024020	1255 REALTY LLC		FASHION AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02105 as Business Use owned by 1255 Realty LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #02105 consists of APN 7432-024-020. Based on a review of on-line maps and photographs, Parcel #02105 is utilized by the occupants of Parcel #02102.	5C-04	Low
E	TCE	40206		40206	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control		0.15		7271001906	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40206 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40206 consists of APN 7271-001-906. Based on a review of on-line maps and photographs, Parcel #40206 consists of vacant land adjacent to the west of the LA River and southeast of the Pacific Coast Highway ramp to I-710. No EDR listings were identified in this area.	5C-04	Low
E	Utility TCE	40206		40206	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control		0.1406		7271001906	L A CO FLOOD CON	0		LONG BEA	The ROW Impact Report identifies Parcel #40206 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40206 consists of APN 7271-001-906. Based on a review of on-line maps and photographs, Parcel #40206 consists of vacant land adjacent to the west of the LA River and southeast of the Pacific Coast Highway ramp to I-710. No EDR listings were identified in this area.	5C-04	Low
E	Partial, TCE	40207		40207	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control	0.0003	0.04		7271001902	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40207 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40207 consists of APN 7271-001-902. Based on a review of on-line maps and photographs, Parcel #40206 consists of a strip of vacant land adjacent to the west of the LA River and southeast of the Pacific Coast Highway ramp to I-710. No EDR listings were identified in this area.	5C-04	Low
E	Partial, TCE	40208		40208	N	KEMPNER,JAMES M AND CYNTHIA A	0	LONG BEACH CA	Flood Control	0.02	0.006		7271001001	KEMPNER,JAMES M AND CYNTHIA A	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40208 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40208 consists of APN 7271-001-001. Based on a review of on-line maps and photographs, Parcel #40208 consists of a strip of vacant land adjacent to the west of the LA River and southeast of the Pacific Coast Highway ramp to the I-710. No EDR listings were identified in this area.	5C-04	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
PCH

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	40209		40209	N	L A CO FLOOD CONTROL DIST	L A RIVER	LONG BEACH CA	Flood Control	0.66	0.7		7271001905	L A CO FLOOD CONTROL DIST	L A RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40209 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40209 consists of APN 7271-001-905. Based on a review of on-line maps and photographs, Parcel #40209 consists of a strip of vacant land adjacent to the south of the Pacific Coast Highway ramp to the I-710. No EDR listings were identified in this area.	5C-04	Low
E	Partial, TCE	40210		40210	N	L A CO FLOOD CONTROL DIST		LONG BEACH CA	Flood Control	0.0002	0.07		7271001904	L A CO FLOOD CONTROL DIST			LONG BEACH CA	The ROW Impact Report identifies Parcel #40210 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40210 consists of APN 7271-001-904. Based on a review of on-line maps and photographs, Parcel #40210 consists of a strip of vacant land adjacent to the west of the LA River and southeast of the Pacific Coast Highway ramp to the I-710. No EDR listings were identified in this area.	5C-04	Low
E	Partial, TCE	40211		40211	N	KENFIELD DEV LLC	L A RIVER	LONG BEACH CA	Flood Control	0.17	0.39		7271001006	KENFIELD DEV LLC	L A RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40211 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40211 consists of APN 7271-001-006. Based on a review of on-line maps and photographs, Parcel #40211 consists of a strip of vacant land adjacent to the west of the LA River and southeast of the Pacific Coast Highway ramp to the I-710. No EDR listings were identified in this area.	5C-04	Low
E	Partial, TCE	40212		40212	N	KEMPNER,JAMES M AND CYNTHIA A	L A RIVER	LONG BEACH CA	Flood Control	0.004	0.02		7271001005	KEMPNER,JAMES M AND CYNTHIA A	L A RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40212 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40212 consists of APN 7271-001-005. Based on a review of on-line maps and photographs, Parcel #40212 consists of a segment of the LA River south of the Pacific Coast Highway overpass, east of I-710. No EDR listings were identified in this area.	5C-04	Low

PACIFIC COAST Hwy

E	TCE	70213		70213	N	LONG BEACH CITY	SAN FRANCISCO AVE	LONG BEACH CA	Public		0.05		7202029901	LONG BEACH CITY		SAN FRANCISCO AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #70213 as Public Use, owned by City of Long Beach Cressa Park. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #70213 consists of APN 7202-029-901. Based on a review of on-line maps and photographs, Parcel #70213 consists of a strip of land occupied by the City of Long Beach Cressa Park, adjacent to the west of the LA River and adjacent to the north of the Pacific Coast Highway ramp to the I-710. No EDR listings were identified in this area.	5C-04	Low
E	Utility TCE	70213		70213	N	LONG BEACH CITY	SAN FRANCISCO AVE	LONG BEACH CA	Public		0.0241		7202029901	LONG BEACH CITY		SAN FRANCISC	LONG BEA	The ROW Impact Report identifies Parcel #70213 as Public Use, owned by City of Long Beach Cressa Park. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #70213 consists of APN 7202-029-901. Based on a review of on-line maps and photographs, Parcel #70213 consists of a strip of land occupied by the City of Long Beach Cressa Park, adjacent to the west of the LA River and adjacent to the north of the Pacific Coast Highway ramp to the I-710. No EDR listings were identified in this area.	5C-04	Low
E	TCE	70214		70214	N	LONG BEACH CITY	SAN FRANCISCO AVE	LONG BEACH CA	Public		0.013		7202029902	LONG BEACH CITY		SAN FRANCISCO AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #70214 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #70214 consists of APN 7202-029-902. Based on a review of on-line maps and photographs, Parcel #70214 consists of a strip of land occupied by the City of Long Beach Cressa Park, adjacent to the west of the LA River and adjacent to the north of the Pacific Coast Highway ramp to the I-710. No EDR listings were identified in this area.	5C-04	Low
E	TCE	02315		02315	N	TRAN,HIEP D AND MY HANG	1871 SAN FRANCISCO AVE	LONG BEACH CA	RESIDENTIAL		0.007		7202029005	TRAN,HIEP D AND MY HANG	1871	SAN FRANCISCO AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02315 as Residential Use (1871 San Francisco) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02315 consists of APN 7202-029-005. Based on a review of on-line maps and photographs, Parcel #02315 consists of a small structure (920 sq.ft) located within Cressa Park, adjacent to the east of the LA River bicycle path, and north of Pacific Coast Highway. No EDR listings were identified associated with this address.	5C-04	Low
E	TCE	70216		70216	N	0		LONG BEACH CA	Public		0.0008		7202029900				LONG BEACH CA	The ROW Impact Report identified Parcel #70216 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70216 consists of a portion of APN 7202-029-900, which is developed with a portion of a City park known as Cressa Park. Based on a review of on-line maps and photographs, Parcel #70216 consists of vacant land within the city park property. No EDR listings were identified in this area.	5C-04	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
PCH

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	40217		40217	N	L A CO FLOOD CONTROL DIST	L A RIVER	LONG BEACH CA	Flood Control	1.94	1.97		7202023903	L A CO FLOOD CONTROL DIST	L A RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40217 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #70214 consists of APN 7202-023-903. Based on a review of on-line maps and photographs, Parcel #40217 consists of a segment of the LA River north of Pacific Coast Highway, east of I-710. No EDR listings were identified in this area.	5C-04	Low
E	Partial, TCE	40218		40218	N	L A CO FLOOD CONTROL DIST	L A RIVER	LONG BEACH CA	Flood Control	1.11	1.46		7202024902	L A CO FLOOD CONTROL DIST	L A RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40218 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40218 consists of APN 7202-024-902. Based on a review of on-line maps and photographs, Parcel #40218 consists of a segment of the LA River, south of W. Hill Street and north of W. 20th Street, east of I-710. No EDR listings were identified in this area.	5C-04	Low
E	Pedestrian TCE	40218		40218	N	L A CO FLOOD CONTROL DIST	L A RIVER	LONG BEACH CA	Flood Control		0.1669		7202024902	L A CO FLOOD CON	L A RIVER		LONG BEA	The ROW Impact Report identifies Parcel #40218 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40218 consists of APN 7202-024-902. Based on a review of on-line maps and photographs, Parcel #40218 consists of a segment of the LA River, south of W. Hill Street and north of W. 20th Street, east of I-710. No EDR listings were identified in this area.	5C-04	Low
W	Partial, TCE	02419		02419	N	POTTER,ROBERT L CO TR	1365 W PACIFIC COAST HWY	LONG BEACH CA	BUSINESS	0.04	0.05		7431033002	POTTER,ROBERT L CO TR	1365	PACIFIC COAST HWY	LONG BEACH CA	The ROW Impact Report identifies Parcel #02419 as Business Use, owned by Poter, Robert L Co Tr. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02419 consists of APN 7431-033-002. Based on a review of on-line maps and photographs, Parcel #02419 consists of a parking lot associated with APN 7431-033-001. Parcel#02419 is located adjacent to the north of Pacific Coast Highway, west of I-710. No EDR listings were identified associated with this address.	5C-04	Low
W	Partial, TCE	02420		02420	N	GOOD NEWS CHURGH OF GOD	0	LONG BEACH CA	BUSINESS	0.001	0.02		7431033008	GOOD NEWS CHURGH OF GOD	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #02420 as Business Use, owned by the Good news Church of God. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02420 consists of APN 7431-033-008. Based on a review of on-line maps and photographs, Parcel #02420 consists of a parking lot located adjacent to the north of Pacific Coast Highway, and adjacent to the west of the I-710 Pacific Coast highway off-ramp. No EDR listings were identified in this area.	5C-04	Low
W	TCE	02421		02421	N	ULLOA,ANTONIO	1234 W 19TH ST	LONG BEACH CA	RESIDENTIAL		0.01		7431032006	ULLOA,ANTONIO	1234	19TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #02421 as Residential Use (1234 West 19th Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02421 consists of APN 7431-032-006. Based on a review of on-line maps and photographs, Parcel #02421 consists of a residential structure (1,182 sq.ft) located south of W. 19th Street and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-04	Low
W	TCE	02422		02422	N	CERVANTES,ANTONIA	2030 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01		7431010011	CERVANTES,ANTONIA	2030	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02422 as Residential Use (2030 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02422 consists of APN 7431-010-011. Based on a review of on-line maps and photographs, Parcel #02422 consists of a residential structure (656 sq.ft) located east of Gale Avenue and adjacent to the west of I-710.No EDR listings were identified associated with this address.	5C-04	Low
W	TCE	02423		02423	N	VASQUEZ,FERNANDO	2032 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01		7431010010	VASQUEZ,FERNANDO	2032	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02423 as Residential Use (2032 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02423 consists of APN 7431-010-010. Based on a review of on-line maps and photographs, Parcel #02423 consists of a residential structure (1,515 sq.ft) located east of Gale Avenue and adjacent to the west of I-710.No EDR listings were identified associated with this address.	5C-04	Low
W	TCE	02424		02424	N	CAMACHO,IGNACIO C AND MARIA C	2040 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01		7431010009	CAMACHO,IGNACIO C AND MARIA C	2040	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02424 as Residential Use (2040 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02424 consists of APN 7431-010-009. Based on a review of on-line maps and photographs, Parcel #02424 consists of a residential structure (1,024 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-04	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
PCH

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	02425		02425	N	RODRIGUEZ,ESTEBAN AND	2048 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01		7431010007	RODRIGUEZ,ESTEBAN AND	2048	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02425 as Residential Use (2048 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02425 consists of APN 7431-010-007. Based on a review of on-line maps and photographs, Parcel #02425 consists of a residential structure (791 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-04	Low
W	TCE	02426		02426	N	HOLLINS,LINDA	2056 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02		7431010006	HOLLINS,LINDA	2056	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02426 as Residential Use (2056 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02426 consists of APN 7431-010-006. Based on a review of on-line maps and photographs, Parcel #02426 consists of a residential structure (1,455 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-04	Low
W	TCE	02427		02427	N	DOCTOLERO,HELEN	2066 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01		7431010005	DOCTOLERO,HELEN	2066	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02427 as Residential Use (2066 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02427 consists of APN 7431-010-005. Based on a review of on-line maps and photographs, Parcel #02427 consists of a residential structure (1,188 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-04	Low
W	TCE	02428		02428	N	MARTINEZ,CYNTHIA D	2072 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01		7431010004	MARTINEZ,CYNTHIA D	2072	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02428 as Residential Use (2072 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02428 consists of APN 7431-010-004. Based on a review of on-line maps and photographs, Parcel #02428 consists of a residential structure (1,243 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-04	Low
W	TCE	02429		02429	N	AGUILERA,JORGE AND MARGARITA	2080 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01		7431010003	AGUILERA,JORGE AND MARGARITA	2080	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02429 as Residential Use (2080 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02429 consists of APN 7431-010-003. Based on a review of on-line maps and photographs, Parcel #02429 consists of a residential structure (1,353 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-04	Low
W	Full	02430		02430	N	RIVERA,ROSA A AND PEDRO C	2188 GALE AVE	LONG BEACH CA	RESIDENTIAL	0.12			7431009017	RIVERA,ROSA A AND PEDRO C	2188	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02430 as Residential Use (2188 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02430 consists of APN 7431-009-017. Based on a review of on-line maps and photographs, Parcel #02430 consists of a residential structure (1,668 sq.ft) located south of Hill Street, east of Gale Avenue, and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-04	Low
W	Pedestrian Full	02431		02431	Y	RIVERA,ROSA A AND PEDRO C	2184 GALE AVE	LONG BEACH CA	RESIDENTIAL	0.119			7431009018	RIVERA,ROSA A AN	2184	GALE AVE	LONG BEA	The ROW Impact Report identifies Parcel #02431 as Residential Use (2184 Gale Avenue), owned by RIVERA, ROSA A AND PEDRO C . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02431 consists of APN 7431-009-018. Based on a review of on-line maps and photographs, Parcel #02431 consists of two residential structures (total 1,481 sq.ft) located south of Hill Street, east of Gale Avenue, and adjacent to the west of I-710. No EDR listings were identified associated with this address.		Low
E	Utility TCE	02332		02332	N	NGUYEN,TAMI M	1835 SAN FRANCISCO AVE	LONG BEACH CA	RESIDENTIAL		0.0107		7202029010	NGUYEN,TAMI M	1835	SAN FRANCISC	LONG BEA	The ROW Impact Report identifies Parcel #02332 as Residential Use (2184 Gale Avenue), owned by NGUYEN, TAMI M . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #02332 consists of APN 7431-009-010. Based on a review of on-line maps and photographs, Parcel #02332 consists of one residential structure (770 sq.ft) located south of Hill Street, east of Gale Avenue, and adjacent to the west of I-710. No EDR listings were identified associated with this address.		Low

HILL Street

Totals

High	0
Mediun	0
Low	32

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Willow

	IMPACT	Private Use ID #	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
HILL STREET																	
23RD STREET																	
W	TCE	03101	03101	N	RIVERS,RICHARD E AND ANITA Y TRS	2350 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7401023006	2350	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #03101 as Residential Use (2350 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #03101 consists of APN 7401-023-006. Based on a review of on-line maps and photographs, Parcel #03101 consists of a residential structure (1,655 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-05	Low
W	TCE	03102	03102	N	GILLIAM,WILBERT G	2356 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7401023005	2356	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #03102 as Residential Use (2356 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #03102 consists of APN 7401-023-005. Based on a review of on-line maps and photographs, Parcel #03102 consists of a residential structure (987 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-05	Low
W	TCE	03103	03103	N	LAURA,MICHAEL V AND PINELO T	2360 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7401023017	2360	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #03103 as Residential Use (2360 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #03103 consists of APN 7401-023-017. Based on a review of on-line maps and photographs, Parcel #03103 consists of a residential structure (1,139 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-05	Low
W	TCE	03104	03104	N	HAMASHITO,MICHIKO AND	2364 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7401023016	2364	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #03104 as Residential Use (2364 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #03104 consists of APN 7401-023-016. Based on a review of on-line maps and photographs, Parcel #03104 consists of a residential structure (1,165 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-05	Low
W	TCE	03105	03105	N	EVERETT,JAMES TR	2370 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7401023015	2370	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #03105 as Residential Use (2370 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #03105 consists of APN 7401-023-015. Based on a review of on-line maps and photographs, Parcel #03105 consists of a residential structure (1,175 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-05	Low
W	Partial, TCE	03106	03106	N	FOUR CORNERS PIPE LINE COMPANY	1226 W BURNETT ST	LONG BEACH CA	BUSINESS	0.01	0.13	7401023004	1226	BURNETT ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #03106 as Residential Use (1226 W. Burnett Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #03106 consists of APN 7401-023-004. Based on a review of on-line maps and photographs, Parcel #03106 consists of a residential structure (630 sq.ft) located south of W. Burnett Street and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-05	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Willow

	IMPACT	Private Use ID #	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
BURNETT STREET																	
25TH STREET																	
W	Full	03107	03107	N	PETERSON,WAYNE B AND HUEY J	W WILLOW ST	LONG BEACH CA	BUSINESS	0.06		7401007018		WILLOW ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #03107 as Business Use, owned by Wayne B and Huey Peterson . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #03107 consists of APN 7401-007-018. Based on a review of on-line maps and photographs, Parcel #03107 consists of an enclosed paved lot with a cellular tower located in the eastern portion of the property. Parcel #03107 is located south of W. Willow Street and adjacent to the west of Willow Street ramp to I-710. No EDR listings were identified in this area.	5C-06	Low
W	Full	03108	03108	N	PETERSON,WAYNE B AND HUEY J TRS	1292 W WILLOW ST	LONG BEACH CA	RESIDENTIAL	0.06		7401007001	1292	WILLOW ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #03108 as Residential Use (1292 W. Willow Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #03106 consists of APN 7401-007-001. Based on a review of on-line maps and photographs, Parcel #03108 consists of a residential structure (540 sq.ft) located south of W. Willow Street and east of Fashion Avenue. No EDR listings were identified associated with this address.	5C-06	Low
W	Full	03109	03109	Y	LE,CUONG T AND	1310 W WILLOW ST	LONG BEACH CA	BUSINESS	0.06		7401006003	1310	WILLOW ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #03109 as Business Use (1310 W. Willow Street), owned by Cuong T Le . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #03109 consists of APN 7401-006-003. Based on a review of on-line maps and photographs, Parcel #03109 is occupied by a retail strip mall (Thai Diner BBQ, Hair & Nail salon, JP Bicycle Parts, Li Hoa Market) located south of W. Willow Street and west of Fashion Avenue. No EDR listings were identified associated with this address.	5C-06	Low
W	Full	03110	03110	Y	LAKV WILLOW INC	1336 W WILLOW ST	LONG BEACH CA	BUSINESS	0.02		7401006026	1336	WILLOW ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #03110 as Business Use (1336 W. Willow Street), owned by Lakv Willow Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #03110 consists of APN 7401-006-026. Based on a review of on-line maps and photographs, Parcel #03110 is occupied by a retail strip mall (Richard's Original Bakery, Pupuseria Salvadorena, Famous Hair & Nails) located south of W. Willow Street and east of Easy Avenue. This parcel was identified in the EDR Report (EDR ID#3002) as 1336 W. Willow Street in the UST database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-06	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Willow

	IMPACT	Private Use ID #	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
	Utility TCE	03158													The ROW Impact Report identifies Parcel #03158 as Business Use (1356 W. Willow Street), owned by BAIK, HELLEN. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #03158 consists of APN 7401-005-002. Based on a review of on-line maps and photographs, Parcel #03158 is occupied by a retail strip mall located south of W. Willow Street and west of Easy Avenue. No EDR listings were identified associated with this address.		
W			03158	N	BAIK,HELLEN	1356 W WILLOW ST	LONG BEACH CA	BUSINESS		0.0348	7401005002	1356	WILLOW ST	LONG BEAC			Low
WILLOW STREET																	
HILL STREET																	
	Partial, TCE	40311													The ROW Impact Report identified Parcel #40311 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40311 consists of APN 7202-029-900. Based on a review of on-line maps and photographs, Parcel #40311 consists of a segment of the LA River, adjacent to the east of I-710. No EDR listings were identified in this area.	5C-05	
E			40311	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	1.25	2.33	7202002900	LA RIVER		LONG BEACH CA			Low
	Utility TCE	40311													The ROW Impact Report identified Parcel #40311 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40311 consists of APN 7202-029-900. Based on a review of on-line maps and photographs, Parcel #40311 consists of a segment of the LA River, adjacent to the east of I-710. No EDR listings were identified in this area.	5C-05	
E			40311	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.5208	7202002900	LA RIVER		LONG BEAC			Low
	Pedestrian TCE	40311													The ROW Impact Report identified Parcel #40311 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40311 consists of APN 7202-029-900. Based on a review of on-line maps and photographs, Parcel #40311 consists of a segment of the LA River, adjacent to the east of I-710. No EDR listings were identified in this area.	5C-05	
E			40311	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.3933	7202002900	LA RIVER		LONG BEAC			Low
	Partial, TCE	40312													The ROW Impact Report identified Parcel #40312 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40312 consists of APN 7202-001-902. Based on a review of on-line maps and photographs, Parcel #40312 consists of a segment of the LA River, adjacent to the east of I-710. No EDR listings were identified in this area.	5C-05	
E			40312	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.13	0.83	7202001902	LA RIVER		LONG BEACH CA			Low
	Partial, TCE	40313													The ROW Impact Report identified Parcel #40313 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40313 consists of APN 7202-001-901. Based on a review of on-line maps and photographs, Parcel #40313 consists of a segment of the LA River, adjacent to the east of I-710 and adjacent to the south of W. Willow Street. No EDR listings were identified in this area.	5C-06	
E			40313	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.77	1.15	7202001901	LA RIVER		LONG BEACH CA			Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Willow

	IMPACT	Private Use ID #	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	70314	70314	N	LONG BEACH CITY	W WILLOW ST	LONG BEACH CA	Public	0.0074	0.31	7202006900		WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #70314 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70314 consists of APN 7202-006-900. Based on review of on-line maps and photographs, Parcel #70314 consists of vacant land located south of W. Willow Street, north of W. 25th Way, and adjacent to the east of the LA River. No EDR Listings were identified in this area.	5C-06	Low
E	Partial, TCE	70315	70315	N	LONG BEACH CITY	W WILLOW ST	LONG BEACH CA	Public	0.04	0.44	7202006901		WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #70315 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70315 consists of APN 7202-006-901. Based on review of on-line maps and photographs, Parcel #70315 consists of vacant land located south of W. Willow Street, north of W. 25th Way, and adjacent to the west of Golden Avenue. No EDR Listings were identified in this area.	5C-06	Low
E	Partial, TCE	70316	70316	N	LONG BEACH CITY	W WILLOW ST	LONG BEACH CA	Public	0.15	0.53	7201026900		WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #70316 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70316 consists of APN 7201-026-900. Based on review of on-line maps and photographs, Parcel #70316 consists of vacant land referred to as the "Wrigley Greenbelt" located north of W. Willow Street, west of Golden Avenue, and south of 26th Way. No EDR Listings were identified in this area.	5C-06	Low
E	Partial, TCE	70317	70317	N	LONG BEACH CITY	W WILLOW ST	LONG BEACH CA	Public	0.002	0.05	7201027910		WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #70317 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70317 consists of APN 7201-027-910. Based on review of on-line maps and photographs, Parcel #70317 consists of a strip of vacant land located adjacent to north of W. Willow Street, west of Golden Avenue, and south of 26th Way. Based on a review of the EDR Report and on-line maps and photographs, it appears that the address 1095 W Willow Street. This parcel was identified in the EDR Report (EDR ID# 2998) as Sunnyside Foundation Inc. in the UST database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-06	Low

WILLOW Street

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Willow

	IMPACT	Private Use ID #	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	40318	40318	N	L A CO FLOOD CONTROL DIST	W WILLOW ST	LONG BEACH CA	Flood Control	0.17	1.07	7201027908		WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #40318 as Flood Control, owned by the LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40318 consists of APN 7201-027-908. Based on review of on-line maps and photographs, Parcel #40318 consists of vacant land referred to as the "Wrigley Greenbelt" located north of W. Willow Street, east of the LA River, and south of 26th Way. No EDR Listings were identified in this area.	5C-06	Low
E	Partial, TCE	40319	40319	N	UNKNOWN OWNER O K	LA RIVER	LONG BEACH CA	Flood Control	0.73	0.91	7201028001	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40319 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40319 consists of APN 7201-028-001. Based on review of on-line maps and photographs, Parcel #40319 consists of a segment of the LA River, adjacent to the north of W. Willow Street. No EDR Listings were identified in this area.	5C-06	Low
E	TCE	40320	40320	N	UNKNOWN OWNER O K	LA RIVER	LONG BEACH CA	Flood Control		0.12	7201014013	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40320 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40320 consists of APN 7201-014-013. Based on review of on-line maps and photographs, Parcel #40320 consists of a segment of the LA River, north of W. Willow Street, east of I-710. No EDR Listings were identified in this area.	5C-06	Low
E	Partial, TCE	40321	40321	N	UNKNOWN OWNER O K	LA RIVER	LONG BEACH CA	Flood Control	0.71	0.74	7201029001	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40321 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40321 consists of APN 7201-029-001. Based on review of on-line maps and photographs, Parcel #40321 consists of a segment of the LA River, north of W. Willow Street, and west of De Forest Ave. No EDR Listings were identified in this area.	5C-06	Low
E	Partial, TCE	40322	40322	N	UNKNOWN OWNER O K	LA RIVER	LONG BEACH CA	Flood Control	0.05	0.1	7201013002	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40322 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40322 consists of APN 7201-013-002. Based on review of on-line maps and photographs, Parcel #40322 consists of a vacant strip land adjacent to the west of the LA River, north of W. Willow Street. No EDR Listings were identified in this area.	5C-06	Low
E	Partial, TCE	40323	40323	N	UNKNOWN OWNER O K	LA RIVER	LONG BEACH CA	Flood Control	0.9	1.03	7201013001	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40323 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40323 consists of APN 7201-013-001. Based on review of on-line maps and photographs, Parcel #40323 consists of a vacant strip land adjacent to the west of the LA River, north of W. Willow Street. No EDR Listings were identified in this area.	5C-06	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Willow

	IMPACT	Private Use ID #	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	40324	40324	N	UNKNOWN OWNER O K	LA RIVER	LONG BEACH CA	Flood Control	0.07	0.03	7201015047	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40324 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40324 consists of APN 7201-015-047. Based on review of on-line maps and photographs, Parcel #40324 consists of a segment of the LA River, north of W. Willow Street. No EDR Listings were identified in this area. An aboveground petroleum pipeline is located on Parcel #40324.	5C-06	High
E	Partial, TCE	40325	40325	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	3.58	0.84	7201012900	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40325 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40325 consists of APN 7201-012-900. Based on review of on-line maps and photographs, Parcel #40325 consists of a segment of the LA River, north of W.28th Street and south of W. Spring Street. No EDR Listings were identified in this area.	5C-06	Low
E	Ped. Partial, TCE	40325	40325	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	1.2834	1.0975	7201012900	LA RIVER		LONG BEAC	The ROW Impact Report identified Parcel #40325 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40325 consists of APN 7201-012-900. Based on review of on-line maps and photographs, Parcel #40325 consists of a segment of the LA River, north of W.28th Street and south of W. Spring Street. No EDR Listings were identified in this area.	5C-06	Low
E	Util. Partial	40325	40325	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.0118		7201012900	LA RIVER		LONG BEAC	The ROW Impact Report identified Parcel #40325 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40325 consists of APN 7201-012-900. Based on review of on-line maps and photographs, Parcel #40325 consists of a segment of the LA River, north of W.28th Street and south of W. Spring Street. No EDR Listings were identified in this area.	5C-06	Low
W	Full	03426	03426	Y	TABILA,RODOLFO T AND ELNORA T	1339 W WILLOW ST	LONG BEACH CA	BUSINESS	0.13		7313029023	1339	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03426 as Business use owned by Tabila, Rodolfo T and Elnora T. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03426 consists of APN 7313-029-023. Based on review of on-line maps and photographs, Parcel #03426 consists of a medical office (1,726 sq. ft. at 1339 W. Willow Street) , north of W. Willow Street and east of Easy Ave. This parcel was identified in the EDR Report (EDR Id#3002) as First Integrated Care Med Grp.in the HAZNET database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-06	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Willow

	IMPACT	Private Use ID #	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial, TCE	03427	03427	N	LAYA,ARTURO A	1335 W WILLOW ST	LONG BEACH CA	RESIDENTIAL	0.02	0.02	7313029024	1335	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03427 as Residential use owned by Laya, Arturo A. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03427 consists of APN 7313-029-024. Based on review of on-line maps and photographs, Parcel #03426 consists of a residential building (1,759 sq. ft. at 1335 W. Willow Street) , north of W. Willow Street and east of Easy Ave. This property includes the addresses 1327 and 1329 W. Willow Street, which were not identified in the EDR Report.	5C-06	Low
W	Full	03428	03428	Y	CLOSAS,EVA M TR	1325 W WILLOW ST	LONG BEACH CA	BUSINESS	0.07		7313029029	1325	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03428 as Business use owned by Closas, Eva M TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03428 consists of APN 7313-029-029. Based on review of on-line maps and photographs, Parcel #03428 consists of a real estate investment office building (300 sq. ft.) and adjacent building in the back (942 sq. ft.) at 1325 W. Willow Street , north of W. Willow Street and east of Easy Ave. No EDR listings were identified associated with this address.	5C-06	Low
W	Full	03429	03429	Y	WATKINS,LARRY B CO TR	1319 W WILLOW ST	LONG BEACH CA	BUSINESS	0.14		7313029030	1319	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03429 as Business use occupied by Watkins Pest & Termite Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03429 consists of APN 7313-029-030. Based on review of on-line maps and photographs, Parcel #03429 consists of a pest control office building (1080 sq. ft.) and associated parking lot at 1319 W. Willow Street , north of W. Willow Street and east of Easy Ave. No EDR listings were identified associated with this address.	5C-06	Low
W	Full	03430	03430	Y	ANDALAJAO,LETICIA L TR	1311 W WILLOW ST	LONG BEACH CA	BUSINESS	0.07		7313029027	1311	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03430 as Business use occupied by RC Travel & Tours. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03430 consists of APN 7313-029-027. Based on review of on-line maps and photographs, Parcel #03430 consists of a travel agency office building (864 sq. ft. and 2,779 square ft.) at 1311 W. Willow Street, north of W. Willow Street and west of Fashion Avenue. No EDR listings were identified associated with this address.	5C-06	Low
W	Full	03431	03431	Y	PEREZ,SOLOMON E AND MINERVA AND	1303 W WILLOW ST	LONG BEACH CA	BUSINESS	0.14		7313029028	1303	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03431 as Business use occupied by Fade Barber Shop, Naty Karly Fashion, Evelyn's Outlet, and TT Sr Tobacco. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03431 consists of APN 7313-029-028. Based on review of on-line maps and photographs, Parcel #03431 consists of a multi-business building (2,318 square ft.) at 1303 W. Willow Street, north of W. Willow Street and west of Fashion Ave. No EDR listings were identified associated with this address.	5C-06	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Willow

	IMPACT	Private Use ID #	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	03432	03432	Y	SILVERADO CONGREGATION OF	1295 W WILLOW ST	LONG BEACH CA	BUSINESS	0.13		7313028020	1295	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03432 as Business use occupied by Kingdom Hall of Jehovah's Witness. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03432 consists of APN 7313-028-020. Based on review of on-line maps and photographs, Parcel #03432 consists of a religious building (2,960 square ft.) at 1295 W. Willow Street, north of W. Willow Street and east of Fashion Ave. No EDR listings were identified associated with this address.	5C-06	Low
W	Full	03433	03433	N	SILVERADO CONGREGATION OF	1295 W WILLOW ST	LONG BEACH CA	BUSINESS	0.19		7313028019	1295	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03433 as Business use occupied by Kingdom Hall of Jehovah's Witness. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03433 consists of APN 7313-028-019. Based on review of on-line maps and photographs, Parcel #03433 consists of the Jehovah's Witness building and associated parking lot at 1295 W. Willow Street, north of W. Willow Street and east of Fashion Ave. No EDR listings were identified associated with this address.	5C-06	Low
W	TCE	03434	03434	N	MORENO,JAIME AND	2722 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.06	7313027012	2722	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03434 as Residential use owned by Jamie Moreno. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03434 consists of APN 7313-027-012. Based on review of on-line maps and photographs, Parcel #03434 consists of a residential building (1,635 sq. ft. at 2722 Gale Ave.) west of the I-710 and south of W. 28th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03435	03435	N	JONAS,NOEL C	2728 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7313027011	2728	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03435 as Residential use owned by Noel C Jonas. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03435 consists of APN 7313-027-011. Based on review of on-line maps and photographs, Parcel #03435 consists of a residential building (1,319 sq. ft. at 2728 Gale Ave.) west of the I-710 and south of W. 28th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03436	03436	N	CRUZ,WILFREDO V AND TESSIE C	2740 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7313027009	2740	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03436 as Residential use owned by Wilfredo V and Tessie C Cruz. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03436 consists of APN 7313-027-009. Based on review of on-line maps and photographs, Parcel #03436 consists of a residential building (1,080 sq. ft. at 2740 Gale Ave.) west of the I-710 and south of W. 28th Street. This address was not identified in the EDR Report.	5C-06	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Willow

	IMPACT	Private Use ID #	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	03437	03437	N	WILLIAMS,BILLIE	2748 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7313027008	2748	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03437 as Residential use owned by Billie Williams. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03437 consists of APN 7313-027-008. Based on review of on-line maps and photographs, Parcel #03437 consists of a residential building (862 sq. ft. at 2748 Gale Ave.) west of the I-710 and south of W. 28th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03438	03438	N	MOORE,GEORGIE M	2750 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7313027007	2750	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03438 as Residential use owned by Georgie M Moore. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03437 consists of APN 7313-027-007. Based on review of on-line maps and photographs, Parcel #03437 consists of a residential building (1513 sq. ft. at 2748 Gale Ave.) west of the I-710 and south of W. 28th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03439	03439	N	PERRY,THOMAS G AND RAQUEL L	2760 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7313027006	2760	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03439 as Residential use owned by Thomas G. and Raquel L. Perry. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03439 consists of APN 7313-027-006. Based on review of on-line maps and photographs, Parcel #03439 consists of a residential building (1345 sq. ft. at 2760 Gale Ave.) west of the I-710 and south of W. 28th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03440	03440	N	BURNSIDE,GREG TR	2766 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7313027005	2766	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03440 as Residential use owned by Greg Tr. Burnside. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03440 consists of APN 7313-027-005. Based on review of on-line maps and photographs, Parcel #03440 consists of a residential building (912 sq. ft. at 2766 Gale Ave.) west of the I-710 and south of W. 28th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03441	03441	N	MOORE,LINDA R	2774 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7313027004	2774	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03441 as Residential use owned by Linda R. Moore. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03441 consists of APN 7313-027-004. Based on review of on-line maps and photographs, Parcel #03440 consists of a residential building (784 sq. ft. at 2774 Gale Ave.) west of the I-710 and south of W. 28th Street. This address was not identified in the EDR Report.	5C-06	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Willow

	IMPACT	Private Use ID #	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	03442	03442	N	LITONJUA,ANNALYN S	2780 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7313027015	2780	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03442 as Residential use owned by Annalyn S. Litonjua. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03442 consists of APN 7313-027-015. Based on review of on-line maps and photographs, Parcel #03442 consists of a residential building (796 sq. ft. at 2780 Gale Ave.) west of the I-710 and south of W. 28th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03443	03443	N	BARRIOS,ANTONIO	2784 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7313027014	2784	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03443 as Residential use owned by Antonio Barrios. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03443 consists of APN 7313-027-014. Based on review of on-line maps and photographs, Parcel #03443 consists of a residential building (1659 sq. ft. at 2784 Gale Ave.) west of the I-710 and south of W. 28th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03444	03444	N	CANLAS,TEODORA M TR	2792 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7313027013	2792	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03444 as Residential use owned by Teodora M Tr Canlas. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03444 consists of APN 7313-027-013. Based on review of on-line maps and photographs, Parcel #03444 consists of a residential building (1298 sq. ft. at 2792 Gale Ave.) west of the I-710 and south of W. 28th Street. This address was not identified in the the EDR Report.	5C-06	Low

W 28th Street

W	TCE	03445	03445	N	SANCHEZ,SALVADOR AND CLAUDIA	2900 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7313001013	2900	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03445 as Residential use owned by Salvador and Claudia Sanchez. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03445 consists of APN 7313-001-013. Based on review of on-line maps and photographs, Parcel #03445 consists of a residential building (1080 sq. ft. at 2900 Gale Ave.) west of the I-710 and north of W. 29th Street. This address was not identified in the the EDR Report.	5C-06	Low
W	TCE	03446	03446	N	MOYO,CLARK V AND LEAH R	2910 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7313001012	2910	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03446 as Residential use owned by Clark V and Leah R Moyo. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03446 consists of APN 7313-001-012. Based on review of on-line maps and photographs, Parcel #03446 consists of a residential building (1074 sq. ft. at 2910 Gale Ave.) west of the I-710 and north of W. 29th Street. This address was not identified in the EDR Report.	5C-06	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Willow

	IMPACT	Private Use ID #	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	03447	03447	N	VERDUGO,FABIAN G AND MARIA G	2914 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7313001011	2914	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03447 as Residential use owned by Fabian G and Maria G Verdugo. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03447 consists of APN 7313-001-011. Based on review of on-line maps and photographs, Parcel #03447 consists of a residential building (818 sq. ft. at 2914 Gale Ave.) west of the I-710 and north of W. 29th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03448	03448	N	QUINTERO,ALBERTO AND TERESA	2924 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7313001010	2924	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03448 as Residential use owned by Alberto and Teresa Quintero. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03448 consists of APN 7313-001-010. Based on review of on-line maps and photographs, Parcel #03448 consists of a residential building (1386 sq. ft. at 2924 Gale Ave.) west of the I-710 and north of W. 29th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03449	03449	N	STEWART,JAMES L AND YVONNE E TRS	2930 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7313001009	2930	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03449 as Residential use owned by James L and Yvonne E TRS Stewart. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03449 consists of APN 7313-001-009. Based on review of on-line maps and photographs, Parcel #03449 consists of a residential building (1544 sq. ft. at 2930 Gale Ave.) west of the I-710 and north of W. 29th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03450	03450	N	STEWART,JAMES L AND YVONNE TRS	2936 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7313001008	2936	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03450 as Residential use owned by James L and Yvonne TRS Stewart. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03450 consists of APN 7313-001-008. Based on review of on-line maps and photographs, Parcel #03450 consists of a residential building (1325 sq. ft. at 2936 Gale Ave.) west of the I-710 and north of W. 29th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03451	03451	N	COOK,JERRY L AND MARIA T	2946 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7313001007	2946	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03451 as Residential use owned by Jerry L and Maria T Cook. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03451 consists of APN 7313-001-007. Based on review of on-line maps and photographs, Parcel #03451 consists of a residential building (1666 sq. ft. at 2946 Gale Ave.) west of the I-710 and north of W. 29th Street. This address was not identified in the EDR Report.	5C-06	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Willow

	IMPACT	Private Use ID #	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	03452	03452	N	MURDOCK,LAUREEN TR	2956 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7313001006	2956	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03452 as Residential use owned by Laureen TR Murdock. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03452 consists of APN 7313-001-006. Based on review of on-line maps and photographs, Parcel #03452 consists of a residential building (1368 sq. ft. at 2956 Gale Ave.) west of the I-710 and north of W. 29th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03453	03453	N	BUTH,LEANG AND	2962 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7313001005	2962	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03453 as Residential use owned by Leang And Buth. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03453 consists of APN 7313-001-005. Based on review of on-line maps and photographs, Parcel #03453 consists of a residential building (1016 sq. ft. at 2962 Gale Ave.) west of the I-710 and north of W. 29th Street. This address was not identified in the EDR Report.	5C-06	Low
W	TCE	03454	03454	N	GOLIGHTLY,HOMER TR	2970 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7313001004	2970	GALE AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #03454 as Residential use owned by Homer TR Golightly. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03454 consists of APN 7313-001-004. Based on review of on-line maps and photographs, Parcel #03454 consists of a residential building (1368 sq. ft. at 2970 Gale Ave.) west of the I-710 and north of W. 29th Street. This address was not identified in the EDR Report.	5C-06	Low
W	Pedestrian Full	03455	03455	Y	MARIN,GERARDO AND MARIA S	1222 W SPRING ST	LONG BEACH CA	RESIDENTIAL	0.0804	0	7313001003	1222	SPRING ST	LONG BEAC	The ROW Impact Report identified Parcel #03455 as Residential use owned by Gerardo and Maria S Marin. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03455 consists of APN 7313-001-003. Based on review of on-line maps and photographs, Parcel #03455 consists of a residential building (1368 sq. ft. at 122 Spring Street.) west of the I-710 and south of W. Spring Street. This address was not identified in the EDR Report.	5C-06	Low
W	Pedestrian Full	03456	03456	Y	MATSUI,KAZUMI DECD EST OF	2980 GALE AVE	LONG BEACH CA	RESIDENTIAL	0.1166		7313001002	2980	GALE AVE	LONG BEAC	The ROW Impact Report identified Parcel #03456 as Residential use owned by MATSUI, KAZUMI DECO EST OF. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03456 consists of APN 7313-001-002. Based on review of on-line maps and photographs, Parcel #03456 consists of a residential building (1,017 sq. ft. at 2890 Gale Avenue.) west of the I-710 and south of W. Spring Street. This address was not identified in the EDR Report.		Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Willow

	IMPACT	Private Use ID #	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
	Pedestrian Full	03457													The ROW Impact Report identified Parcel #03457 as Residential use owned byYOSHIDA, PATRICIA A AND. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #03457 consists of APN 7313-001-001. Based on review of on-line maps and photographs, Parcel #03457 consists of a residential building (1,080 sq. ft. at 2990 Gale Avenue.) west of the I-710 and south of W. Spring Street. This address was not identified in the EDR Report.		
W		03457	Y	YOSHIDA,PATRICIA A AND	2990 GALE AVE	LONG BEACH CA	RESIDENTIAL	0.1222		7313001001	2990	GALE AVE	LONG BEA				Low

W SPRING STREET

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
I-405

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W Spring Street																	
W	TCE	04101	04101	PURIFICACION,BIENVINIDO P AND	3000 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7312022014	PURIFICACION,BIENVINIDO P AND	3000	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04101 as Residential Use (3000 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04101 consists of APN 7312-022-014. Based on a review of on-line maps and photographs, Parcel #04101 consists of a residential structure (1,155 sq. ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-07	Low
W	TCE	04102	04102	DELEON,BENJAMIN AND MARIA G	3006 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7312022015	DELEON,BENJAMIN AND MARIA G	3006	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04102 as Residential Use (3006 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04102 consists of APN 7312-022-015. Based on a review of on-line maps and photographs, Parcel #04102 consists of a residential structure (1,280 sq. ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-07	Low
W	TCE	04103	04103	ARZAGA,ALDEN AND	3016 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7312022011	ARZAGA,ALDEN AND	3016	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04103 as Residential Use (3016 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04103 consists of APN 7312-022-011. Based on a review of on-line maps and photographs, Parcel #04102 consists of a residential structure (895 sq. ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-07	Low
W	TCE	04104	04104	ESTRADA,RAFAEL AND MARIA C	3024 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7312022010	ESTRADA,RAFAEL AND MARIA C	3024	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04104 as Residential Use (3024 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04104 consists of APN 7312-022-010. Based on a review of on-line maps and photographs, Parcel #04104 consists of a residential structure (1,182 sq. ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-07	Low
W	TCE	04105	04105	QUINTERO,ANTONIO AND LOURDES	3030 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7312022009	QUINTERO,ANTONIO AND LOURDES	3030	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04105 as Residential Use (3030 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04105 consists of APN 7312-022-009. Based on a review of on-line maps and photographs, Parcel #04105 consists of a residential structure (1,166 sq. ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-07	Low
W	TCE	04106	04106	LOPEZ,ARTURO SR AND ANDREA R	3038 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.01	7312022008	LOPEZ,ARTURO SR AND ANDREA R	3038	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04106 as Residential Use (3038 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04106 consists of APN 7312-022-008. Based on a review of on-line maps and photographs, Parcel #04106 consists of a residential structure (952 sq. ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-07	Low
W	TCE	04107	04107	DE LEON,JOSEFINE	3046 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7312022007	DE LEON,JOSEFINE	3046	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04107 as Residential Use (3046 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04107 consists of APN 7312-022-007. Based on a review of on-line maps and photographs, Parcel #04107 consists of a residential structure (1,320 sq. ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-07	Low
W 31st Street																	
E	Partial, TCE	40414	40414	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	5.8	3.8	7203001901	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40414 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40414 consists of APN 7203-001-901. Based on a review of on-line maps and photographs, Parcel #40414 consists of a segment of the LA River, adjacent to the east of I-710, between W. Spring Street to the south and W. 34th Street to the north. No EDR listings were identified in this area.	5C-07	Low
E	Partial, TCE	40415	40415	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	9.98	7.12	7203001900	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40415 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40415 consists of APN 7203-001-900. Based on a review of on-line maps and photographs, Parcel #40415 consists of a segment of the LA River, adjacent to the east of I-710, between W. 34th Street to the south and I-405 to the north. No EDR listings were identified in this area.	5C-08	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
I-405

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
	Util. Partial, TCE	40415															
E			40415	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.0311	0.2324	7203001900	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEAC	The ROW Impact Report identified Parcel #40415 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40415 consists of APN 7203-001-900. Based on a review of on-line maps and photographs, Parcel #40415 consists of a segment of the LA River, adjacent to the east of I-710, between W. 34th Street to the south and I-405 to the north. No EDR listings were identified in this area.	5C-08	High
W 34th Street																	
		04108															
W	TCE		04108	CABALLERO,HECTOR AND ESPERANZA	3516 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7311009004	CABALLERO,HECTOR AND ESPERANZ	3516	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04108 as Residential Use (3516 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04108 consists of APN 7311-009-004. Based on a review of on-line maps and photographs, Parcel #04108 consists of a residential structure (1,040 sq. ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-08	Low
		04109															
W	TCE		04109	LOYA,JAIRO E AND	3524 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7311009003	LOYA,JAIRO E AND	3524	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04109 as Residential Use (3524 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04109 consists of APN 7311-009-003. Based on a review of on-line maps and photographs, Parcel #04109 consists of a residential structure (1,016 sq. ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-08	Low
		04110															
W	TCE		04110	SOILEAU,ANN P ET AL	3532 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7311009002	SOILEAU,ANN P ET AL	3532	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04110 as Residential Use (3532 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04110 consists of APN 7311-009-002. Based on a review of on-line maps and photographs, Parcel #04110 consists of a residential structure (1,025 sq. ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-08	Low
		04111															
W	TCE		04111	SMITH,EARLEAN	3540 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.02	7311009001	SMITH,EARLEAN	3540	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04111 as Residential Use (3540 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04111 consists of APN 7311-009-001. Based on a review of on-line maps and photographs, Parcel #04111 consists of a residential structure (1,232 sq. ft.) located east of Gale Avenue, south of the Wardlow Road ramp to I-710, and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-08	Low
		04112															
W	Full		04112	RODRIGUEZ,VICTOR J AND	3603 GALE AVE	LONG BEACH CA	RESIDENTIAL	0.11		7311004023	RODRIGUEZ,VICTOR J AND	3603	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04112 as Residential Use (3603 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04112 consists of APN 7311-004-023. Based on a review of on-line maps and photographs, Parcel #04112 consists of a residential structure (1,000 sq. ft.) located south of Gale Avenue, north of W.Wardlow Road, and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-08	Low
		04113															
W	Full		04113	UTTERBACK,JAMES C TR	3618 GALE AVE	LONG BEACH CA	RESIDENTIAL	0.03		7311004022	UTTERBACK,JAMES C TR	3618	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04113 as Residential Use (3618 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04113 consists of APN 7311-004-022. Based on a review of on-line maps and photographs, Parcel #04113 consists of a residential structure (1,478 sq. ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-08	Low
I-405																	
	Partial, TCE	40416															
E			40416	0	LA RIVER	LONG BEACH CA	Flood Control	0.15	0.6	7140014940		LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40416 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40416 consists of APN 7140-014-940. Based on a review of on-line maps and photographs, Parcel #40416 consists of a segment of the LA River, adjacent to the east of I-710, located northeast of the I-405 onramp to I-710.No EDR listings were identified in this area.	5C-08	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
I-405

IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
Utility TCE E	04353	04353	PRESTIGE INVESTMENTS LLC	1012 W CARSON ST	LONG BEACH CA	BUSINESS		0.0074	7140014031	PRESTIGE INVESTMENTS LLC	1012	CARSON ST	LONG BEAC	The ROW Impact Report identifies Parcel #04353 as Business Use, owned by PRESTIGE INVESTMENTS LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04353 consists of APN 7140-014-031. Based on a review of on-line maps and photographs, Parcel #04353 consists of a strip of land adjacent to the west of a SCE Corridor and east of the I-710. This parcel was identified in the EDR Report as 1012 CARSON ST STORE FOR LEASE (EDR ID# 2673) in the ERNS database; as AT&T Mobility (EDR ID# 2673) in the FINDS databse; and as VERIZON WIRELESS: BIXBY KNOLLS (EDR ID 2673) in the FINDS database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.		Low
Utility TCE E	50454	50454	SO CALIF EDISON CO	1000 W CARSON STREET	LONG BEACH	Utility		0.5551	7140014809	SO CALIF EDISON CO	1000	CARSON ST	LONG BEAC	The ROW Impact Report identifies Parcel #50454 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #50454 consists of APN 7140-014-809. Based on a review of on-line maps and photographs, Parcel #50454 consists of a strip of land occupied by the SCE Corridor bounded to the west by the I-710 and east by the LA River. This parcel was identified in the CHMIRS database (EDR ID# 2673). According to the report, 4 gallons of oil leaked from a ruptured underground line on December 12, 1999. The line belonged to GATX Terminals Corp, and hired a contractor to clean up the leak. Based on the minute amount of oil spilled, reported clean-up, lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.		Low

W Carson Street

Partial, TCE E	80417	80417	LACMTA	E 208TH ST	LONG BEACH CA	Railroad	1.4295	1.8579	7140014936	LACMTA	E 208TH ST		LONG BEACH CA	The ROW Impact Report identified Parcel #80417 as Railroad Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80417 consists of APN 7140-014-936. Based on a review of on-line maps and photographs, Parcel #80417 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad track and the Metro Blue Line Yard (4350 208th Street). LACMTA Division 11 and Rapid Transit District Metro (EDR ID# 2484) were identified associated with this address in the RCRA-SQG, FINDS, WDS, NPDES, LUST databases. According to the GeoTracker database, the facility is listed with a status of "completed-case closed" as of 09/08/2010 for a release of "waste oil/motor/hydraulic/lubricating" to soil. No other information was available online or in the EDR Report. Based on the regulatory status, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-11	High
Utility TCE E	80417	80417	LACMTA	E 208TH ST	LONG BEACH CA	Railroad		0.0063	7140014936	LACMTA	E 208TH ST		LONG BEAC	The ROW Impact Report identified Parcel #80417 as Railroad Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80417 consists of APN 7140-014-936. Based on a review of on-line maps and photographs, Parcel #80417 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad track and the Metro Blue Line Yard (4350 208th Street). LACMTA Division 11 and Rapid Transit District Metro (EDR ID# 2484) were identified associated with this address in the RCRA-SQG, FINDS, WDS, NPDES, LUST databases. According to the GeoTracker database, the facility is listed with a status of "completed-case closed" as of 09/08/2010 for a release of "waste oil/motor/hydraulic/lubricating" to soil. No other information was available online or in the EDR Report. Based on the regulatory status, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-11	High
Utility TCE E	50442	50442	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.0059	7140014806	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEAC	The ROW Impact Report identifies Parcel #50442 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #50442 consists of APN 7140-014-806. Based on a review of on-line maps and photographs, Parcel #50442 consists of a strip of land occupied by the SCE Corridor bounded to the west by the I-710, and east by the LA River, and to the south by West Carson Street. See parcel #80417 for a review of identified EDR listings.	7-11	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
I-405

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Utility TCE	04351	04351	HARBOR LAND COMPANY LLC	0	LONG BEACH CA	BUSINESS		0.0792	7140014028	HARBOR LAND COMPANY LLC	0		LONG BEAC	The ROW Impact Report identifies Parcel #04351 as Business Use, owned by HARBOR LAND COMPANY LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04351 consists of APN 7140-014-028. Based on a review of on-line maps and photographs, Parcel #04351 consists of a strip of land bounded by the Union Pacific Railroad to the north, SCE Cooridor to the east, and Metro Blue Line to the west. No EDR listings were identified in this area.	7-11	Low
E	Utility TCE	50452	50452	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.1468	7140014804	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEAC	The ROW Impact Report identifies Parcel #50452 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #50452 consists of APN 7140-014-804. Based on a review of on-line maps and photographs, Parcel #50452 consists of a strip of land occupied by the SCE Corridor bounded to the north by the Union Pacific Railroad, east to the LA River and west to the Metro Blue Line. No EDR listings were identified in this area.	7-11	Low
W	Partial, TCE	04425	04425	0		LONG BEACH CA	PUBLIC	0.04	0.05	7310016806				LONG BEACH CA	The ROW Impact Report identified Parcel #04425 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #04425 consists of APN 7310-016-806. Based on a review of on-line maps and photographs, Parcel #04425 appears to be occupied by transmission power lines located within the onramp turnaround from I-405 to I-710. No EDR listings were identified in this area.	5C-08	Low
W	Partial, TCE	04426	04426	CALIFORNIA BROADCAST CENTER LLC	3800 VIA ORO	LONG BEACH CA	BUSINESS	0.84	0.0008	7310016086	CALIFORNIA BROADCAST CENTER LLC	3800	VIA ORO	LONG BEACH CA	The ROW Impact Report identifies Parcel #04426 as Business Use, owned by California Broadcast Center LLC . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04426 consists of APN 7310-016-086. Based on a review of on-line maps and photographs, Parcel #04426 is improved with a commercial building occupied by DirecTV (3800 Via Oro Avenue) located east of Via Oro Avenue and west of I-710.DirecTV CBC and California Broadcast Center (EDR ID# 2695) were identified in the HAZNET, AST, and UST databases. Based on the lack of listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-08	Low
W	Partial, TCE	04427	04427	NIPPONDENSO OF LOS ANGELES INC	3900 VIA ORO AVE	LONG BEACH CA	BUSINESS	0.1	0.3	7310016073	NIPPONDENSO OF LOS ANGELES INC	3900	VIA ORO AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04427 as Business Use, owned by California Broadcast Center LLC . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04427 consists of APN 7310-016-073. Based on a review of on-line maps and photographs, Parcel #04427 is improved with a commercial building occupied by Denso Products & Services America (3900 Via Oro Avenue). Nippondenso of Los Angeles Inc. and Denso Sales California Inc. (EDR ID# 2695) were identified associated with this address in the RCRA-SQG, FINDS, WDS, NPDES, EMI, and HAZNET databases. Based on the lack of listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-08	Low
W	Full	04428	04428	INTEX PROPERTIES SOUTH BAY	0	LONG BEACH CA	BUSINESS	0.11		7310015023	INTEX PROPERTIES SOUTH BAY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #04428 as Business Use, owned by Intex Properties South Bay . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04428 consists of APN 7310-015-023. Based on a review of on-line maps and photographs, Parcel #04428 consists of vacant land located adjacent to the west of I-710, east of Via Alacalde Avenue, and north of Carson Street. No EDR listings were identified in this area.	5C-11	Low
W	Partial, TCE	04429	04429	INTEX PROPERTIES SOUTH BAY	0	LONG BEACH CA	BUSINESS	0.11	0.73	7310015022	INTEX PROPERTIES SOUTH BAY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #04429 as Business Use, owned by Intex Properties South Bay . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04429 consists of APN 7310-015-022. Based on a review of on-line maps and photographs, Parcel #04429 consists of vacant land located west of Via Alacalde Avenue and north of Carson Street. No EDR listings were identified in this area.	5C-11	Low
W	Partial, TCE	04430	04430	INTEX PROPERTIES SOUTH BAY	0	LONG BEACH CA	BUSINESS	0.17	0.25	7310015021	INTEX PROPERTIES SOUTH BAY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #04430 as Business Use, owned by Intex Properties South Bay . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04430 consists of APN 7310-015-021. Based on a review of on-line maps and photographs, Parcel #04430 consists of vacant land located west of Via Alacalde Avenue . No EDR listings were identified in this area.	5C-11	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
I-405

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial, TCE	04431	04431	INTEX PROPERTIES SOUTH BAY	0	LONG BEACH CA	BUSINESS	0.13	0.49	7310015020	INTEX PROPERTIES SOUTH BAY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #04431 as Business Use, owned by Intex Properties South Bay . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #04431 consists of APN 7310-015-020. Based on a review of on-line maps and photographs, Parcel #04431 consists of vacant land located west of Via Alacalde Avenue and south of West Via Plata Street . No EDR listings were identified in this area.	5C-11	Low
W	Full	04432	04432	1431 VIA PLATA LLC	1431 W VIA PLATA ST	LONG BEACH CA	BUSINESS	0.38		7310013098	1431 VIA PLATA LLC	1431	VIA PLATA ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #04432 as Business Use, owned by 1431 Via Plata LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #04432 consists of APN 7310-013-098, which is currently occupied by Alltrade Parts (1431 W. Via Plata Street). 1431 Via Plata and Chinle Corp NV (EDR ID# 2613) were identified in the NPDES database. Based on the lack of listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-11	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
405 West

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
SANTA FE Avenue																				
N	TCE	05101		05101	N	LINWOOD AVENUE LIMITED	1500 HUGHES WAY	LONG BEACH CA	BUSINESS		0.08		7310016072	LINWOOD AVENUE LIMITED	1500	HUGHES WAY	LONG BEACH CA	The ROW Impact Report identifies Parcel #05101 as Business Use owned by Linwood Avenue Limited. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #05101 consists of APN 7310-016-072. Based on a review of on-line maps and photographs, Parcel #05101 consists of a portion of the parking lot associated with Fluor Enterprises, Inc. at 1500 Hughes Way, located adjacent to the north of I-405, and east of Warnock Way. One listing was identified in the EDR Report as Hughes AirCraft Co (EDR ID# S112919581) in the HAZNET database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-09	Low
N	Utility TCE	05101		05101	N	LINWOOD AVENUE LIMITED	1500 HUGHES WAY	LONG BEACH CA	BUSINESS		0.7058		7310016072	LINWOOD AVEN	1500	HUGHES W	LONG BEA	The ROW Impact Report identifies Parcel #05101 as Business Use owned by Linwood Avenue Limited. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #05101 consists of APN 7310-016-072. Based on a review of on-line maps and photographs, Parcel #05101 consists of a portion of the parking lot associated with Fluor Enterprises, Inc. at 1500 Hughes Way, located adjacent to the north of I-405, and east of Warnock Way. One listing was identified in the EDR Report as Hughes AirCraft Co (EDR ID# S112919581) in the HAZNET database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-09	Low
S	Partial, TCE	05202		05202	N	AMML II LLC	3700 SANTA FE AVE	LONG BEACH CA	BUSINESS	0.05	0.07		7311001011	AMML II LLC	3700	SANTA FE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #05202 as Business Use owned by AMML II LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #05202 consists of APN 7311-001-011. Based on a review of on-line maps and photographs, Parcel #05202 consists of a portion of the parking lot associated with Turelk, Inc. at 3700 Santa Fe Avenue, located adjacent to the south of I-405, and east of Santa Fe Avenue. The address was identified as Sprint United Management Co. (EDR ID# 1016418928) in the FINDS database; as Turelk Inc. (EDR# S112913522) in the HAZNET database; and as Turelk, Inc. (EDR# U003661434) in the UST database. Based on the lack of listing in other databases indicating violations and/or a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-09	Low
S	TCE	05203		05203	N	STRACHAN,ROBERT C CO TR	1581 W WARDLOW RD	LONG BEACH CA	BUSINESS		0.02		7311001004	STRACHAN,ROBERT C CO TR	1581	WARDLOW RD	LONG BEACH CA	The ROW Impact Report identifies Parcel #05203 as Business Use owned by Robert C CO TR Strachan. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #05203 consists of APN 7311-001-004. Based on a review of on-line maps and photographs, Parcel #05203 consists of a portion of the parking lot associated with West Coast Packer at 1581 W. Wardlow Road, located adjacent to the south of I-405, and east of Santa Fe Avenue. The address was identified as Kohler Rental Power (EDR ID# S11315994) in the HAZNET database. Based on the lack of listing in other databases indicating violations and/or a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-09	Low
S	Partial, TCE	05204		05204	Y	KARBACH ENTERPRISES	1515 W WARDLOW RD	LONG BEACH CA	BUSINESS	0.81	0.48		7311001001	KARBACH ENTERPRISES	1515	WARDLOW RD	LONG BEACH CA	The ROW Impact Report identifies Parcel #05204 as Business Use owned by Karbach Enterprises. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #05204 consists of APN 7311-001-001. Based on a review of on-line maps and photographs, Parcel #05204 consists of a portion of land occupied by Western Shipping America, Inc. at 1515 W. Wardlow Road, located adjacent to the south of I-405 off-ramp, and north of W. Wardlow Road. The address was not identified on the EDR Report.	5C-09	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
405 West

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
S	Utility TCE	05204		05204	Y	KARBACH ENTERPRISES	1515 W WARDLOW RD	LONG BEACH CA	BUSINESS		0.0032		7311001001	KARBACH ENTEF	1515	WARDLOW	LONG BEA	The ROW Impact Report identifies Parcel #05204 as Business Use owned by Karbach Enterprises. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #05204 consists of APN 7311-001-001. Based on a review of on-line maps and photographs, Parcel #05204 consists of a portion of land occupied by Western Shipping America, Inc. at 1515 W. Wardlow Road, located adjacent to the south of I-405 off-ramp, and north of W. Wardlow Road. The address was not identified on the EDR Report.	5C-09	Low
S	Partial, TCE	05205		05205	N	KARBACH ENTERPRISES	1501 W WARDLOW RD	LONG BEACH CA	BUSINESS	0.006	0.03		7311001002	KARBACH ENTERPRISES	1501	WARDLOW RD	LONG BEACH CA	The ROW Impact Report identifies Parcel #05205 as Business Use owned by Karbach Enterprises. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #05205 consists of APN 7311-001-002. Based on a review of on-line maps and photographs, Parcel #05205 consists of a strip of land associated with American Circulation Innvtn. at 1501 W. Wardlow Road, located south of I-405 on-ramp, and north of W. Wardlow Road. The address was not identified on the EDR Report.	5C-09	Low
S	Utility TCE	05205		05205	N	KARBACH ENTERPRISES	1501 W WARDLOW RD	LONG BEACH CA	BUSINESS		0.0326		7311001002	KARBACH ENTEF	1501	WARDLOW	LONG BEA	The ROW Impact Report identifies Parcel #05205 as Business Use owned by Karbach Enterprises. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #05205 consists of APN 7311-001-002. Based on a review of on-line maps and photographs, Parcel #05205 consists of a strip of land associated with American Circulation Innvtn. at 1501 W. Wardlow Road, located south of I-405 on-ramp, and north of W. Wardlow Road. The address was not identified on the EDR Report.	5C-09	Low
S	Utility TCE	50506		50506	N	SO CALIF EDISON CO	WARDLOW RD	LONG BEACH CA	Utility		0.2459		7311001802	SO CALIF EDISON CO		WARDLOW	LONG BEA	The ROW Impact Report identifies Parcel #50506 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #50506 consists of APN 7311-001-802. Based on a review of on-line maps and photographs, Parcel #50506 consists of a strip of land occupied by the SCE Corridor bounded to the north by the I-405, south to Wardlow Road, and east by Delta Avenue. No listings were identified in the EDR Reported as associated with this parcel.		Low
S	Utility TCE	50507		50507	N	SO CALIF EDISON CO	WARDLOW RD	LONG BEACH CA	Utility		0.0327		7311013800	SO CALIF EDISON CO		WARDLOW	LONG BEA	The ROW Impact Report identifies Parcel #50507 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #50507 consists of APN 7311-013-800. Based on a review of on-line maps and photographs, Parcel #50507 consists of a strip of land occupied by the SCE Corridor bounded to the north by Wardlow Road and west by Caspian Avenue. No listings were identified in the EDR Reported as associated with this parcel.		Low

I-710 Freeway

Totals:

High	0
Mediun	0
Low	7

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
405 East

IMPACT	Private Use ID #	TYPE	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
I-710 Freeway																	
N	Partial, TCE	06101		06101	CRG PROPERTIES LTD	0	LONG BEACH CA	BUSINESS	0.8	0.18	7140014019	CRG PROPERTIES LTD	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #06101 as Business Use, owned by CRG Properties LTD. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #06101 consists of APN 7140-014-019. Based on a review of on-line maps and photographs, Parcel #06101 is associated with the former Long Beach Golf Learning Center (3701 & 4021 Pacific Place) property. Long Beach Industrial Park (EDR ID# 2752, 2767) was identified associated with this address in the VCP, ENVIROSTOR, SLIC, and FINDS databases; as CRG Properties in the HAZNET, UST, database; Petro Resources Inc. in the CERCLIS-NFRAP, FINDS, RGA LUST, and EMI databases. This parcel is associated with an 18 acre site formerly used as a central brine treatment facility from 1926 until the mid-1950s. Former activities consisted of pumping oil brine, drilling mud, and other waste materials generated from nearby oil production into unlined sumps. For the past five years, the site has been used as a golf practice range. Under the DTSC oversight, investigations are being conducted to evaluate the presence and extent of hazardous substances in the subsurface including benzene, benzo(a)pyrene, metals and TPH as gasoline. The case is also identified in the RWQCB's on-line GeoTracker database as Long Beach Industrial Park at 4021 Pacific Place. According to the GeoTracker and ENVIROSTOR on-line databases, the DTSC is the lead agency for the case. The cleanup status on the on-line ENVIROSTOR database is reported as "Inactive – Action Required" as of 1/26/2009; however, the database reports that a Remedial Action Completion Report was due to DTSC on 4/30/2011. Based on the regulatory status and former use, this site is considered to represent an environmental concern to the ISA Study Area and a file review is recommended. It should be noted that soil and groundwater contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	5C-10	High
N	Partial, TCE	06102		06102	CRG PROPERTIES LTD	0	LONG BEACH CA	BUSINESS	0.04	0.02	7140014032	CRG PROPERTIES LTD	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #06102 as Business Use, owned by CRG Properties LTD. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #06102 consists of APN 7140-014-032. Based on a review of on-line maps and photographs, Parcel #06102 is associated with Parcel #06101.	5C-10	High
N	Partial, TCE	06103		06103	TOOKEY,VICTOR R AND EVELYN M	4021 AMEBCO RD	LONG BEACH CA	BUSINESS	0.009	0.016	7140014025	TOOKEY,VICTOR R AND EVELYN M	4021	AMEBCO RD	LONG BEACH CA	The ROW Impact Report identifies Parcel #06103 as Business Use, owned by Tookey,Victor R and Evelyn M. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #06103 consists of APN 7140-014-032. Based on a review of on-line maps and photographs, Parcel #06103 is associated with Parcel #06101.	5C-10	High
N	Ped. Partial, TCE	01608		01608	MCDONALD,JOHN B CO TR ET AL	3916 AMEBCO RD	LONG BEACH CA	BUSINESS	0.577	0.0087	7140014023	MCDONALD,JOHN B CO	3916	AMEBCO R	LONG BEAC	The ROW Impact Report identifies Parcel #01608 as Business Use, owned by MCDONALD,JOHN B CO TR ET AL. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #01608 consists of APN 7140-014-023. Based on a review of on-line maps and photographs, Parcel #01608 is a an unpaved strip of land located adjacent to the east of North Pacific Place and adjacent to the west of MTA railroad tracks. No EDR listings were identified in this area.	5C-10	High
N	TCE	80604		80604	LACMTA	RAIL OPS	LONG BEACH CA	Railroad		0.1835	7140014941	LACMTA	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80604 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80604 consists of APN 7140-014-941. Based on a review of on-line maps and photographs, Parcel #80604 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad tracks. No EDR listings were identified in this area.	5C-10	Medium
N	Pedestrian TCE	80604		80604	LACMTA	RAIL OPS	LONG BEACH CA	Railroad		0.2077	7140014941	LACMTA	RAIL OPS		LONG BEAC	The ROW Impact Report identified Parcel #80604 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80604 consists of APN 7140-014-941. Based on a review of on-line maps and photographs, Parcel #80604 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad tracks. No EDR listings were identified in this area.	5C-10	Medium
N	TCE	80605		80605	LACMTA	RAIL OPS	LONG BEACH CA	Railroad		0.41	7140014919	LACMTA	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80605 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80605 consists of APN 7140-014-919. Based on a review of on-line maps and photographs, Parcel #80605 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad tracks. No EDR listings were identified in this area.	5C-10	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
405 East

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
S	Partial, TCE	06206		06206	OIL OPERATORS INC	701 W BAKER ST	LONG BEACH CA	BUSINESS	0.5535	0.2305	7203002001	OIL OPERATORS INC	701	BAKER ST	LONG BEACH CA	The ROW Impact Report identified Parcel #06206 as Business Use, owned by Oil Operators Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #06206 consists of APN 7203-002-001. Based on a review of on-line maps and photographs, Parcel #06206 is currently vacant land. No EDR listings were identified associated with 701 W Baker Street. Oil Operators Inc. was identified at 712 W Baker Street (EDR ID# 2797) in the UST, SLIC, CERCLIS, CHMIRS, HIST UST, CA FID UST, EMI, and SWEEPS UST databases and at 714 W Baker Street (EDR ID#2797 in the ENVIROSTOR database. The ENVIROSTOR database referred the case the RWQCB as of 01/01/2011. The RWQCB remains the lead agency on the case. The ENVIROSTOR database indicates that the US EPA is also involved in cleanup oversight for this case. The on-line GeoTracker database identifies the case at 712 W Baker Street and lists the facility status as "Open – Site Assessment" as of 01/02/2015. According to the on-line GeoTracker database, the Oil Operators, Inc. (OOI) property covers 20 acres located east of I-710 and is bounded on the north by the 405 Freeway, on the south by Wardlow Road, and on the east by Golden Avenue. Baker Street divides the property into northern and southern parts. The Los Angeles River is located immediately to the west. OOI operated water treatment facilities at this property from 1926 to 1998 to treat production brines and other fluids recovered during oil production. Processed included removal of oil and sediment from the water, recovering low-grade oil for recycling, and disposal of the treated water offsite. Multiple basins that were used to settle oily solids/sludge and to hold treated water were located on the property. The facilities were decommissioned in phases beginning in 1998 and the property is currently vacant. The primary area of concern is identified as Basin 1, which held untreated oil production fluids for settling of oily solids/sludge. Cleanup criteria have been established for chemicals of concern in Basin 1, including	5C-10	High
S	TCE	80607		80607	LACMTA	RAIL OPS	LONG BEACH CA	Railroad		0.85	7204007900	LACMTA	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80607 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80607 consists of APN 7204-007-900. Based on a review of on-line maps and photographs, Parcel #80607 consists of a segment of the Metro Blue Line (Wardlow Station)/ Pacific Electric Railroad tracks. No EDR listings were identified in this area.	5C-10	Medium

PACIFIC Avenue

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Del Amo

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	AIN	Improvement	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
UPRR/METRO Blue Line																				
I-405																				
W	Partial, TCE	70701	70433		70701	N	U S GOVT	0	LONG BEACH CA	Public	0.09	7310013902	0	U S GOVT	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70701 as Public Use, owned by the US Government. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70701 consists of APN 7310-013-902. This parcel is located west of I-710 and adjacent to the south of Union Pacific railroad tracks. No EDR listings were identified in this area.	5C-11	Low
W	TCE	80702	80434		80702	N	L A CITY	RAIL OPS	LONG BEACH CA	Railroad		7310013911	0	L A CITY	RAIL OPS		LONG BEACH CA	The ROW Impact Report identifies Parcel #80702 as Railroad Use, owned by LA City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80702 consists of APN 7310-013-911. Based on review of on-line maps and photographs, Parcel #80702 consists of a segment of Union Pacific railroad tracks. No EDR listings were identified in this area.	5C-11	Medium
W	Partial, TCE	07103	04435		07103	N	COVENANT TRANSPORT INC	1450 W DOMINGUEZ ST	LONG BEACH CA	BUSINESS	0.11	7310013101	597029	COVENANT TRANSPORT INC	1450	DOMINGUEZ ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #07103 as Business Use, owned by Covenant Transportation Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07103 consists of APN 7310-013-911. Based on review of on-line maps and photographs, Parcel #07103 consists of a segment of Union Pacific railroad tracks. No EDR listings were identified in this area.	5C-11	Medium
W	Partial, TCE	07104	04436		07104	N	LONG BEACH CITY	0	LONG BEACH CA	Public	0.02	7310013909	0	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #07104 as Public Use, owned by Long Beach City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07104 consists of APN 7310-013-909. Based on review of on-line maps and photographs, Parcel #07104 consists of vacant land bound to the west by E. Dominguez Street and east of I-710. No EDR listings were identified in this area.	5C-11	Low
W	Partial, TCE	07105	04437		07105	N	DOMINGUEZ CARSON LLC	3025 E DOMINGUEZ ST	CARSON CA	BUSINESS	0.08	7306011023	761597	DOMINGUEZ CARSON LLC	3025	DOMINGUEZ ST	CARSON CA	The ROW Impact Report identified Parcel #07105 as Business use owned by Carson Dominguez LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07105 consists of APN 7306-011-023. Based on review of on-line maps and photographs, Parcel #07105 consists of a commercial building (3025 E. Dominguez) north of E. Dominguez Street. This address was identified as AAI/California Carshe, Inc. (EDR ID# 2534) in the EMI, FINDS, CA FID UST, SWEEPS UST, Los Angeles Co. HMS databases; as LaFayette Metal Service Corporation in the CA FID UST, SWEEPS UST, Los Angeles Co. HMS, and EMI databases; as Keep on Trucking in the WDS, NPDES, and Los Angeles Co. HMS databases; Siemens Transportations Systems Inc. in the HAZNET and NPDES databases. Based on the lack of listing in other databases indicating violations and/or a release, these listing are not expected to have created an environmental concern to the ISA Study Area.	5C-11	Low
W	Utility TCE	07105	04437		07105	N	DOMINGUEZ CARSON LLC	3025 E DOMINGUEZ ST	CARSON CA	BUSINESS		7306011023	761597	DOMINGUEZ CARSON LLC	3025	DOMINGUEZ S	CARSON CA	The ROW Impact Report identified Parcel #07105 as Business use owned by Carson Dominguez LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07105 consists of APN 7306-011-023. Based on review of on-line maps and photographs, Parcel #07105 consists of a commercial building (3025 E. Dominguez) north of E. Dominguez Street. This address was identified as AAI/California Carshe, Inc. (EDR ID# 2534) in the EMI, FINDS, CA FID UST, SWEEPS UST, Los Angeles Co. HMS databases; as LaFayette Metal Service Corporation in the CA FID UST, SWEEPS UST, Los Angeles Co. HMS, and EMI databases; as Keep on Trucking in the WDS, NPDES, and Los Angeles Co. HMS databases; Siemens Transportations Systems Inc. in the HAZNET and NPDES databases. Based on the lack of listing in other databases indicating violations and/or a release, these listing are not expected to have created an environmental concern to the ISA Study Area.	5C-11	Low
W	TCE	80707	80438		80707	N	LACMTA	RAIL OPS	CARSON CA	Railroad		7306011902	0	LACMTA	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80707 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80707 consists of APN 7306-011-902. Based on a review of on-line maps and photographs, Parcel #80707 consists of a segment of the Metro Blue Line Railroad tracks. No EDR listings were identified in this area.	5C-11	Medium
W	TCE	80706	80439		80706	N	LACMTA	RAIL OPS	CARSON CA	Railroad		7306011906	0	LACMTA	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80706 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80706 consists of APN 7306-011-906. Based on a review of on-line maps and photographs, Parcel #80706 consists of a segment of the Metro Blue Line Railroad tracks that cross over I-710. No EDR listings were identified in this area.	5C-11	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Del Amo

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	AIN	Improvement	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	80708	80440		80708	N	LACMTA	RAIL OPS	CARSON CA	Railroad		7306011907	0	LACMTA	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80708 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80708 consists of APN 7306-011-907. Based on a review of on-line maps and photographs, Parcel #80708 consists of a segment of the Metro Blue Line Railroad tracks west of I-710. No EDR listings were identified in this area.	5C-11	Medium
W	TCE	80709	80441		80709	N	LACMTA	RAIL OPS	CARSON CA	Railroad		7306011903	0	LACMTA	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80709 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80709 consists of APN 7306-011-903. Based on a review of on-line maps and photographs, Parcel #80709 consists of a segment of the Metro Blue Line Railroad tracks and N. 208th Street, west of I-710. No EDR listings were identified in this area.	5C-11	Medium
W	TCE	80710	80442		80710	N	LACMTA	RAIL OPS	CARSON CA	Railroad		7306011904	0	LACMTA	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80710 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80710 consists of APN 7306-011-904. Based on a review of on-line maps and photographs, Parcel #80710 consists of a segment of N. 208th Street adjacent to the south of the Metro Railroad tracks, west of I-710. No EDR listings were identified in this area.	5C-11	Low
W	TCE	80711	80443		80711	N	SOU PAC TRANS CO	RAIL OPS	CARSON CA	Railroad		7306011812	0	SOU PAC TRANS CO	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80711 as Railroad Use, owned by South Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80711 consists of APN 7306-011-812. Based on a review of on-line maps and photographs, Parcel #80711 consists of a segment of Metro Blue Line Railroad tracks bordered to the north by E. Del Amo Boulevard, west of I-710. No EDR listings were identified in this area.	5C-11	Medium
W	TCE	80712	80444		80712	N	LACMTA	RAIL OPS	CARSON CA	Railroad		7306011905	0	LACMTA	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80712 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80712 consists of APN 7306-011-905. Based on a review of on-line maps and photographs, Parcel #80712 consists of a segment of Metro Blue Line Railroad tracks bordered to the north by E. Del Amo Boulevard, west of I-710. No EDR listings were identified in this area.	5C-11	Medium
W	Partial, TCE	80741	80801		80741	N	SOU PAC TRANS CO	RAIL OPS	COMPTON CA	Railroad	0.08	7306021811	0	SOU PAC TRANS CO	RAIL OPS		COMPTON CA	The ROW Impact Report identified Parcel #80741 as Railroad Use, owned by South Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80741 consists of APN 7306-021-811. Based on a review of on-line maps and photographs, Parcel #80741 consists of a segment of railroad tracks west of I-710. No EDR listings were identified in this area.	5C-13	Medium
SUSANA XING																				
E	Partial, TCE	70721	70418		70721	N	U S GOVT	E 208TH ST	LONG BEACH CA	Public	0.19	7140014900	0	U S GOVT	E 208TH ST		LONG BEACH CA	The ROW Impact Report identified Parcel #70721 as Public Use, owned by the US Government. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70721 consists of APN 7140-014-900. Based on a review of on-line maps and photographs, Parcel #70721 consists of the northern-most portion of the LACMTA Blue Line maintenance facility. No EDR listings were identified in this area.	5C-11	High
E	TCE	80722	80419		80722	N	L A CITY	0	LONG BEACH CA	Railroad	0.50	7140014944	0	L A CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #80722 as Railroad Use, owned by LA City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80722 consists of APN 7140-001-944. Based on a review of on-line maps and photographs, Parcel #80722 consists of a segment of railroad tracks east of I-710. No EDR listings were identified in this area.	5C-11	Medium
E	TCE	80724	80420		80724	N	L A CITY	0	LONG BEACH CA	Railroad		7140014945	0	L A CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #80724 as Railroad Use, owned by LA City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80724 consists of APN 7140-001-945. Based on a review of on-line maps and photographs, Parcel #80724 consists of a segment of railroad tracks east of I-710. No EDR listings were identified in this area.	5C-11	Medium
E	Partial, TCE	40723	40421		40723	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control	0.0151	7133017900	0	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identified Parcel #40723 as Flood Control Use, owned by LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40723 consists of APN 7133-017-900. Based on a review of on-line maps and photographs, Parcel #40723 consists of a vacant strip of land adjacent to Parcel #80724, east of I-710. No EDR listings were identified in this area.	5C-11	Low
E	Utility TCE	40723	40421		40723	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control		7133017900	0	L A CO FLOOD CONTROL D	0		LONG BEA	The ROW Impact Report identified Parcel #40723 as Flood Control Use, owned by LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40723 consists of APN 7133-017-900. Based on a review of on-line maps and photographs, Parcel #40723 consists of a vacant strip of land adjacent to Parcel #80724, east of I-710. No EDR listings were identified in this area.	5C-11	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Del Amo

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	AIN	Improvement	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	80725	80422		80725	N	LONG BEACH CITY	0	LONG BEACH CA	Railroad		7133017904	0	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #80725 as Railroad Use, owned by Long Beach City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80725 consists of APN 7133-017-904. Based on a review of on-line maps and photographs, Parcel #80725 consists of a segment of railroad tracks east of I-710. No EDR listings were identified in this area.	5C-11	Medium
E	Partial, TCE	50726	50423		50726	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.1215	7133017800	0	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50726 as Utility Use, owned by Southern California Edison (SCE). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50726 consists of APN 7133-017-800. Based on a review of on-line maps and photographs, Parcel #50726 is occupied by transmission power lines and leased for use as a livestock/animal yard (leasee unknown) located east of I-710. No EDR listings were identified in this area.	5C-11/12	Low
E	Utility TCE	50726	50423		50726	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		7133017800	0	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEAC	The ROW Impact Report identified Parcel #50726 as Utility Use, owned by Southern California Edison (SCE). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50726 consists of APN 7133-017-800. Based on a review of on-line maps and photographs, Parcel #50726 is occupied by transmission power lines and leased for use as a livestock/animal yard (leasee unknown) located east of I-710. No EDR listings were identified in this area.	5C-11/12	Low
E	TCE	40727	40424		40727	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		7133017906	0	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40727 as Flood Control Use, owned by LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40727 consists of APN 7133-017-906. Based on a review of on-line maps and photographs, Parcel #40727 consists of a segment of the LA River and a strip of land located adjacent to the east. No EDR listings were identified in this area.	5C-11	Low
UPRR **UPRR/METRO BLUE LINE**																				
W	Partial, TCE	07113	07101		07113	N	UNIVERSAL LOGISTICS SYSTEM INC	2850 E DEL AMO BL	CARSON CA	BUSINESS	0.78	7306011031	6218340	UNIVERSAL LOGISTICS SYSTEM INC	2850	DEL AMO BL	CARSON CA	The ROW Impact Report identified Parcel #07113 as Business use owned by Universal Logistics Systems Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07113 consists of APN 7306-011-031. Based on review of on-line maps and photographs, Parcel #07113 consists of a large commercial building surrounded by trailer parking areas (2850 E. Del Amo Boulevard) currently occupied by Universal Warehouse and located adjacent to the west of I-710. This address was identified as Universal Warehouse (EDR ID# 2453) in the CERC-NFRAP, RCRA-SQG, FINDS, Los Angeles County Site Mitigation, Los Angeles County HMS, and ENVIROSTOR; as Dawson Steel Inc. in the Los Angeles County HMS database; and as Universal Logistics Inc. in the Los Angeles County HMS database. In 1984, this property was identified as a potential hazardous waste site. The ENVIROSTOR database reports no further action for DTSC and the site was referred to the EPA in 1984. In 1986, after completion of a preliminary assessment, the site was assigned a NFRAP status by the EPA and the site was archived under CERCLA. Based on the closure status and no further action planned, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-12	Low
W	Utility TCE	07113	07101		07113	N	UNIVERSAL LOGISTICS SYSTEM INC	2850 E DEL AMO BL	CARSON CA	BUSINESS		7306011031	6218340	UNIVERSAL LOGISTICS SYS	2850	DEL AMO BL	CARSON CA	The ROW Impact Report identified Parcel #07113 as Business use owned by Universal Logistics Systems Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07113 consists of APN 7306-011-031. Based on review of on-line maps and photographs, Parcel #07113 consists of a large commercial building surrounded by trailer parking areas (2850 E. Del Amo Boulevard) currently occupied by Universal Warehouse and located adjacent to the west of I-710. This address was identified as Universal Warehouse (EDR ID# 2453) in the CERC-NFRAP, RCRA-SQG, FINDS, Los Angeles County Site Mitigation, Los Angeles County HMS, and ENVIROSTOR; as Dawson Steel Inc. in the Los Angeles County HMS database; and as Universal Logistics Inc. in the Los Angeles County HMS database. In 1984, this property was identified as a potential hazardous waste site. The ENVIROSTOR database reports no further action for DTSC and the site was referred to the EPA in 1984. In 1986, after completion of a preliminary assessment, the site was assigned a NFRAP status by the EPA and the site was archived under CERCLA. Based on the closure status and no further action planned, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-12	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Del Amo

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	AIN	Improvement	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial, TCE	40714	40702		40714	N	COMPTON CREEK LLC	FLOOD CONTROL	CARSON CA	Flood Control	0.78	7306011029	0	COMPTON CREEK LLC	FLOOD CONTROL		CARSON CA	The ROW Impact Report identified Parcel #40714 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40714 consists of APN 7306-011-029. Based on a review of on-line maps and photographs, Parcel #40714 consists of a segment of Compton Creek bound by E. Del Amo Boulevard to the north and I-710 to the south. No EDR listings were identified in this area.	5C-12	Low
W	Utility TCE	40714	40702		40714	N	COMPTON CREEK LLC	FLOOD CONTROL	CARSON CA	Flood Control		7306011029	0	COMPTON CREEK LLC	FLOOD CONTROL		CARSON CA	The ROW Impact Report identified Parcel #40714 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40714 consists of APN 7306-011-029. Based on a review of on-line maps and photographs, Parcel #40714 consists of a segment of Compton Creek bound by E. Del Amo Boulevard to the north and I-710 to the south. No EDR listings were identified in this area.	5C-12	Low
W	Full	07118	07103		07118	Y	REALTY INCOME PROPERTIES 16 LLC	20410 S SUSANA RD	COMPTON CA	BUSINESS	0.71	7306026021	455000	REALTY INCOME PROPERTIES 16 LLC	20410	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07118 as Business use owned by Realty Income Properties 16 LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07118 consists of APN 7306-026-021. Based on review of on-line maps and photographs, Parcel #07118 consists of a commercial building currently occupied by Smart & Final (20410 S. Susana Road). No EDR listings were identified associated with this address.	5C-12	Low
W	Full	07117	07104		07117	Y	GREENBERG ASSOCIATES	20420 S SUSANA RD	CARSON CA	BUSINESS	0.49	7306026022	287512	GREENBERG ASSOCIATES	20420	SUSANA RD	CARSON CA	The ROW Impact Report identified Parcel #07117 as Business use owned by Greenberg Associates. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07117 consists of APN 7306-026-022. Based on review of on-line maps and photographs, Parcel #07117 consists of a commercial building currently occupied by Smart & Final (20410 S. Susana Road). This address was identified as Catalyst Technology Inc. (EDR ID# 2437) in the Los Angeles County HMS, EMI, RCRA-NonGen, and FINDS databases. No violations are reported. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-12	Low
W	Full	07115	07105		07115	Y	KOMATSU FORKLIFT RETAIL	20434 S SUSANA RD	COMPTON CA	BUSINESS	1.27	7306026023	1765601	KOMATSU FORKLIFT RETAIL	20434	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07115 as Business use owned by Komatsu Forklift Retail. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07115 consists of APN 7306-026-023. Based on review of on-line maps and photographs, Parcel #07115 consists of a commercial building currently occupied by Komatsu Forklift Retailers (20434 S. Susana Road). This address was identified as Nationwide Material Handling. (EDR ID# 2437) in the Los Angeles County HMS and HAZNET databases; as Nationwide in the RCRA-SQG, FINDS, Los Angeles County HMS, and EMI databases. No violations are reported. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-12	Low
W	Full	07116	07106		07116	Y	BACKFLOW APPARATUS AND	20435 S SUSANA RD	CARSON CA	BUSINESS	0.71	7306026024	458922	BACKFLOW APPARATUS AND	20435	SUSANA RD	CARSON CA	The ROW Impact Report identified Parcel #07116 as Business use owned by Backflow Apparatus. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07115 consists of APN 7306-026-024. Based on review of on-line maps and photographs, Parcel #07116 consists of a commercial building currently occupied by Backflow Apparatus (20435 S. Susana Road). No EDR listings were identified associated with this address.	5C-12	Low
W	Full	07119	07107		07119	Y	STEUBER,ROBERT AND CATHERINE TRS	20425 S SUSANA RD	COMPTON CA	BUSINESS	1.15	7306026025	838158	STEUBER,ROBERT AND CATHERINE TRS	20425	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07119 as Business use owned by Steuber, Robert and Catherine TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07119 consists of APN 7306-026-025. Based on review of on-line maps and photographs, Parcel #07119 consists of a commercial building currently occupied by Alta Coffee Service (20425 S. Susana Road). No EDR listings were identified associated with this address.	5C-12	Low
W	Full	07120	07108		07120	Y	SOBEL REALTY HOLDINGS LP	20411 S SUSANA RD	COMPTON CA	BUSINESS	0.36	7306026026	471879	SOBEL REALTY HOLDINGS LP	20411	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07120 as Business use owned by Sobel Realty Holdings LP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07120 consists of APN 7306-026-026. Based on review of on-line maps and photographs, Parcel #07120 consists of a retail strip mall (20411 S. Susana Road). No EDR listings were identified associated with this address.	5C-12	Low
E	Partial, TCE	07228	07209		07228	N	HARBOR LAND COMPANY LLC	1001 E DOMINGUEZ ST	LONG BEACH CA	BUSINESS	2.75	7133017006	0	HARBOR LAND COMPANY LLC	1001	DOMINGUEZ ST	LONG BEACH CA	The ROW Impact Report identified Parcel #07228 as Business use owned by Harbor Land Company LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07228 consists of APN 7133-017-006. Based on review of on-line maps and photographs, Parcel #07228 consists of a tractor trailer storage lot (1001 E. Dominguez Street). No EDR listings were identified associated with this address.	5C-12	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Del Amo

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	AIN	Improvement	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Utility TCE	07228	07209		07228	N	HARBOR LAND COMPANY LLC	1001 E DOMINGUEZ ST	LONG BEACH CA	BUSINESS		7133017006	0	HARBOR LAND COMPANY	1001	DOMINGUEZ S	LONG BEAC	The ROW Impact Report identified Parcel #07228 as Business use owned by Harbor Land Company LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07228 consists of APN 7133-017-006. Based on review of on-line maps and photographs, Parcel #07228 consists of a tractor trailer storage lot (1001 E. Dominguez Street). No EDR listings were identified associated with this address.	5C-12	Low
E	Partial, TCE	40729	40710		40729	Y	CARTER,EARNEST R AND KATHI TRS	FLOOD CONTROL	LONG BEACH CA	BUSINESS	1.59	7133017004	0	CARTER,EARNEST R AND KATHI TRS	FLOOD CONTROL		LONG BEACH CA	The ROW Impact Report identified Parcel #40729 as Business Use, owned by Carter, Earnest R and Kathi TRS. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40729 consists of APN 7133-017-004. Based on a review of on-line maps and photographs, Parcel #40729 includes a portion of the Compton Creek flood control channel and a utility corridor leased for livestock/animal yard . No EDR listings were identified in this area.	5C-12	Low
E	Partial, TCE	40730	40711		40730	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.55	7133017905	0	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40730 as Flood Control Use, owned by La Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40730 consists of APN7133-017-905. Based on a review of on-line maps and photographs, Parcel #40730 consists of a segment of the LA River, bound to the north by W. Del Amo Boulevard and to the south by Union Pacific Railroad tracks, east of I-710. No EDR listings were identified in this area.	5C-12	Low
E	Utility TCE	40730	40711		40730	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		7133017905	0	L A CO FLOOD CONTROL D	LA RIVER		LONG BEAC	The ROW Impact Report identified Parcel #40730 as Flood Control Use, owned by La Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40730 consists of APN7133-017-905. Based on a review of on-line maps and photographs, Parcel #40730 consists of a segment of the LA River, bound to the north by Amo Boulevard and to the south by Union Pacific Railroad tracks, east of I-710. No EDR listings were identified in this area.	5C-12	Low
Del Amo Blvd.																				
E	Partial, TCE	40731	40712		40731	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	1	7132002900	0	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40731 as Flood Control Use, owned by LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40731 consists of APN 7132-002-900. Based on a review of on-line maps and photographs, Parcel #40731 consists of a segment of the LA River, bound to the south by Amo Boulevard, east of I-710. No EDR listings were identified in this area.	5C-12	Low
E	Partial, TCE	50733	50812		50733	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.5814	7132001801	0	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50733 as Utility Use, owned by Southern California Edison (SCE). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50733 consists of APN 7132-001-801. Based on a review of on-line maps and photographs, Parcel #50733 is occupied by transmission power lines located adjacent to the east of I-710. No EDR listings were identified in this area.	5C-12	Low
E	Partial, TCE	50732	50713		50732	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.08	7132001800	0	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50732 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50732 consists of APN 7132-001-800. Based on a review of on-line maps and photographs, Parcel #50732 is occupied by transmission power lines located east of I-710 and adjacent to the north of W. Del Amo Boulevard. No EDR listings were identified in this area.	5C-12	Low
W	Partial, TCE	40734	40714		40734	N	SOU PAC TRANS CO	FLOOD CONTROL	COMPTON CA	Flood Control	0.22	7306019835	0	SOU PAC TRANS CO	FLOOD CONTROL		COMPTON CA	The ROW Impact Report identified Parcel #40734 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40734 consists of APN 7306-019-835. Based on a review of on-line maps and photographs, Parcel #40734 consists of a segment of the LA River, bound to the south by E. Del Amo Boulevard, west of I-710. No EDR listings were identified in this area.	5C-12	Low
W	Full	07435	07415		07435	Y	GSC DEL AMO LTD	20321 S SUSANA RD	RANCHO DOMINGUEZ CA	BUSINESS	2.22	7306019095	5817524	GSC DEL AMO LTD	20321	SUSANA RD	RANCHO DOMINGUEZ CA	The ROW Impact Report identified Parcel #07435 as Business use owned by GSC Del Amo LTD. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07435 consists of APN 7306-019-095. Based on review of on-line maps and photographs, Parcel #07435 consists of a storage facility currently occupied by 710/Del Amo Self Storage (20321 S. Susana Road). This address was identified as Engine & Equipment Co. in the Los Angeles County HMS and HAZNET databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-12	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Del Amo

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	AIN	Improvement	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial, TCE	07436	07416		07436	N	SUSANA PROPERTY CO	20211 S SUSANA RD	RANCHO DOMINGUEZ CA	BUSINESS	0.008	7306019084	1731930	SUSANA PROPERTY CO	20211	SUSANA RD	RANCHO DOMINGUEZ CA	The ROW Impact Report identified Parcel #07436 as Business use owned by Susana Property Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07436 consists of APN 7306-019-084. Based on review of on-line maps and photographs, Parcel #07436 consists of a commercial building currently occupied by Advanced Materials (20211 S. Susana Road). This address was identified (EDR ID #2437) as United Foam in the FINDS database; as Advanced Materials in the HAZNET database; Ent Co. in the Los Angeles County HMS and HAZNET databases; and as UFP Technologies in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-12	Low
W	TCE	07437	07417		07437	N	HENKEL ELECTRONIC MATERIALS LLC	20021 S SUSANA RD	COMPTON CA	BUSINESS		7306019086	3487380	HENKEL ELECTRONIC MATERIALS LLC	20021	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07437 as Business use owned by Henkel Electronic Materials LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07437 consists of APN 7306-019-086. Based on review of on-line maps and photographs, Parcel #07437 consists of an industrial facility currently occupied by Henkel Electronic Materials (20021 S. Susana Road). This address was identified (EDR ID #2258) as Pacific Commerce Center in the Los Angeles County HMS database; as Ablestik Laboratories in the Los Angeles County HMS database; and as California Cartage Co, Inc. in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-12	Low
W	TCE	80738	80718		80738	N	SOU PAC TRANS CO	RAIL OPS	COMPTON CA	Railroad		7306021813	0	SOU PAC TRANS CO	RAIL OPS		COMPTON CA	The ROW Impact Report identified Parcel #80738 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80738 consists of APN 7306-021-813. Based on a review of on-line maps and photographs, Parcel #80738 consists of a paved parking lot associated with Parcel#07437. No EDR listings were identified in this area.	5C-12	Low
W	TCE	07439	07419		07439	N	KNICKERBOCKER PROPERTIES INC XII	19720 S SUSANA RD	COMPTON CA	BUSINESS		7306021030	1568991	KNICKERBOCKER PROPERTIES INC XII	19720	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07439 as Business use owned by Knickerbocker Properties Inc. XII. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07439 consists of APN 7306-021-030. Based on review of on-line maps and photographs, Parcel #07439 consists of a commercial building located at 19720 S. Susana Road. No EDR listings were identified associated with this address.	5C-12	Low
W	TCE	07440	07420		07440	N	LALONDE,RONALD AND MARY TRS	19618 S SUSANA RD	COMPTON CA	BUSINESS		7306021020	1144134	LALONDE,RONALD AND MARY TRS	19618	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07440 as Business use owned by Lalonde, Ronald and Mary TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07440 consists of APN 7306-021-020. Based on review of on-line maps and photographs, Parcel #07440 consists of three commercial buildings currently occupied by ASAP, Beacon, and Westrax Machinery (19618 S. Susana Road). This address was identified (EDR ID# 2258) as Baker Tanks, Inc. in the Los Angeles County HMS database; as Gearhart Ind. Inc. MWR in the RCRA-SQG and FINDS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-12	Low

UPRR/METRO BLUE LINE

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Long Beach Boulevard

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
SUSANA RR XING																					
W	Partial, TCE	80802			80802	N	SOU PAC TRANS CO	RAIL OPS	COMPTON CA	Railroad	0.11	0.79		7306021812	SOU PAC TRANS CO	RAIL OPS		COMPTON CA	The ROW Impact Report identifies Parcel #80802 as Railroad Use, owned by the SOU PAC TRANS CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80802 consists of APN 7306-021-812. This parcel is located adjacent to the west of I-710 and east of the intersection of East Maria Street and South Susana Road. No EDR listings were identified in this area.	5C-13	Medium
W	Partial, TCE	80804			80804	N	SOU PAC TRANS CO	RAIL OPS	COMPTON CA	Railroad	0.04	0.24		7306022800	SOU PAC TRANS CO	RAIL OPS		COMPTON CA	The ROW Impact Report identifies Parcel #80804 as Railroad Use, owned by the SOU PAC TRANS CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80804 consists of APN 7306-022-800. This parcel is located adjacent to the west of I-710 and northeast of the intersection of East Maria Street and South Susana Road. No EDR listings were identified in this area.	5C-13	Medium
W	Full	80803			80803	N	COX,ALVIN E	RAIL OPS	COMPTON CA	Railroad	0.3300			7306021007	COX,ALVIN E	RAIL OPS		COMPTON CA	The ROW Impact Report identifies Parcel #80803 as Railroad Use, owned by COX, ALVIN E. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80803 consists of APN 7306-021-007. This parcel is located adjacent to the west of I-710 and east of the intersection of East Maria Street and South Susana Road. No EDR listings were identified in this area.	5C-13	Medium
W	Full	80805			80805	N	THOMSON,MICHAEL D TR	RAIL OPS	COMPTON CA	Railroad	0.0900		0.05	7306022035	THOMSON,MICHAEL D TR	RAIL OPS		COMPTON CA	The ROW Impact Report identifies Parcel #80805 as Railroad Use, owned by THOMSO, MICHAEL D TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #80805 consists of APN 7306-021-007. This parcel is located adjacent to the west of I-710 and east of the intersection of East Maria Street and South Susana Road. No EDR listings were identified in this area.	5C-13	Medium
W	Full	50806			50806	N	SO CALIF EDISON CO	SCE CORRIDOR	COMPTON CA	Utility	0.0200		0.02	7306022803	SO CALIF EDISON CO	SCE CORRIDOR		COMPTON CA	The ROW Impact Report identifies Parcel #50806 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50806 consists of APN 7306-022-803. This parcel is located adjacent to the west of I-710 and northeast of the intersection of East Maria Street and South Susana Road. An EDR listing of potential concern was identified (see Parcel #08110).	5C-13	Medium
W	Partial	50807			50807	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.14			7306022802	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50807 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50807 consists of APN 7306-022-802. This parcel consists of two strips of land located adjacent to the west of the Long Beach Boulevard on-ramp to I-710 South. An EDR listing of potential concern was identified (see Parcel #08110).	5C-13/14	Low
W	Utility TCE	50807			50807	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.0696		7306022802	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50807 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50807 consists of APN 7306-022-802. This parcel consists of two strips of land located adjacent to the west of the Long Beach Boulevard on-ramp to I-710 South. An EDR listing of potential concern was identified (see Parcel #08110).	5C-13/14	Low
W	Utility TCE	08127			08127	N	LONG BEACH UNIFIED SCHOOL	100 W VICTORIA ST	LONG BEACH CA	BUSINESS		0.132		7306022904	LONG BEACH UNIFIED S	100	VICTORIA ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #08127 as Business Use, owned by Long Beach Unified School District. A review of the I-710 EIR/EIS Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #08127 consists of APN 7306-022-904. This parcel consists of a portion of land associated with the Colin Powell Elementary School, located at 100 West Victoria Street, east of South Susana Street. Based on a review of the EDR Report and on-line maps and photographs, it appears that this parcel is part of a large property (Bell Business Center), which includes APNs 7306-022-055 (adjacent to the west). 100 W. Victoria St. at APN 7306-022-055 was identified as Former Robert Shaw Controls (EDR ID# 2131) in the ENVIROSTOR, UST, LUST, HIST CORTESE, SLIC, RCRA-SQG, FIND, HAZNET, CA FID UST, HIST UST, EMI, CA WDS, HIST FTTS, VCP, ENF, and SWEEPS UST databases; as Bell Business Center in the NPDES and HAZNET databases; as Invensys Controls in the FINDS and HAZNET databases; and as 100 West Victoria Waste Treatment Area in the CA CHMIRS database. Site investigations began at this property in 1991. Phased site investigations and remediation activities have continued to the present time, to assess and remediate chemical impacts to soils and groundwater from past manufacturing operations. Potential contaminants of concern include chlorinated solvents such as benzene, PCE, TCE, vinyl chloride, and xylenes. A groundwater remediation and monitoring system as well as a soil vapor extraction system are currently being operated at the property. The DTSC referred the case to the RWQCB on 2/2/2009. The on-line GeoTracker lists the status as “Open – Remediation” as of 12/22/2014. Based on information reviewed in the on-line GeoTracker database, it appears that additional investigations and remediation are required at this property. Based on the regulatory status and on-going remedial conditions, this site is considered to represent an environmental concern to the ISA Study Area .		High
W	Utility TCE	08128			08128	N	BELL BUSINESS CENTER LP	100 W VICTORIA ST	LONG BEACH CA	BUSINESS		0.3187		7306022049	BELL BUSINESS CENTER	100	VICTORIA ST	LONG BEACH	The ROW Impact Report identifies Parcel #08128 as Business Use, owned by Bell Business Center LP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #08128 consists of APN 7306-022-049. An EDR listing of potential concern was identified (see Parcel #08127).		High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Long Beach Boulevard

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial	50808			50808	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.009			7306022801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50808 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50808 consists of APN 7306-022-801. This parcel consists of a strip of land located adjacent to the west of the Long Beach Boulevard on-ramp to I-710 South. An EDR listing of potential concern was identified (see Parcel #08110).	5C-14	High
W	Partial	08110			08110	N	BELL BUSINESS CENTER LP	88 W VICTORIA ST	LONG BEACH CA	BUSINESS	0.01			7306022033	BELL BUSINESS CENTER LP	88	VICTORIA ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #08110 as Business Use, owned by BELL BUSINESS CENTER LP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #08110 consists of APN 7306-022-033. This parcel consists of a strip of land adjacent to southwest corner of Victoria Street and Long Beach Boulevard. Based on a review of the EDR Report and on-line maps and photographs, it appears that this parcel is part of a large property (Bell Business Center), which includes APNs 7306-022-055 and 7306-022-054 (adjacent to the west). These two parcels are not impacted by the proposed project, but since APN 7306-022-033 is part of this larger property, which was identified in the EDR Report, they are discussed. 100 W. Victoria St. at APN 7306-022-055 was identified as Former Robert Shaw Controls (EDR ID# 2131) in the ENVIROSTOR, UST, LUST, HIST CORTESE, SLIC, RCRA-SQG, FIND, HAZNET, CA FID UST, HIST UST, EMI, CA WDS, HIST FTTS, VCP, ENF and SWEEPS UST databases; as Bell Business Center in the NPDES and HAZNET database; as Invensys Controls in the FINDS and HAZNET database; and as 100 West Victoria Waste Treatment Area in the CA CHMIRS database. Site investigations began at this property in 1991. Phased site investigations and remediation activities have continued to the present time, to assess and remediate chemical impacts to soils and groundwater from past manufacturing operations. Potential contaminants of concern include chlorinated solvents such as benzene, PCE, TCE, vinyl chloride, and xylenes. A groundwater remediation and monitoring system as well as a soil vapor extraction system are currently being operated at the property. The DTSC referred the case to the RWQCB on 2/2/2009. The on-line GeoTracker lists the status as "Open – Remediation" as of 12/22/2014. Based on information reviewed in the on-line GeoTracker database, it appears that additional investigations and remediation are required at this property. Based on the regulatory status and on-going remedial conditions, this site is considered to represent an environmental concern to the ISA Study Area.	5C-14	High
W	Partial, TCE	08109			08109	N	5951 LONG BEACH LLC	5951 LONG BEACH BLVD	LONG BEACH CA	BUSINESS	0.04	0.01		7306022038	5951 LONG BEACH LLC	5951	LONG BEACH BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #08109 as Business Use, owned by 5951 LONG BEACH LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #08109 consists of APN 7306-022-038. This parcel consists of a strip of land adjacent to southwest corner of Victoria Street and Long Beach Boulevard. An adjacent EDR listing of potential concern was identified (see Parcel #08110).	5C-14	Low
W	Partial	08111			08111	N	WMZ INC	6001 LONG BEACH BLVD	LONG BEACH CA	BUSINESS	0.05			7307008051	WMZ INC	6001	LONG BEACH BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #08111 as Business Use, owned by WMC INC and currently occupied by an ARCO gasoline station. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #08111 consists of APN 7307-008-051. This parcel consists of a strip of land at 6001 Long Beach Blvd., adjacent to northwest corner of Victoria Street and Long Beach Boulevard. This address was identified as 81956 ARCO AM/PM (EDR ID# 2092) in the HAZNET database; as ABZ. INC. (ARCO AM/PM) (EDR ID#2092) in the CA UST database It appears that historically the address 6015 Long Beach Blvd. was also associated with this parcel, which was identified as 92497 (EDR ID# 2092) in the HIST UST database; as J.W. Ridell Chevron (EDR ID# 2092) in the UST database; and as Chevron U.S.A. Inc. (EDR ID# 2092) in the CA FID UST, SWEEPS UST , CA HIST UST databases; as Strong Roy Chevron (EDR ID# 2092) in the EDR Hist Auto database. Based on the lack of listing in other databases indicating violations and/or a release, these listings are not expected to have created an environmental concern to the ISA Study Area. An adjacent EDR listing of potential concern was identified (see Parcel #08110).	5C-14	High
E	Partial	50814			50814	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.34			7132001808	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50814 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50814 consists of APN 7132-001-808. This parcel is located adjacent to east of I-710 north off-ramp to Long Beach Blvd and is occupied by high power transmission lines. No EDR listings were identified in this area.	5C-13	Low
E	Partial, TCE	50815			50815	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.61	0.003		7132001807	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50815 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50815 consists of APN 7132-001-807. This parcel is located adjacent to east of I-710 north off-ramp to Long Beach Blvd and is occupied by high power transmission lines. No EDR listings were identified in this area.	5C-13	Low
E	Partial, TCE	50816			50816	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.15	0.014		7132001806	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50816 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50816 consists of APN 7132-001-806. This parcel is located adjacent to east of I-710 north off-ramp to Long Beach Blvd and is occupied by high power transmission lines. No EDR listings were identified in this area.	5C-13	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Long Beach Boulevard

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	40813			40813	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.43		7132003901	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40813 as Flood Control, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40813 consists of APN 7132-003-901. This parcel consists of a strip of land adjacent to the west of the LA River and southwest of Long Beach Blvd. No EDR listings were identified in this area.	5C-13	Low
E	Partial, TCE	40818			40818	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	1.22	0.72		7132004901	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40818 as Flood Control, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40818 consists of APN 7132-004-901. This parcel consists of a strip of land adjacent to the south of Long Beach Blvd and north of the LA River and is occupied by high power transmission lines. No EDR listings were identified in this area.	5C-13	Low
E	Partial, TCE	40817			40817	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.24	0.15		7132004900	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40817 as Flood Control, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40817 consists of APN 7132-004-900. This parcel consists of a strip of land adjacent to the south of Long Beach Blvd and west of the LA River and is occupied by high power transmission lines. No EDR listings were identified in this area.	5C-13	Low
Long Beach Blvd																					
W	TCE	08421			08421	N	H B LLC	5950 LONG BEACH BLVD	LONG BEACH CA	BUSINESS		0.02		7307017002	H B LLC	5950	LONG BEACH BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #08421 as Business Use, owned by H B LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #08421 consists of APN 7307-017-002. This parcel consists of a strip of land adjacent to the east of Long Beach Blvd and northwest of the I-710 S off-ramp to Long Beach Boulevard. No EDR listings were identified in this area.	5C-14	Low
W	Utility TCE	08421			08421	N	H B LLC	5950 LONG BEACH BLVD	LONG BEACH CA	BUSINESS		0.0499		7307017002	H B LLC	5950	LONG BEACH B	LONG BEACH	The ROW Impact Report identifies Parcel #08421 as Business Use, owned by H B LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #08421 consists of APN 7307-017-002. This parcel consists of a strips of land adjacent to the east of Long Beach Blvd and northwest of the I-710 S off-ramp to Long Beach Boulevard. No EDR listings were identified in this area.	5C-14	Low
E	Partial, TCE	40819			40819	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	1.3	0.34		7126008902	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40819 as Flood Control, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #40819 consists of APN 7126-008-902. This parcel consists of a strip of land adjacent to the north of Long Beach Blvd and south of the LA River and is occupied by high power transmission lines. No EDR listings were identified in this area.	5C-13	Low
E	TCE	70826			70826		LONG BEACH CITY	LONG BEACH CITY	LONG BEACH CA	Public		0.04		7126008901	LONG BEACH CITY	LONG BEACH CITY		LONG BEACH CA	The ROW Impact Report identifies Parcel #70826 as Public Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70826 consists of APN 7126-008-901. This parcel consists of a strip of land adjacent to the east of Long Beach Blvd and north of E. 56th St. No EDR listings were identified in this area.	5C-13	Low
E	Partial, TCE	50820			50820	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.05	0.35		7125037801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH	The ROW Impact Report identifies Parcel #50820 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50820 consists of APN 7132-037-801. This parcel consists of a strip of land located adjacent to east of I-710, west of the LA River, and north of Long Beach Boulevard and is occupied by high power transmission lines. No EDR listings were identified in this area.	5C-14	Low
E	Utility TCE	50820			50820	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		1.2898		7125037801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH	The ROW Impact Report identifies Parcel #50820 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50820 consists of APN 7132-037-801. This parcel consists of a strip of land located adjacent to east of I-710, west of the LA River, and north of Long Beach Boulevard and is occupied by high power transmission lines. No EDR listings were identified in this area.	5C-14	Low
E	Utility TCE	50825			50825	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.256		7125037802	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH	The ROW Impact Report identifies Parcel #50825 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50825 consists of APN 7125-037-802. This parcel consists of a strip of land located adjacent to east of I-710, west of the LA River, and north of Long Beach Boulevard. No EDR listings were identified in this area.	7-14	Low
SR-91																					

Totals

High	6
Mediun	5
Low	12

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
91

	IMPACT	Private Use ID #	PARCEL ID No.	USE	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
SCOTT Street																			
W	TCE	70901	70901		LONG BEACH CITY	CITY PARK	LONG BEACH CA	Public		0.6		7305008901	LONG BEACH CITY	CITY PARK		LONG BEACH CA	The ROW Impact Report identifies Parcel #70901 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70901 consists of APN 7305-008-901. This parcel is bound to the north by 91 Freeway onramp to I-710, to the south by E. Adams Street, and to the east by I-710 and consists of Coolidge Park. No EDR listings were identified in this area.	5C-15	Low
E	Partial, TCE	50902	50902		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.1	0.28		7115027800	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50902 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50902 consists of APN 7115-027-800 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50902 is occupied by transmission power lines and utilized for storage of power poles and equipment. No EDR listings were identified in this area.	5C-15	High
E	Utility TCE	50902	50902		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		1.3055		7115027800	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50902 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50902 consists of APN 7115-027-800 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50902 is occupied by transmission power lines and utilized for storage of power poles and equipment. No EDR listings were identified in this area.	5C-15	High
E	Full	50903	50903		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.78			7115027801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50903 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50903 consists of APN 7115-027-801 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50903 is occupied by transmission power lines and utilized for storage of power poles and equipment. No EDR listings were identified in this area.	5C-15	High
ARTESIA Blvd																			
E	TCE	09204	09204		LONG BEACH BIBLE INSTITUTE	455 E ARTESIA BLVD	LONG BEACH CA	BUSINESS		0.0006		7115001002	LONG BEACH BIBLE INSTITUTE	455	ARTESIA BLVD	LONG BEACH CA	The ROW Impact Report identified Parcel #09204 as Business use owned by Long Beach Bible Institute. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #09204 consists of APN 7115-001-002. Based on review of on-line maps and photographs, Parcel #09204 consists of a vacant commercial building (455 Artesia Boulevard). No EDR listings were identified associated with this address.	5C-15	Low
SR-91																			
E	Utility TCE	50937	50937		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.1641		7116019800	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50937 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50937 consists of APN 7116-019-800 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50937 is occupied by transmission power lines. No EDR listings were identified in this area.	7-15	Low
E	Utility TCE	50938	50938		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.0192		7116019807	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50938 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50938 consists of APN 7116-019-807 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50938 consists of a segment of the Los Angeles River. No EDR listings were identified in this area.	7-15	Low
E	Utility TCE	50939	50939		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.0435		7116019801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50939 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50939 consists of APN 7116-019-801 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50939 consists of a strip of vacant land between I-710 and the Los Angeles River. No EDR listings were identified in this area.	7-15	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
91

	IMPACT	Private Use ID #	PARCEL ID No.	USE	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Utility TCE	50940	50940		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.024		7116019806	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50940 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50940 consists of APN 7116-019-806 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50940 is occupied by transmission power lines. No EDR listings were identified in this area.	7-15	Low
E	Utility TCE	50941	50941		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.4281		7116018805	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50941 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50941 consists of APN 7116-018-805 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50941 is occupied by transmission power lines. No EDR listings were identified in this area.	7-15	Low
E	Utility TCE	50942	50942		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.0115		7116018806	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50942 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50942 consists of APN 7116-018-806 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50942 is occupied by transmission power lines. No EDR listings were identified in this area.	7-15	Low
E	Utility TCE	50943	50943		SO CALIF EDISON CO LTD	SCE CORRIDOR	LONG BEACH CA	Utility		0.1811		7116018807	SO CALIF EDISON CO LTD	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50943 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50943 consists of APN 7116-018-807 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50943 consists of a segment of the Los Angeles River. No EDR listings were identified in this area.	7-15	Low
E	Partial, TCE	50905	50905		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.0002	0.006		7116018813	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50905 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50905 consists of APN 7116-018-813 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50905 is occupied by transmission power lines. No EDR listings were identified in this area.	5C-15	Low
E	Partial, TCE	50906	50906		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.01	0.03		7116018802	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50906 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50906 consists of APN 7116-018-802 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50906 is occupied by transmission power lines. No EDR listings were identified in this area.	5C-15	Low
E	Partial, TCE	50907	50907		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.6	0.1		7116018804	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50907 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50907 consists of APN 7116-018-804 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50907 is occupied by transmission power lines. No EDR listings were identified in this area.	5C-15	Low
E	Partial, TCE	50908	50908		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	1.1	0.0009		7116018801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50908 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50908 consists of APN 7116-018-801 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50908 is occupied by transmission power lines. This parcel was identified in the EDR Report (S114693651) as Southern California Edison in the LUST database. According to the GeoTracker on-line database, the status of the site is listed as "Completed-Case closed" as of 10/08/96 for a release of gasoline to an aquifer used for drinking water supply. Based on the regulatory agency closure status, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual contamination to exist which may be encountered during construction and/or excavation activities.	5C-15	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
91

IMPACT		Private Use ID #	PARCEL ID No.	USE	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Utility TCE	50908	50908		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.2849		7116018801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50908 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50908 consists of APN 7116-018-801 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50908 is occupied by transmission power lines. This parcel was identified in the EDR Report (S114693651) as Southern California Edison in the LUST database. According to the GeoTracker on-line database, the status of the site is listed as "Completed-Case closed" as of 10/08/96 for a release of gasoline to an aquifer used for drinking water supply. Based on the regulatory agency closure status, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual contamination to exist which may be encountered during construction and/or excavation activities.	5C-15	Medium
E	Full	50909	50909		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.2			7116018803	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50909 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50909 consists of APN 7116-018-803 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50909 is occupied by transmission power lines. No EDR listings were identified in this area.	5C-15	Low
E	Partial, TCE	50910	50910		SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.6085	0.0877		7116018800	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50910 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50910 consists of APN 7116-018-800 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50910 is occupied by transmission power lines. No EDR listings were identified in this area.	5C-15	Low
E	Full	09311	09311	BUSINESS	COMPTON HUNTING AND FISHING CLUB	1625 S SPORTSMAN DR	COMPTON CA	BUSINESS	1.7308	2.1093		7101016008	COMPTON HUNTING AND FISHING CLUB	1625	SPORTSMAN DR	COMPTON CA	The ROW Impact Report identified Parcel #09311 as Business use owned and occupied by the Compton Hunting and Fishing Club. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #09311 consists of APN 7101-016-008. Based on review of on-line maps and photographs, Parcel #09311 consists of a commercial building, parking lot, and landscaped area (1625 S. Sportsman Drive). No EDR listings were identified associated with this address.	5C-15	Low
E	Full	09312	09312	BUSINESS	BOWMAN,DUANE L AND JANE C TRS	1409 S SPORTSMAN DR	COMPTON CA	BUSINESS	1.4095	0.8745		7101016006	BOWMAN,DUANE L AND JANE C TRS	1409	SPORTSMAN DR	COMPTON CA	The ROW Impact Report identified Parcel #09312 as Business use owned by Duane and Jane Bowman Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #09312 consists of APN 7101-016-006. Based on review of on-line maps and photographs, Parcel #09312 consists of a commercial building and parking lot occupied by California Intermodal Associates (1409 S. Sportsman Drive). This address was identified in the EDR report as Statewide Delivery (EDR ID#1816) in the Los Angeles County HMS database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-15	Low
E	Full	09313	09313	BUSINESS	PERHAM,LEE AND NANCY S TRS	1400 S SPORTSMAN DR	COMPTON CA	BUSINESS	0.1589	0.1738		7101017001	PERHAM,LEE AND NANCY S TRS	1400	SPORTSMAN DR	COMPTON CA	The ROW Impact Report identified Parcel #09313 as Business use owned by Lee and Nancy Perham Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #09313 consists of APN 7101-017-001. Based on review of on-line maps and photographs, Parcel #09313 consists of four commercial buildings occupied by Moreno Auto Repair & Tires (1400 S. Sportsman Drive). This address was identified in the EDR report as Nachos Auto Repair and Service (EDR ID#1816) in the EDR Historical Auto Stations database for the years 2005 and 2006. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-15	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
91

	IMPACT	Private Use ID #	PARCEL ID No.	USE	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
N	Partial, TCE	09414	09414	BUSINESS	EXTRA SPACE PROPERTIES EIGHTY	194 E ARTESIA BLVD	LONG BEACH CA	BUSINESS	0.18	0.07		7303012051	EXTRA SPACE PROPERTIES EIGHTY	194	ARTESIA BLVD	LONG BEACH CA	The ROW Impact Report identified Parcel #09414 as Business use owned and occupied by Extra Space Properties Eighty. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #09414 consists of APN 7303-012-051. Based on review of on-line maps and photographs, Parcel #09414 consists of an Extra Space storage facility (194 E. Artesia Boulevard). No EDR listings were identified associated with this address.	5C-15	Low
N	Full	09415	09415	RESIDENTIAL	ONTIVEROS,MARIA T AND BALTAZAR	250 E ARTESIA BLVD	LONG BEACH CA	RESIDENTIAL	0.04		0.13	7303012043	ONTIVEROS,MARIA T AND BALTAZAR	250	ARTESIA BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #09415 as Residential Use (250 E. Artesia Boulevard) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09415 consists of APN 7303-012-043. Based on a review of on-line maps and photographs, Parcel #09415 consists of three multi-family residential structures located south of E. Artesia Boulevard. No EDR listings were identified associated with this address.	5C-15	Low
N	Full	09416	09416	RESIDENTIAL	CORIA,MIGUEL M AND ELFEGA	256 E ARTESIA BLVD	LONG BEACH CA	RESIDENTIAL	0.05		0.04	7303012052	CORIA,MIGUEL M AND ELFEGA	256	ARTESIA BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #09416 as Residential Use (256 E. Artesia Boulevard) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09416 consists of APN 7303-012-052. Based on a review of on-line maps and photographs, Parcel #09416 consists of a multi-family residential structure located south of E. Artesia Boulevard. No EDR listings were identified associated with this address.	5C-15	Low
N	Full	09417	09417	RESIDENTIAL	BODE,ARTHUR TR	_ _ _ E ARTESIA BLVD	LONG BEACH CA	RESIDENTIAL	0.12		0.007	7303012049	BODE,ARTHUR TR	_ _ _	ARTESIA BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #09417 as Residential Use (no address available) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09417 consists of APN 7303-012-049. Based on a review of on-line maps and photographs, Parcel #09417 consists of a multi-family residential structure located south of E. Artesia Boulevard. No EDR listings were identified in this area.	5C-15	Low
N	Full	09418	09418	RESIDENTIAL	HAN,HAK S AND YOUNG H	300 E ARTESIA LN	LONG BEACH CA	RESIDENTIAL	0.04		0.08	7303011072	HAN,HAK S AND YOUNG H	300	ARTESIA LN	LONG BEACH CA	The ROW Impact Report identifies Parcel #09418 as Residential Use (300 E. Artesia Lane) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09418 consists of APN 7303-011-072. Based on a review of on-line maps and photographs, Parcel #09418 consists of a residential structure for use as Joe's Handy Market located north of E. Artesia Boulevard. No EDR listings were identified associated with this address.	5C-15	Low
N	Full	09419	09419	RESIDENTIAL	SAPIEN,GABRIEL AND	306 E ARTESIA LN	LONG BEACH CA	RESIDENTIAL	0.07		0.04	7303011073	SAPIEN,GABRIEL AND	306	ARTESIA LN	LONG BEACH CA	The ROW Impact Report identifies Parcel #09419 as Residential Use (306 E. Artesia Lane) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09419 consists of APN 7303-011-073. Based on a review of on-line maps and photographs, Parcel #09419 consists of a residential structure located north of E. Artesia Boulevard. No EDR listings were identified associated with this address.	5C-15	Low
N	Full	09420	09420	RESIDENTIAL	LEMUS,ALEJANDRINA T	310 E ARTESIA LN	LONG BEACH CA	RESIDENTIAL	0.1		0.02	7303011074	LEMUS,ALEJANDRINA T	310	ARTESIA LN	LONG BEACH CA	The ROW Impact Report identifies Parcel #09420 as Residential Use (310 E. Artesia Lane) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09420 consists of APN 7303-011-074. Based on a review of on-line maps and photographs, Parcel #09420 consists of a residential structure located north of E. Artesia Boulevard. No EDR listings were identified associated with this address.	5C-15	Low
N	Full	09421	09421	RESIDENTIAL	JOSEPH,EDMOND C AND CONNIE R TRS	314 E ARTESIA LN	LONG BEACH CA	RESIDENTIAL	0.1		0.001	7303011075	JOSEPH,EDMOND C AND CONNIE R TRS	314	ARTESIA LN	LONG BEACH CA	The ROW Impact Report identifies Parcel #09421 as Residential Use (314 E. Artesia Lane) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09421 consists of APN 7303-011-075. Based on a review of on-line maps and photographs, Parcel #09421 consists of a residential structure located north of E. Artesia Boulevard. No EDR listings were identified associated with this address.	5C-15	Low
N	Full	09422	09422	RESIDENTIAL	ADAME,IDANIA ET AL	323 E ARTESIA LN	LONG BEACH CA	RESIDENTIAL	0.03		0.08	7303011071	ADAME,IDANIA ET AL	323	ARTESIA LN	LONG BEACH CA	The ROW Impact Report identifies Parcel #09422 as Residential Use (323 E. Artesia Lane) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09422 consists of APN 7303-011-071. Based on a review of on-line maps and photographs, Parcel #09422 consists of a residential structure located north of E. Artesia Boulevard. No EDR listings were identified associated with this address.	5C-15	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
91

	IMPACT	Private Use ID #	PARCEL ID No.	USE	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
N	Full	09423	09423	RESIDENTIAL	CASTRONOVER,HENRY AND LAURA L	324 E MARKER ST	LONG BEACH CA	RESIDENTIAL	0.1		0.09	7303011076	CASTRONOVER,HENRY AND LAURA L	324	MARKER ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #09423 as Residential Use (324 E. Marker Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09423 consists of APN 7303-011-076. Based on a review of on-line maps and photographs, Parcel #09423 consists of a residential structure located south of E. Marker Street. No EDR listings were identified associated with this address.	5C-15	Low
W	Utility TCE	50956	50956		UNKNOWN	2587 E. GREENLEAF BLVD	COMPTON, CA	Utility		0.4683		7303-001-807	UNKNOWN	2587	E. GREENLEAF BLVD	COMPTON, CA	The ROW Impact Report identifies Parcel #50956 as Utility Use (2587 E. Greenleaf Blvd.) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #50956 consists of APN 7303-001-807. Based on a review of on-line maps and photographs, Parcel #50956 consists of a plant nursery and high transmission powerlines. No EDR listings were identified associated with this address.		Low
W	Utility TCE	50957	50957		UNKNOWN		COMPTON, CA	Utility		0.0099		7303-001-806	UNKNOWN			COMPTON, CA	The ROW Impact Report identifies Parcel #50957 as Utility Use . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #50957 consists of APN 7303-001-806. Based on a review of on-line maps and photographs, Parcel #50957 is associated with Parcel#50956 and consists of consists of a plant nursery and high transmission powerlines. No EDR listings were identified in this area.		Low
W	TCE	09424	09424		CRENSHAW,CARRIE L	1612 S ATLANTIC DR	COMPTON CA	RESIDENTIAL		0.008		7301029034	CRENSHAW,CARRIE L	1612	ATLANTIC DR	COMPTON CA	The ROW Impact Report identifies Parcel #09424 as Residential Use (1612 S. Atlantic Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09424 consists of APN 7301-029-034. Based on a review of on-line maps and photographs, Parcel #09424 consists of a residential structure located east S. Atlantic Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-15	Low
W	TCE	09425	09425		CASTILLO,ELENA J	1608 S ATLANTIC DR	COMPTON CA	RESIDENTIAL		0.007		7301029016	CASTILLO,ELENA J	1608	ATLANTIC DR	COMPTON CA	The ROW Impact Report identifies Parcel #09425 as Residential Use (1608 S. Atlantic Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09425 consists of APN 7301-029-016. Based on a review of on-line maps and photographs, Parcel #09425 consists of a residential structure located east S. Atlantic Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-15	Low
W	TCE	09426	09426		WHITE,DAVION E	1604 S ATLANTIC DR	COMPTON CA	RESIDENTIAL		0.005		7301029015	WHITE,DAVION E	1604	ATLANTIC DR	COMPTON CA	The ROW Impact Report identifies Parcel #09426 as Residential Use (1604 S. Atlantic Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09426 consists of APN 7301-029-015. Based on a review of on-line maps and photographs, Parcel #09426 consists of a residential structure located east S. Atlantic Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-15	Low
W	TCE	09427	09427		ROBINSON,FLEMING AND VANNESSA	1520 S ATLANTIC DR	COMPTON CA	RESIDENTIAL		0.0007		7301029014	ROBINSON,FLEMING AND VANNESSA	1520	ATLANTIC DR	COMPTON CA	The ROW Impact Report identifies Parcel #09427 as Residential Use (1520 S. Atlantic Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09427 consists of APN 7301-029-014. Based on a review of on-line maps and photographs, Parcel #09427 consists of a residential structure located east S. Atlantic Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-15	Low
W	TCE	09428	09428		TABANKIA,HERSEL AND SHANAZ TRS	____ S ATLANTIC DR	COMPTON CA	BUSINESS		0.46		7301002020	TABANKIA,HERSEL AND SHANAZ TRS	____	ATLANTIC DR	COMPTON CA	The ROW Impact Report identified Parcel #09428 as Business use owned by Hersel and Shanaz Tabankia Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #09428 consists of APN 7301-002-020. Based on review of on-line maps and photographs, Parcel #09428 consists of a vacant strip of land located adjacent to the south of S. Atlantic Avenue. No EDR listings were identified in this area.	5C-19	Low

ATLANTIC Ave

Totals	
High	2
Medium	2
Low	33

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
91 West

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
COMPTON CREEK																				
N	Partial, TCE	41001		41001	N	REGENCY OUTDOOR ADVERTISING INC	COMPTON CREEK	COMPTON CA	Flood Control	0.23	0.11		7306007025	REGENCY OUTDOOR ADVERTISING INC	COMPTON CREEK		COMPTON CA	The ROW Impact Report identifies Parcel #41001 as Flood Control , owned by REGENCY OUTDOOR ADVERTISING INC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41001 consists of APN 7306-007-025. This parcel consists of a strip of land along Compton Creek, located adjacent to the north of S-91 and east of South Alameda St. No EDR listings were identified in this area.	5C-16	Low
N	Partial, TCE	10102		10102	N	COMPTON CITY		COMPTON CA	BUSINESS	0.02	0.02		7306007900	COMPTON CITY			COMPTON CA	The ROW Impact Report identifies Parcel #10102 as Business Use , owned by Compton City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #10102 consists of APN 7306-007-900. This parcel consists of a strip of land located east of Compton Creek, adjacent to the north of S-91 and east of South Alameda St. No EDR listings were identified in this area.	5C-16	Low
S	Partial, TCE	41007		41007	N	KENNEDY,BRIAN AND	COMPTON CREEK	COMPTON CA	Flood Control	0.01	0.01		7306007034	KENNEDY,BRIAN AND	COMPTON CREEK		COMPTON CA	The ROW Impact Report identifies Parcel #410017as Flood Control , owned by KENNEDY, BRIAN AND. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41007 consists of APN 7306-007-034. This parcel consists of a strip of land located adjacent to the north of S-91 on-ramp from South Alameda St. and east of South Alameda St. No EDR listings were identified in this area.	5C-16	Low
S	TCE	41008		41008	N	0		0	Flood Control		0.001		7306007901					The ROW Impact Report identifies Parcel #410018 as Flood Control with an unknown owner. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41008 consists of APN 7306-007-901. This parcel consists of a strip of land located adjacent to the north of S-91 on-ramp from South Alameda St. and east of South Alameda St. No EDR listings were identified in this area.	5C-16	Low
ALAMEDA Street																				
N	TCE	81003		81003	N	LONG BEACH CITY	RAIL OPS	COMPTON CA	Railroad		0.103		7306001909	LONG BEACH CITY	RAIL OPS		COMPTON CA	The ROW Impact Report identifies Parcel #81003 as Railroad Use , owned by Long Beach City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81003 consists of APN 7306-001-909. This parcel consists of a strip of land adjacent to the north of S-91 , south of East Artesia Boulevard and east of South Alameda St. No EDR listings were identified in this area.	5C-16	Medium
N	Partial, TCE	10104		10104	Y	GORDON SAND CO	2201 S SANTA FE AVE	COMPTON CA	BUSINESS	0.69	0.14		7306001041	GORDON SAND CO	2201	SANTA FE AVE	COMPTON CA	The ROW Impact Report identifies Parcel #10104 as Business Use , owned by GORDON SAND CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #10104 consists of APN 7306-001-041. This parcel consists of a portion of land at 2201 S. Santa Fe Ave. adjacent to the north of S-91, south of East Artesia Boulevard and east of South Alameda St. The address was identified as Gordon Sand Co (EDR ID# 1989) in the RCRA NonGen/NLR, US MINES, FINDS, CA LOS ANGELES CO. HMS, CA HAZNET, and CA HIST UST databases. Based on the lack of listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-16	Low
N	Partial, TCE	41005		41005	N	L A CO FLOOD CONTROL DIST	COMPTON CREEK CHANNEL EAS	COMPTON CA	Flood Control	0.18	0.01		7306001901	L A CO FLOOD CONTROL DIST	COMPTON CREEK CHANNEL EAST BRANCH		COMPTON CA	The ROW Impact Report identifies Parcel #41005 as Railroad Use , owned by Long Beach City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41005 consists of APN 7306-001-901. This parcel located adjacent to the north of S-91 , south of East Artesia Boulevard and west of South Santa Fe Ave. No EDR listings were identified in this area.	5C-16	Low
N	TCE	10121		10121	N	GORDON SAND CO	2201 SANTA FE AVE	COMPTON CA	BUSINESS		0.02		7306001040	GORDON SAND CO	2201	SANTA FE AVE	COMPTON CA	The ROW Impact Report identifies Parcel #10121 as Business Use , owned by GORDON SAND CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #10121 consists of APN 7306-001-040. This parcel located adjacent to the north of S-91 , south of East Artesia Boulevard and west of South Santa Fe Ave. See Parcel #10104 for the database listings identified in the EDR Report.	5C-16	Low
S	TCE	81006		81006	N	0	RAIL OPS	COMPTON CA	Railroad		0.51		7306001911		RAIL OPS		COMPTON CA	The ROW Impact Report identifies Parcel #81006 as Railroad Use with an unknown owner. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81006 consists of APN 7306-001-911. This parcel consists a segment of the Southern Pacific railroad and is located under S-91 and adjacent to the east of East Artesia Blvd. No EDR listings were identified in this area.	5C-16	Medium
S	TCE	81009		81009	N	L A CITY	RAIL OPS	COMPTON CA	Railroad		0.25		7306001918	L A CITY	RAIL OPS		COMPTON CA	The ROW Impact Report identifies Parcel #81009 as Railroad Use , owned by LA CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81009 consists of APN 7306-001-918. This parcel consists a segment of the Southern Pacific railroad, located adjacent to the south of the S-91 on-ramp from South Alameda St. and east of East Artesia Blvd. No EDR listings were identified in this area.	5C-16	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
91 West

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
S	TCE	81010		81010	N	SOU PAC CO	RAIL OPS	COMPTON CA	Railroad		0.03		7306001804	SOU PAC CO	RAIL OPS		COMPTON CA	The ROW Impact Report identifies Parcel #81010 as Railroad Use , owned by LA CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81010 consists of APN 7306-001-804. This parcel consists a segment of the Southern Pacific railroad, located adjacent to the north of the S-91 on-ramp from South Alameda St. and east of East Artesia Blvd. No EDR listings were identified in this area.	5C-16	Medium
S	Partial, TCE	41011		41011	N	ALLEN,CHRISTOPHER L AND	COMPTON CREEK	COMPTON CA	Flood Control	0.02	0.02		7306001042	ALLEN,CHRISTOPHER L AND	COMPTON CREEK		COMPTON CA	The ROW Impact Report identifies Parcel #41011 as Flood Control , owned by ALLEN, CHRISTOPHER L AND. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41011 consists of APN 7306-001-042. This parcel consists of a strip of land adjacent to the east of Compton Creek, north of the S-91 on-ramp from South Alameda St. and east of South Alameda St. No EDR listings were identified in this area.	5C-16	Low
S	Partial	41012		41012	N	ROMERO,JAVIER		COMPTON CA	Flood Control	0.002			7306001042	ROMERO,JAVIER			COMPTON CA	The ROW Impact Report identifies Parcel #41012 as Flood Control , owned by ROMERO, JAVIER. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41012 consists of APN 7306-001-042. This parcel consists of a strip of land adjacent to the east of Compton Creek, south of the S-91 on-ramp from South Alameda St. and east of South Alameda St. No EDR listings were identified in this area.	5C-16	Low
S	Partial	41013		41013	N	GARCIA,FELIPE AND ERCILIA TRS		COMPTON CA	Flood Control	0.001			7306001029	GARCIA,FELIPE AND ERCILIA TRS			COMPTON CA	The ROW Impact Report identifies Parcel #41013 as Flood Control , owned by GARCIA, FELIPE AND ERCILIA TRS. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41013 consists of APN 7306 001 029. This parcel consists of a strip of land adjacent to the east of Compton Creek, south of the S-91 on-ramp from South Alameda St. and east of South Alameda St. No EDR listings were identified in this area.	5C-16	Low
S	Partial, TCE	41014		41014	N	0	COMPTON CREEK	COMPTON CA	Flood Control	0.03	0.04		7306001905		COMPTON CREEK		COMPTON CA	The ROW Impact Report identifies Parcel #41014 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41014 consists of APN 7306-001-905. This parcel consists of a strip of land adjacent to the east of Compton Creek, south of the S-91 on-ramp from South Alameda St. and east of South Alameda St. No EDR listings were identified in this area.	5C-16	Low
S	TCE	81015		81015	N	SOU PAC CO	RAIL OPS	COMPTON CA	Railroad		0.04		7306001805	SOU PAC CO	RAIL OPS		COMPTON CA	The ROW Impact Report identifies Parcel #81015 as Railroad Use , owned by SOU PAC CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81015 consists of APN 7306-001-805. This parcel consists a segment of the Southern Pacific railroad, located adjacent to the south of the S-91 on-ramp from South Alameda St. and east of East Artesia Blvd. No EDR listings were identified in this area.	5C-16	Medium
S	Partial, TCE	41016		41016	N	0		COMPTON CA	Flood Control	0.002	0.005		7306001027				COMPTON CA	The ROW Impact Report identifies Parcel #41016 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41016 consists of APN 7306-001-027. This parcel consists of a strip of land adjacent to the east of Compton Creek, south of the S-91 on-ramp from South Alameda St. and east of South Alameda St. No EDR listings were identified in this area.	5C-16	Low
S	TCE	41017		41017	N	0	COMPTON CREEK	COMPTON CA	Flood Control		0.0007		7306001903		COMPTON CREEK		COMPTON CA	The ROW Impact Report identifies Parcel #41017 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41017 consists of APN 7306-001-903. This parcel consists of a strip of land adjacent to the east of Compton Creek, south of the S-91 on-ramp from South Alameda St. and east of South Alameda St. No EDR listings were identified in this area.	5C-16	Low
S	Partial, TCE	41018		41018	N	L A CO FLOOD CONTROL DIST	COMPTON CREEK CHANNEL EAS	COMPTON CA	Flood Control	0.06	0.05		7306001902	L A CO FLOOD CONTROL DIST	COMPTON CREEK CHANNEL EAST BRANCH		COMPTON CA	The ROW Impact Report identifies Parcel #41018 as Flood Control, owned by LA CO FLOOD DIST. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41018 consists of APN 7306-001-902. This parcel consists of a strip of land adjacent south of the S-91 on-ramp from South Alameda St. and west of Santa Fe Ave. No EDR listings were identified in this area.	5C-16	Low
S	TCE	10222		10222	N	FOAM FACTORY INC	17515 S SANTA FE AVE	COMPTON CA	BUSINESS		0.006		7306001036		17515	SANTA FE AVE	COMPTON CA	The ROW Impact Report identifies Parcel #10222 as Business Use, owned by Foam Factory Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #10222 consists of APN 7306-001-036. This parcel consists of the Foam Factory Inc. (17515 S. Santa Fe Avenue) located south of the S-91 on-ramp from South Alameda St. and west of Santa Fe Ave. No EDR listings were identified in this area.	5C-16	Low

COMPTON CREEK EAST BRANCH

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
91 West

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
S	Partial, TCE	10219		10219	N	17600 SANTA FE AVENUE PARTNERS	17600 S SANTA FE AVE	COMPTON CA	BUSINESS	0.18	0.09		7306002034	17600 SANTA FE AVENUE PARTNERS	17600	SANTA FE AVE	COMPTON CA	The ROW Impact Report identifies Parcel #10219 as Business Use, owned by 17600 SANTA FE AVENUE PARTNERS. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #10219 consists of APN 7306-002-034. This parcel consists of a strip of land located at 17600 S. Santa Fe Ave. adjacent south of the S-91 and east of Santa Fe Ave. The address was identified as American Racing Equipment (EDR ID# 2015) in the CA LOS ANGELES CO. HMS and CA EMI databases. Based on the lack of listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-16	Low
S	Partial, TCE	10220		10220	N	SCHOLLE CORP	3000 E VIA MONDO	DOMINGUEZ CA	BUSINESS	0.12	0.04		7306002037	SCHOLLE CORP	3000	VIA MONDO	DOMINGUEZ CA	The ROW Impact Report identifies Parcel #10220 as Business Use, owned by SCHOLLE CORP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #10220 consists of APN 7306-002-037. This parcel consists of a strip of land located at 3000 E Via Mondo adjacent south of the S-91 and east of Santa Fe Ave. The address was identified as Scholle Corp (EDR ID# 2015) in the CA LOS ANGELES CO. HMS, RCRA NonGen/NLR, CA HAZNET, CA WDS, and FINDS databases. Based on the lack of listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-16	Low

SUSANA Road

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
91 East

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
N ROSE Ave																			
CHERRY Ave																			
S	Partial	11315	11315	N	CHANG,KUO T CO TR	6600 CHERRY AVE	LONG BEACH CA	BUSINESS	0.0364			7119020033	CHANG,KUO T CO TR	6600	CHERRY AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #11315 as Business use owned by Kuo T Chang Co Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #11315 consists of APN 7119-020-033. Based on review of on-line maps and photographs, Parcel #11315 consists of retail strip mall (6600 Cherry Avenue) located in the northeast corner of the intersection of E. Artesia Boulevard and Cherry Avenue, south of SR-91. No EDR listings were identified associated with this address.	5C-18	Low
N	Partial	11417	11417	N	M AND A GABAEE	6730 CHERRY AVE	LONG BEACH CA	BUSINESS	0.0512			7113002009	M AND A GABAEE	6730	CHERRY AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #11417 as Business use owned by M and A Gabaee. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #11417 consists of APN 7113-002-009. Based on review of on-line maps and photographs, Parcel #11417 consists of a Taco Bell/Pizza Hut restaurant (6730 Cherry Avenue) located east of Cherry Avenue and north of SR-91. No EDR listings were identified associated with this address.	5C-18	Low
N	Partial	11418	11418	N	M AND A GABAEE	6700 CHERRY AVE	LONG BEACH CA	BUSINESS	0.0106			7113002011	M AND A GABAEE	6700	CHERRY AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #11418 as Business use owned by M and A Gabaee. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #11418 consists of APN 7113-002-011. Based on review of on-line maps and photographs, Parcel #11418 consists of a portion of a shopping center occupied by Food 4 Less, T-Mobile, and Fatburger (6700-6796 Cherry Avenue) located east of Cherry Avenue and north of SR-91. No EDR listings were identified associated with this address.	5C-18	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Alondra

IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Reason for Acquisition	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
ATLANTIC Ave																				
W	12101	TCE	B	12101	N	COMMUNITY REDEV AGENCY OF	_____S ATLANTIC AVE	COMPTON CA	Business		0.13		7301002901	COMMUNITY REDEV AGENCY OF	_____	ATLANTIC AVE	COMPTON CA	Temporary Construction Easement / Staging	The ROW Impact Report identified Parcel #12101 as Business use owned by Community Redevelopment Agency. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12101 consists of APN 7301-002-901. Based on review of on-line maps and photographs, Parcel #12101 consists of a vacant strip of land located adjacent to the north of Atlantic Avenue, west of I-710. No EDR listings were identified in this area.	5C-19	Low
W	12102	TCE	B	12102	N	COMMUNITY REDEV AGENCY OF	16216 S ATLANTIC AVE	COMPTON CA	Business		0.2		7301002900	COMMUNITY REDEV AGENCY OF	16216	ATLANTIC AVE	COMPTON CA	Temporary Construction Easement / Staging	The ROW Impact Report identified Parcel #12102 as Business Use owned by Community Redevelopment Agency. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12102 consists of APN 7301-002-900. Based on review of on-line maps and photographs, Parcel #12102 consists of a vacant strip of land located adjacent to the north of Atlantic Avenue, west of I-710. No EDR listings were identified in this area.	5C-19	Low
W	12103	TCE	B	12103	N	COMMUNITY REDEV AGENCY OF	16208 S ATLANTIC AVE	COMPTON CA	Business		0.82		7301002902	COMMUNITY REDEV AGENCY OF	16208	ATLANTIC AVE	COMPTON CA	Temporary Construction Easement / Staging	The ROW Impact Report identified Parcel #12103 as Business Use owned by Community Redevelopment Agency. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12103 consists of APN 7301-002-902. Based on review of on-line maps and photographs, Parcel #12103 consists of a vacant parcel of land located adjacent to the east of Atlantic Avenue, west of I-710. No EDR listings were identified in this area.	5C-19	Low
W	12104	Partial, TCE	C	12104	N	B AND DJ LLC	16108 S ATLANTIC AVE	COMPTON CA	Residential	0.004	0.02		7301002002	B AND DJ LLC	16108	ATLANTIC AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identifies Parcel #12104 as Residential Use (16108 S. Atlantic Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12104 consists of APN 7301-002-002. Based on a review of on-line maps and photographs, Parcel #12104 consists of a portion of the Belmont Mobil Home Park located adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	12105	Partial, TCE	C	12105	Y	0	_____S ATLANTIC AVE	COMPTON CA	Residential	0.13	0.04		7301001010		_____	ATLANTIC AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identified Parcel #12105 as Residential Use (no address available). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12105 consists of APN 7301-001-010. Based on a review of on-line maps and photographs, Parcel #12105 consists of a portion of the Belmont Mobil Home Park located adjacent to the west of I-710 and south of the E. Alondra Boulevard on-ramp to I-710. No EDR listings were identified in this area.	5C-19	Low
W	12106	Full	C	12106	N	HEKMAT NIAZ,YOUSEF CO TR	_____E ALONDRA BLVD	COMPTON CA	Business	0.0700			7301001009	HEKMAT NIAZ,YOUSEF CO TR	_____	ALONDRA BLVD	COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #12106 as Business Use owned by Yousef Hekmat Niaz Co Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12106 consists of APN 7301-001-009. Based on review of on-line maps and photographs, Parcel #12106 consists of a paved strip of land used as a parking lot for an adjoining strip mall. This parcel is located adjacent to the south of E. Alondra Boulevard, west of the on-ramp to I-710 South. No EDR listings were identified in this area.	5C-19	Low
W	12107	Full	C	12107	Y	HEKMAT NIAZ,YOUSEF CO TR	4510 E ALONDRA BLVD	COMPTON CA	Business	1.3500			7301001008	HEKMAT NIAZ,YOUSEF CO TR	4510	ALONDRA BLVD	COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #12107 as Business Use owned by Yousef Hekmat Niaz Co Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12107 consists of APN 7301-001-008. Based on review of on-line maps and photographs, Parcel #12107 consists of a retail strip mall (4510 E. Alondra Boulevard) located adjacent to the south of E. Alondra Boulevard, west of the on-ramp to I-710 South. No EDR listings were identified associated with this address.	5C-19	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Alondra

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Reason for Acquisition	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial, TCE	12108	C	12108	N	CHANG,I LANG AND	4502 E ALONDRA BLVD	COMPTON CA	Business	0.01	0.03		7301001001	CHANG,I LANG AND	4502	ALONDRA BLVD	COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #12108 as Business Use owned by I Lang and Chang. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12108 consists of APN 7301-001-001. Based on review of on-line maps and photographs, Parcel #12108 consists of a small commercial building occupied by Dale's Doughnut Shop (4502 E. Alondra Boulevard), located at the southeast corner of East Alondra Boulevard and Atlantic Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	Partial, TCE	12109	C	12109	N	0	2820 E ALONDRA BLVD	COMPTON CA	Business	0.14	0.05		7301003011		2820	ALONDRA BLVD	COMPTON CA		The ROW Impact Report identified Parcel #12109 as Business use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12109 consists of APN 7301-003-011. Based on review of on-line maps and photographs, Parcel #12109 consists of an ARCO gas station (2820 E. Alondra Boulevard), located at the southwest corner of East Alondra Boulevard and Atlantic Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#1622) as 7 Days Food Store in the UST, SWEEPS UST, LUST, and Los Angeles County HMS databases; as B&B Petroleum in the Los Angeles County HMS and HAZNET databases; as Alondra AM/PM in the Los Angeles County HMS database; as PMM Alondra Inc. in the HAZNET database; as Hang Yeol Jung Shan in the HAZNET database; and as Mr. Farza Nouri in the HAZNET database. According the GeoTracker database, the status is listed as "open-remediation" as of 06/08/2006 for a release of gasoline to "aquifer used for drinking water supply". According to the third quarter 2015 monitoring report, groundwater is flowing to the southwest. Based on the regulatory status and on-going remediation, this site is considered to represent an environmental concern to the ISA Study Area.	5C-19	High
E	Full	12210	C	12210	N	PEREZ,FERNANDO	_____S ATLANTIC AVE	COMPTON CA	Business	0.8800			7101015003	PEREZ,FERNANDO	_____	ATLANTIC AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identified Parcel #12210 as Business Use owned by Fernando Perez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12210 consists of APN 7101-015-003. Based on review of on-line maps and photographs, Parcel #12210 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	5C-19	High
E	Full	12211	C	12211	Y	PEREZ,FERNANDO	_____S ATLANTIC AVE	COMPTON CA	Business	0.9200			7101015002	PEREZ,FERNANDO	_____	ATLANTIC AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identified Parcel #12211 as Business Use owned by Fernando Perez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12211 consists of APN 7101-015-002. Based on review of on-line maps and photographs, Parcel #12211 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	5C-19	High
E	Full	12212	C	12212	Y	MARTIN,NICOLAS E	_____S ATLANTIC AVE	COMPTON CA	Business	1.1800			7101015004	MARTIN,NICOLAS E	_____	ATLANTIC AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identified Parcel #12212 as Business Use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12212 consists of APN 7101-015-004. Based on review of on-line maps and photographs, Parcel #12212 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	5C-19	High
E	Full	12213	C	12213	N	MARTIN,NICOLAS E	_____S ATLANTIC AVE	COMPTON CA	Business	0.1300			7101013018	MARTIN,NICOLAS E	_____	ATLANTIC AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identified Parcel #12213 as Business Use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12213 consists of APN 7101-013-018. Based on review of on-line maps and photographs, Parcel #12213 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	5C-19	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Alondra

IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Reason for Acquisition	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E Full	12214	C	12214	N	MARTIN,NICOLAS E	_____S ATLANTIC AVE	COMPTON CA	Business	0.9900			7101013019	MARTIN,NICOLAS E	_____	ATLANTIC AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identified Parcel #12214 as Business Use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12214 consists of APN 7101-013-019. Based on review of on-line maps and photographs, Parcel #12214 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	5C-19	High
E Full	12215	C	12215	N	MARTIN,NICOLAS E	_____S ATLANTIC AVE	COMPTON CA	Business	0.7900			7101013021	MARTIN,NICOLAS E	_____	ATLANTIC AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identified Parcel #12215 as Business Use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12215 consists of APN 7101-013-021. Based on review of on-line maps and photographs, Parcel #12215 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	5C-19	High
E Full	12216	C	12216	N	MARTIN,NICOLAS E	_____S ATLANTIC AVE	COMPTON CA	Business	0.9900		0.63	7101013020	MARTIN,NICOLAS E	_____	ATLANTIC AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identified Parcel #12216 as Business Use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12216 consists of APN 7101-013-020. Based on review of on-line maps and photographs, Parcel #12216 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	5C-19	High
E Full	12217	C	12217	N	MARTIN,NICOLAS E	_____S ATLANTIC AVE	COMPTON CA	Business	0.0700			7101013022	MARTIN,NICOLAS E	_____	ATLANTIC AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identified Parcel #12217 as Business Use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12217 consists of APN 7101-013-022. Based on review of on-line maps and photographs, Parcel #12217 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	5C-19	High
E Full	12218	C	12218	N	MARTIN,NICOLAS E	_____S ATLANTIC AVE	COMPTON CA	Business	0.7900			7101013023	MARTIN,NICOLAS E	_____	ATLANTIC AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identified Parcel #12218 as Business Use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12218 consists of APN 7101-013-023. Based on review of on-line maps and photographs, Parcel #12218 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	5C-19	High
E Partial, TCE	41219	B	41219	N	AMAYA,ELISA F ET AL	LA RIVER	COMPTON CA	Flood Control	0.29	0.58		7101013024	AMAYA,ELISA F ET AL	LA RIVER		COMPTON CA	Ramp Construction and Street Widening	The ROW Impact Report identified Parcel #41219 as Flood Control Use owned by Elisa F Amaya Et Al. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41219 consists of APN 7101-013-024. Based on a review of on-line maps and photographs, Parcel #41219 consists of a segment of the LA River, bound to the north by E. Alondra Boulevard, east of I-710. No EDR listings were identified in this area.	5C-19	Low
E Partial, TCE	41219	B	41219	N	BROWN,LARENCE	LA RIVER	COMPTON CA	Flood Control	0.05	0.84		7101013025	BROWN,LARENCE	LA RIVER		COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #41219 as Flood Control Use owned by Larence Brown. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41219 consists of APN 7101-013-025. Based on a review of on-line maps and photographs, Parcel #41219 consists of a segment of the LA River, bound to the north by E. Alondra Boulevard, east of I-710. No EDR listings were identified in this area.	5C-19	Low
E Partial, TCE	41219	B	41219	N	AMAYA,ELISA F ET AL	LA RIVER	COMPTON CA	Flood Control	0.001	0.07		7101013039	AMAYA,ELISA F ET AL	LA RIVER		COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #41219 as Flood Control Use owned by Elisa F Amaya Et Al. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41219 consists of APN 7101-013-039. Based on a review of on-line maps and photographs, Parcel #41219 consists of a segment of the LA River, bound to the north by E. Alondra Boulevard, east of I-710. No EDR listings were identified in this area.	5C-19	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Alondra

IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Reason for Acquisition	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
TCE	12220																			
E		C	12220	N	HD DEVELOPMENT OF MARYLAND INC	6400 ALONDRA BLVD	PARAMOUNT CA	Business		0.49		7101013037	HD DEVELOPMENT OF MARYLAND INC	6400	ALONDRA BLVD	PARAMOUNT CA	Street Widening	The ROW Impact Report identified Parcel #12220 as Business Use owned by HD Development of Maryland Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12220 consists of APN 7101-013-037. Based on review of on-line maps and photographs, Parcel #12220 consists of The Home Depot (6400 Alondra Boulevard) located south of Alondra Boulevard, east of I-710. This parcel was identified in the EDR Report (EDR ID#1748) as Home Depot USA Inc. HD 1037 in the RCRA-SQG, HAZNET, and FINDS databases; as 6400 Alondra Blvd in the CHMIRS database; and as Home Depot Store #1037 in the HAZNET database. This parcel is also identified in the EDR Report with an address of 6300 Alondra Boulevard as The Home Depot in the Los Angeles County HMS, HAZNET, and LUST databases; as Rullo, J. in the WMUDS/SWAT, SWF/LF, HIST CORTESE, and LUST databases; as Cool Fuel Inc. in the Los Angeles County HMS, LUST, UST, HIST UST, and SWEEPS UST databases; and as Cool Transports Incorporated in the HAZNET database. According to GeoTracker, the LUST case associated with the Cool Fuel Inc. listing is "completed-case closed" as of 05/07/2001 for a release of waste oil/motor/hydraulic/ lubricating to "an aquifer used for drinking water supply". The case associated with The Home Depot listing is "open-site assessment" as of 06/15/2009 for a release of gasoline to "an aquifer used for drinking water supply". No other information was available online or in the EDR Report. Based on the regulatory status (open case), this site is considered to represent an environmental concern to the ISA Study Area and a file review is recommended. Additionally, it should be noted that soil and groundwater contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	5C-19	High
Utility TCE	12220																			
E		C				HD DEVELOPMENT OF MARYLA	6400 ALONDRA BLVD	PARAMOUNT CA	Business		0.0981	0	0	070	907230000	ALONDRA BLVD		The ROW Impact Report identified Parcel #12220 as Business Use owned by HD Development of Maryland Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12220 consists of APN 7101-013-037. Based on review of on-line maps and photographs, Parcel #12220 consists of The Home Depot (6400 Alondra Boulevard) located south of Alondra Boulevard, east of I-710. This parcel was identified in the EDR Report (EDR ID#1748) as Home Depot USA Inc. HD 1037 in the RCRA-SQG, HAZNET, and FINDS databases; as 6400 Alondra Blvd in the CHMIRS database; and as Home Depot Store #1037 in the HAZNET database. This parcel is also identified in the EDR Report with an address of 6300 Alondra Boulevard as The Home Depot in the Los Angeles County HMS, HAZNET, and LUST databases; as Rullo, J. in the WMUDS/SWAT, SWF/LF, HIST CORTESE, and LUST databases; as Cool Fuel Inc. in the Los Angeles County HMS, LUST, UST, HIST UST, and SWEEPS UST databases; and as Cool Transports Incorporated in the HAZNET database. According to GeoTracker, the LUST case associated with the Cool Fuel Inc. listing is "completed-case closed" as of 05/07/2001 for a release of waste oil/motor/hydraulic/ lubricating to "an aquifer used for drinking water supply". The case associated with The Home Depot listing is "open-site assessment" as of 06/15/2009 for a release of gasoline to "an aquifer used for drinking water supply". No other information was available online or in the EDR Report. Based on the regulatory status (open case), this site is considered to represent an environmental concern to the ISA Study Area and a file review is recommended. Additionally, it should be noted that soil and groundwater contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.		High
TCE	12221																			
E		C	12221	N	HD DEVELOPMENT OF MARYLAND INC	_____ ALONDRA BLVD	PARAMOUNT CA	Business		0.011		7101013041	HD DEVELOPMENT OF MARYLAND INC	_____	ALONDRA BLVD	PARAMOUNT CA	Street Widening	The ROW Impact Report identified Parcel #12221 as Business Use owned by HD Development of Maryland Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12221 consists of APN 7101-013-041. Based on review of on-line maps and photographs, Parcel #12221 consists of a portion of The Home Depot (6400 Alondra Boulevard) located south of Alondra Boulevard, east of I-710. See Parcel #12220 for EDR listing information.	5C-19	High
Utility TCE	12221																			
E		C				HD DEVELOPMENT OF MARYLA	_____ ALONDRA BLVD	PARAMOUNT CA	Business		0.1055	0	0	000	0	ALONDRA BLVD		The ROW Impact Report identified Parcel #12221 as Business Use owned by HD Development of Maryland Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12221 consists of APN 7101-013-041. Based on review of on-line maps and photographs, Parcel #12221 consists of a portion of The Home Depot (6400 Alondra Boulevard) located south of Alondra Boulevard, east of I-710. See Parcel #12220 for EDR listing information.	5C-19	High

ALONDRA Blvd

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Alondra

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Reason for Acquisition	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial	12427	C	12427	Y	0	2717 E ALONDRA BLVD	COMPTON CA	Business	0.0349			6181027021		2717	ALONDRA BLVD	COMPTON CA		The ROW Impact Report identified Parcel #12427 as Business Use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12427 consists of APN 6181-027-021. Based on review of on-line maps and photographs, Parcel #12427 consists of a retail strip mall (2717 E. Alondra Boulevard) located in the northwest corner of the intersection of E. Alondra Boulevard and Atlantic Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#1622) as C&R Cleaners in the EDR Historical Cleaners database for the years 1999, 2003-2006, 2008, 2010, and 2011; as C&R Cleaners in the RCRA-SQG, FINDS, HAZNET, and EMI databases; and as Cliff's Union Service in the EDR Historical Auto Station database for the year 1962. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-19	Medium
W	Partial, TCE	12428	C	12428	N	0	2901 E ALONDRA BLVD	COMPTON CA	Business	0.1000	0.04		6181028023		2901	ALONDRA BLVD	COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #12428 as Business Use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12428 consists of APN 6181-028-023. Based on review of on-line maps and photographs, Parcel #12428 consists of Jessie's Radiator and Muffler (2901 E. Alondra Boulevard) located on the northeast corner of the intersection of E. Alondra Boulevard and Atlantic Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID# 1622) as Jesse's Radiator Service in the Los Angeles County HMS and HAZNET databases; and as Jesse's Radiator and Muffler in the EDR Historical Auto Station database for years 2001-2003, and 2012. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-19	Medium
W	Full	12429	C	12429	N	0	_____ E ALONDRA BLVD	COMPTON CA	Business	0.1000		0.16	6181028022		_____	ALONDRA BLVD	COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #12429 as Business Use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12429 consists of APN 6181-028-022. Based on review of on-line maps and photographs, Parcel #12429 consists of vacant land on the northeast corner of the intersection of E. Alondra Boulevard and S. Lime Avenue, west of I-710. No EDR listings were identified in this area.	5C-19	Medium
W	Partial,TCE	12430	C	12430	N	BAEZA,HELEN R TR	15812 S ATLANTIC AVE	COMPTON CA	Business	0.003	0.01		6181028037	BAEZA,HELEN R TR	15812	ATLANTIC AVE	COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #12430 as Business Use, owned by Helen R Baeza Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12430 consists of APN 6181-028-037. Based on review of on-line maps and photographs, Parcel #12430 consists of a vacant commercial building (15812 Atlantic Avenue) located east of Atlantic Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	Full	12431	C	12431	Y	0	4603 E ALONDRA BLVD	COMPTON CA	Business	0.0800			6181031029		4603	ALONDRA BLVD	COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #12431 as Business Use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12431 consists of APN 6181-031-029. Based on review of on-line maps and photographs, Parcel #12431 consists of the Los Dos Amigos restaurant/bar (4603 E. Alondra Boulevard) located at the northeast corner of S. Lime Avenue and E. Alondra Boulevard, west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	Full	12432	C	12432	Y	M AND M AUTO PARTS INC	4609 E ALONDRA BLVD	COMPTON CA	Business	0.1000			6181031030	M AND M AUTO PARTS INC	4609	ALONDRA BLVD	COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #12432 as Business Use, owned by M &M Auto Parts Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12432 consists of APN 6181-031-030. Based on review of on-line maps and photographs, Parcel #12432 consists of a paved parking lot located north of E. Alondra Boulevard, west of I-710. No EDR listings were identified in this area.	5C-19	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Alondra

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Reason for Acquisition	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	12433	C	12433	Y	M AND M AUTO PARTS INC	4615 E ALONDRA BLVD	COMPTON CA	Business	0.1100			6181031031	M AND M AUTO PARTS INC	4615	ALONDRA BLVD	COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #12433 as Business Use, owned by M &M Auto Parts Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12433 consists of APN 6181-031-031. Based on review of on-line maps and photographs, Parcel #12433 consists of M&M Auto Parts and Machine Shop (4615 E. Alondra Boulevard) located north of E. Alondra Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID#1622) as M&M Auto Parts in the Los Angeles County HMS, RCRA-SQG, FINDS, and the EDR Historical Auto Stations database for the years 2010 and 2011. No violations were reported. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-19	Low
W	Full	12434	C	12434	N	MIKAMI,RICHARD AND	4617 E ALONDRA BLVD	COMPTON CA	Business	0.0500			6181031032	MIKAMI,RICHARD AND	4617	ALONDRA BLVD	COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #12434 as Business Use, owned by Richard and Mikami. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12434 consists of APN 6181-031-032. Based on review of on-line maps and photographs, Parcel #12434 consists of a paved parking lot (4617 E. Alondra Boulevard) located north of E. Alondra Boulevard, west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	Full	12435	C	12435	N	MIKAMI,ROBERT M AND	4619 E ALONDRA BLVD	COMPTON CA	Business	0.1000			6181031033	MIKAMI,ROBERT M AND	4619	ALONDRA BLVD	COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #12435 as Business Use, owned by Robert M and Mikami. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12435 consists of APN 6181-031-033. Based on review of on-line maps and photographs, Parcel #12435 consists of a paved parking lot (4619 E. Alondra Boulevard) located north of E. Alondra Boulevard, west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	Full	12436	C	12436	N	0	_____ E ALONDRA BLVD	COMPTON CA	Business	0.1000			6181031039		_____	ALONDRA BLVD	COMPTON CA	Street Widening	The ROW Impact Report identified Parcel #12436 as Business Use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12436 consists of APN 6181-031-039. Based on review of on-line maps and photographs, Parcel #12436 consists of a paved parking lot located at the northwest corner of the intersection of Frailey Avenue and E. Alondra Boulevard, west of I-710. No EDR listings were identified in this area.	5C-19	Low
W	Partial,TCE	12440	C	12440	N	0	15810 S FRAILEY AVE	COMPTON CA	Residential	0.09	0.02		6181032043		15810	FRAILEY AVE	COMPTON CA	Street Widening	The ROW Impact Report identifies Parcel #12440 as Residential Use (15810 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12440 consists of APN 6181-032-043. Based on a review of on-line maps and photographs, Parcel #12440 consists of vacant land located at the northeast corner of the intersection of Frailey Avenue and E. Alondra Boulevard, west of I-710. No EDR listings were identified in this area.	5C-19	Low
W	Partial,TCE	12439	C	12439	N	COMPTON SENIOR HOUSING,LP	15811 S FRAILEY AVE	COMPTON CA	Residential	0.0004	0.03		6181032058	COMPTON SENIOR HOUSING,LP	15811	FRAILEY AVE	COMPTON CA	Street Widening	The ROW Impact Report identifies Parcel #12439 as Residential Use, owned by Compton Senior Housing LP (15811 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12439 consists of APN 6181-032-058. Based on a review of on-line maps and photographs, Parcel #12439 consists of a portion of the parking lot associated with the Seasons at Compton Housing facility. No EDR listings were identified associated with this address.	5C-19	Low
W	Partial,TCE	12438	C	12438	N	0	15812 S FRAILEY AVE	COMPTON CA	Residential	0.002	0.006		6181032042		15812	FRAILEY AVE	COMPTON CA	Street Widening	The ROW Impact Report identifies Parcel #12438 as Residential Use (15812 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12438 consists of APN 6181-032-042. Based on a review of on-line maps and photographs, Parcel #12438 consists of a portion of the parking lot associated with the Seasons at Compton Housing facility. No EDR listings were identified associated with this address.	5C-19	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Alondra

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Reason for Acquisition	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial,TCE	12437	C	12437	N	0	15813 S FRAILEY AVE	COMPTON CA	Residential	0.003	0.07		6181032041		15813	FRAILEY AVE	COMPTON CA	Street Widening	The ROW Impact Report identifies Parcel #12437 as Residential Use (15813 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12437 consists of APN 6181-032-041. Based on a review of on-line maps and photographs, Parcel #12437 consists of a portion of the parking lot associated with the Seasons at Compton Housing facility. No EDR listings were identified associated with this address.	5C-19	Low
W	Partial,TCE	12442	C	12442	N	0	15814 S FRAILEY AVE	COMPTON CA	Residential	0.001	0.03		6181032045		15814	FRAILEY AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identifies Parcel #12442 as Residential Use (15814 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12442 consists of APN 6181-032-045. Based on a review of on-line maps and photographs, Parcel #12442 consists of a portion of the Seasons at Compton Housing facility. No EDR listings were identified associated with this address.	5C-19	Low
W	Partial,TCE	12441	C	12441	N	0	15815 S FRAILEY AVE	COMPTON CA	Residential	0.0900	0.13		6181032044		15815	FRAILEY AVE	COMPTON CA	Street Widening	The ROW Impact Report identifies Parcel #12441 as Residential Use (15815 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12441 consists of APN 6181-032-044. Based on a review of on-line maps and photographs, Parcel #12441 consists of a portion of the parking lot associated with the Seasons at Compton Housing facility. No EDR listings were identified associated with this address.	5C-19	Low
W	Partial,TCE	12443	C	12443	N	0	15816 S FRAILEY AVE	COMPTON CA	Residential	0.04	0.08		6181032054		15816	FRAILEY AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identifies Parcel #12443 as Residential Use (15816 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12443 consists of APN 6181-032-054. Based on a review of on-line maps and photographs, Parcel #12443 consists of a portion of the parking lot associated with the Seasons at Compton Housing facility. No EDR listings were identified associated with this address.	5C-19	Low
W	Partial,TCE	12444	C	12444	N	COMPTON SENIOR HOUSING LP	15817 S FRAILEY AVE	COMPTON CA	Residential	0.007	0.0060		6181032049	COMPTON SENIOR HOUSING LP	15817	FRAILEY AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identifies Parcel #12444 as Residential Use, owned by Compton Senior Housing LP (15817 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12444 consists of APN 6181-032-049. Based on a review of on-line maps and photographs, Parcel #12444 consists of a vacant strip of land adjacent to the E. Alondra Boulevard ramp of southbound I-710. No EDR listings were identified associated with this address.	5C-19	Low
	TCE	12445	C	12445	N	0	15818 S FRAILEY AVE	COMPTON CA	Residential		0		6181032053		15818	FRAILEY AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identifies Parcel #12445 as Residential Use (15818 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12445 consists of APN 6181-032-053. Based on a review of on-line maps and photographs, Parcel #12445 consists of a portion of a pocket park located south of E. Linsley Street and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	Partial,TCE	12446	C	12446	N	COMPTON SENIOR HOUSING LP	15819 S FRAILEY AVE	COMPTON CA	Residential	0.04	0.06		6181032050	COMPTON SENIOR HOUSING LP	15819	FRAILEY AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identifies Parcel #12446 as Residential Use (15819 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12446 consists of APN 6181-032-050. Based on a review of on-line maps and photographs, Parcel #12446 consists of a portion of a pocket park located south of E. Linsley Street and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	Full	12447	B	12447	Y	0	15539 S GIBSON AVE	COMPTON CA	Residential	0.1400		0.04	6181035043		15539	GIBSON AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identifies Parcel #12447 as Residential Use (15539 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12447 consists of APN 6181-035-043. Based on a review of on-line maps and photographs, Parcel #12447 consists of a residential structure located west of S. Gibson Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	Full	12448	B	12448	Y	0	15535 S GIBSON AVE	COMPTON CA	Residential	0.0700		0.05	6181035042		15535	GIBSON AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identifies Parcel #12448 as Residential Use (15535 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12448 consists of APN 6181-035-042. Based on a review of on-line maps and photographs, Parcel #12448 consists of a residential structure located west of Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-19	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Alondra

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Reason for Acquisition	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	12449	B	12449	Y	0	15609 S GIBSON AVE	COMPTON CA	Residential	0.0000		0.03	6181035036		15609	GIBSON AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identifies Parcel #12449 as Residential Use (15609 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12449 consists of APN 6181-035-036. Based on a review of on-line maps and photographs, Parcel #12449 consists of a residential structure located west of Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	Full	12450	B	12450	Y	HARRIS,OLLIE M	15531 S GIBSON AVE	COMPTON CA	Residential	0.0600		0.11	6181035041	HARRIS,OLLIE M	15531	GIBSON AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identifies Parcel #12450 as Residential Use (15531 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12450 consists of APN 6181-035-041. Based on a review of on-line maps and photographs, Parcel #12450 consists of a residential structure located west of Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	Full	12451	B	12451	Y	0	15527 S GIBSON AVE	COMPTON CA	Residential	0.0500		0.13	6181035040		15527	GIBSON AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identifies Parcel #12451 as Residential Use (15527 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12451 consists of APN 6181-035-040. Based on a review of on-line maps and photographs, Parcel #12451 consists of a residential structure located west of Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	Full	12452	B	12452	Y	RENTERIA,PATRICIA ET AL	15523 S GIBSON AVE	COMPTON CA	Residential	0.0300		0.17	6181035039	RENTERIA,PATRICIA ET AL	15523	GIBSON AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identifies Parcel #12452 as Residential Use (15523 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12452 consists of APN 6181-035-039. Based on a review of on-line maps and photographs, Parcel #12452 consists of a residential structure located west of Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	Full	12453	B	12453	Y	QUINTEROS,WALTER AND PRISCILLA	15519 S GIBSON AVE	COMPTON CA	Residential	0.0050		0.23	6181035038	QUINTEROS,WALTER AND PRISCILLA	15519	GIBSON AVE	COMPTON CA	Ramp Construction	The ROW Impact Report identifies Parcel #12453 as Residential Use (15519 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #12453 consists of APN 6181-035-038. Based on a review of on-line maps and photographs, Parcel #12453 consists of a residential structure located west of Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-19	Low
W	TCE	12454	B	12454	N	KINGSFORD STREET INVESTORS LLC	_____ S GIBSON AVE	COMPTON CA	Business		1.48		6180024015	KINGSFORD STREET INVESTORS LLC	_____	GIBSON AVE	COMPTON CA	Temporary Construction Easement / Staging	The ROW Impact Report identified Parcel #12454 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12454 consists of APN 6180-024-015. Based on review of on-line maps and photographs, Parcel #12454 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	5C-19	Low
W	TCE	12455	B	12455	N	KINGSFORD STREET INVESTORS LLC	_____ S GIBSON AVE	COMPTON CA	Business		0.22		6180024017	KINGSFORD STREET INVESTORS LLC	_____	GIBSON AVE	COMPTON CA	Temporary Construction Easement / Staging	The ROW Impact Report identified Parcel #12455 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12455 consists of APN 6180-024-017. Based on review of on-line maps and photographs, Parcel #12455 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	5C-19	Low
W	TCE	12457	B	12457	N	KINGSFORD STREET INVESTORS LLC	_____ S GIBSON AVE	COMPTON CA	Business		0.07		6180024005	KINGSFORD STREET INVESTORS LLC	_____	GIBSON AVE	COMPTON CA	Temporary Construction Easement / Staging	The ROW Impact Report identified Parcel #12457 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12457 consists of APN 6180-024-005. Based on review of on-line maps and photographs, Parcel #12457 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	5C-19	Low
W	TCE	12456	B	12456	N	KINGSFORD STREET INVESTORS LLC	_____ S GIBSON AVE	COMPTON CA	Business		0.06		6180024004	KINGSFORD STREET INVESTORS LLC	_____	GIBSON AVE	COMPTON CA	Temporary Construction Easement / Staging	The ROW Impact Report identified Parcel #12456 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12456 consists of APN 6180-024-004. Based on review of on-line maps and photographs, Parcel #12456 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	5C-19	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Alondra

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Reason for Acquisition	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	12459	B	12459	N	KINGSFORD STREET INVESTORS LLC	_____ S GIBSON AVE	COMPTON CA	Business		0.27		6180024020	KINGSFORD STREET INVESTORS LLC	_____	GIBSON AVE	COMPTON CA	Temporary Construction Easement / Staging	The ROW Impact Report identified Parcel #12459 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12459 consists of APN 6180-024-020. Based on review of on-line maps and photographs, Parcel #12459 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	5C-19	Low
W	TCE	12458	B	12458	N	KINGSFORD STREET INVESTORS LLC	_____ S GIBSON AVE	COMPTON CA	Business		0.17		6180024019	KINGSFORD STREET INVESTORS LLC	_____	GIBSON AVE	COMPTON CA	Temporary Construction Easement / Staging	The ROW Impact Report identified Parcel #12458 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12458 consists of APN 6180-024-019. Based on review of on-line maps and photographs, Parcel #12458 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	5C-19	Low
W	TCE	12461	B	12461	N	KINGSFORD STREET INVESTORS LLC	_____ S GIBSON AVE	COMPTON CA	Business		0.04		6180024021	KINGSFORD STREET INVESTORS LLC	_____	GIBSON AVE	COMPTON CA	Temporary Construction Easement / Staging	The ROW Impact Report identified Parcel #12461 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12461 consists of APN 6180-024-021. Based on review of on-line maps and photographs, Parcel #12461 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	5C-19	Low
W	TCE	12460	B	12460	N	KINGSFORD STREET INVESTORS LLC	_____ S GIBSON AVE	COMPTON CA	Business		0.02		6180024018	KINGSFORD STREET INVESTORS LLC	_____	GIBSON AVE	COMPTON CA	Temporary Construction Easement / Staging	The ROW Impact Report identified Parcel #12460 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12460 consists of APN 6180-024-018. Based on review of on-line maps and photographs, Parcel #12460 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	5C-19	Low
E	TCE	12322	C	12322	N	MA,RONG CO TR	6439 ALONDRA BLVD	PARAMOUNT CA	Business		0.05		6239015001	MA,RONG CO TR	6439	ALONDRA BLVD	PARAMOUNT CA	Street Widening	The ROW Impact Report identified Parcel #12322 as Business Use, owned by Rong Ma Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12322 consists of APN 6239-015-001. Based on review of on-line maps and photographs, Parcel #12322 consists of a portion of a commercial building (6439 Alondra Boulevard) within the Paramount Business Park, located north of Alondra Boulevard, east of I-710.This parcel was identified in the EDR Report (EDR ID#1735) as Asea Brown Boveri Inc. in the Los Angeles County HMS database with a facility status of "open". No other details were reported. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-19	Low
E	Partial, TCE	12323	C	12323	N	LMC ENTERPRISES	6401 ALONDRA BLVD	PARAMOUNT CA	Business	0.003	0.05		6239015003	LMC ENTERPRISES	6401	ALONDRA BLVD	PARAMOUNT CA	Street Widening	The ROW Impact Report identified Parcel #12323 as Business Use, owned by LMC Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12323 consists of APN 6239-015-003. Based on review of on-line maps and photographs, Parcel #12323 consists of a portion of a commercial building (6401 Alondra Boulevard) within the Paramount Business Park, located north of Alondra Boulevard, east of I-710.This parcel was identified in the EDR Report (EDR ID#1748) as Chemco Products Co in the Los Angeles County HMS, FINDS, and HAZNET databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-19	Low
E	Partial, TCE	12324	C	12324	N	KIM,RYEU K AND SONG J	6329 ALONDRA BLVD	PARAMOUNT CA	Business	0.0005	0.08		6239015004	KIM,RYEU K AND SONG J	6329	ALONDRA BLVD	PARAMOUNT CA	Street Widening	The ROW Impact Report identified Parcel #12324 as Business Use, owned by Ryeu K and Song J Kim. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12324 consists of APN 6239-015-004. Based on review of on-line maps and photographs, Parcel #12324 consists of a portion of a commercial building (6329 Alondra Boulevard) within the Paramount Business Park, located north of Alondra Boulevard, east of I-710.No EDR listings were identified associated with this address.	5C-19	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Alondra

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Reason for Acquisition	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	12325	C	12325	N	QUINTERO,FRANCISCO	6301 ALONDRA BLVD	PARAMOUNT CA	Business		0.03		6239015013	QUINTERO,FRANCISCO	6301	ALONDRA BLVD	PARAMOUNT CA	Street Widening	The ROW Impact Report identified Parcel #12325 as Business Use, owned by Ryeu K and Song J Kim. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12325 consists of APN 6239-015-013. Based on review of on-line maps and photographs, Parcel #12325 consists of a commercial building (6301 Alondra Boulevard) within the Paramount Business Park, located north of Alondra Boulevard, east of I-710.This parcel was identified in the EDR Report (EDR ID#1748) as Revco Industries Inc. in the Los Angeles County HMS database; as Rollstone International Hats in the Los Angeles County HMS database; as Paramount Business Park in the HAZNET database; and as Woods Solid Fill Dump in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-19	Low
E	Partial, TCE	41226	B	41226	N	BENSON,FRANCES C TR	LA RIVER	PARAMOUNT CA	Flood Control	0.12	0.44		6239002012	BENSON,FRANCES C TR	LA RIVER		PARAMOUNT CA	Street Widening	The ROW Impact Report identified Parcel #41226 as Flood Control Use owned by Frances C Benson Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41226 consists of APN 6239-002-012. Based on a review of on-line maps and photographs, Parcel #41226 consists of a segment of the LA River, bound to the south Alondra Boulevard, east of I-710. No EDR listings were identified in this area.	5C-19	Low
E	Partial, TCE	41226	B	41226	N	BENSON,FRANCES C TR	LA RIVER	COMPTON CA	Flood Control	0.085	0.72		6239002011	BENSON,FRANCES C TR	LA RIVER		COMPTON CA	Freeway Widening and Street Widening	The ROW Impact Report identified Parcel #41226 as Flood Control Use owned by Frances C Benson Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41226 consists of APN 6239-002-011. Based on a review of on-line maps and photographs, Parcel #41226 consists of a segment of the LA River, bound to the south Alondra Boulevard, east of I-710. No EDR listings were identified in this area.	5C-19	Low
E	TCE	41226	B	41226	N	L A CO FLOOD CONTROL DIST	LA RIVER	COMPTON CA	Flood Control		0.24		6239001907	L A CO FLOOD CONTROL DIST	LA RIVER		COMPTON CA	Freeway Widening	The ROW Impact Report identified Parcel #41226 as Flood Control Use owned by the LA County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41226 consists of APN 6239-001-907. Based on a review of on-line maps and photographs, Parcel #41226 consists of a segment of the LA River, east of I-710. No EDR listings were identified in this area.	5C-19	Low
E	TCE	41226	B	41226	N	WILSON,MARGARET E	LA RIVER	COMPTON CA	Flood Control		0.01		6239001001	WILSON,MARGARET E	LA RIVER		COMPTON CA	Freeway Widening	The ROW Impact Report identified Parcel #41226 as Flood Control Use owned by Margaret E Wilson. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41226 consists of APN 6239-001-001. Based on a review of on-line maps and photographs, Parcel #41226 consists of a small strip of the LA River, east of I-710. No EDR listings were identified in this area.	5C-19	Low
E	TCE	41226	B	41226	N	WILSON,MARGARET E	LA RIVER	COMPTON CA	Flood Control		0.18		6239001012	WILSON,MARGARET E	LA RIVER		COMPTON CA	Freeway Widening	The ROW Impact Report identified Parcel #41226 as Flood Control Use owned by Margaret E Wilson. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41226 consists of APN 6239-001-012. Based on a review of on-line maps and photographs, Parcel #41226 consists of a segment of the LA River bound to the north by Somerset Boulevard, east of I-710. No EDR listings were identified in this area.	5C-19	Low
E	TCE	41226	B	41226	N	L A CO FLOOD CONTROL DIST	LA RIVER	COMPTON CA	Flood Control		0.04		6239001904	L A CO FLOOD CONTROL DIST	LA RIVER		COMPTON CA	Freeway Widening	The ROW Impact Report identified Parcel #41226 as Flood Control Use owned by the LA County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41226 consists of APN 6239-001-904. Based on a review of on-line maps and photographs, Parcel #41226 consists of a narrow strip of the LA River bound to the north by Somerset Boulevard, east of I-710. No EDR listings were identified in this area.	5C-19	Low

SOMERSET Blvd

Totals

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Rosecrans

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
Alondra Blvd.																				
E	Partial, TCE	41301		41301	N	LA RIVER	LA RIVER	LONG BEACH CA	Flood Control	0.02	0.07		6237026903	LA RIVER	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #41301 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41301 consists of APN 6237-026-903. Based on a review of on-line maps and photographs, Parcel #41301 consists of a segment of the LA River bound to the south by Somerset Boulevard and to the north by Rosecrans Avenue, east of I-710. No EDR listings were identified in this area.	5C-20	Low
E	TCE	41310		41310	N			PARAMOUNT CA	Flood Control		0.94		6236001900	L A CO FLOOD CONTROL DIST	LA RIVER		PARAMOUNT CA	The ROW Impact Report identified Parcel #41310 as Flood Control Use owned by the LA County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41310 consists of APN 6236-001-900. Based on a review of on-line maps and photographs, Parcel #41310 consists of a segment of the LA River bound to the south by the intersection of I-105 and I-710. No EDR listings were identified in this area.	5C-21	Low
Rosecrans Ave.																				

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Imperial

IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
MARTIN LUTHER KING JUNIOR Blvd																
W	Partial, TCE	14101		14101	ERMM CORP	5447 MARTIN LUTHER KING JR	LYNWOOD CA	Business	6194031008	ERMM CORP	5447	MARTIN LUTHER KING JR BLVD	LYNWOOD CA	The ROW Impact Report identified Parcel #14101 as Business Use, owned by ERMM Corp. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14101 consists of APN 6194-031-008. Based on review of on-line maps and photographs, Parcel #14101 consists of three commercial structures occupied by Kirk's Diesel (5447 Martin Luther King Boulevard), located north of Martin Luther King Jr. Boulevard and west of I-710.This parcel was identified in the EDR Report (EDR ID#1274) as Diesel Mobile Service in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-22	High
W	TCE	14102		14102	GALLINUCCI,PEDRO AND LUCIA	11200 WRIGHT RD	LYNWOOD CA	Business	6194030011	GALLINUCCI,PEDRO AND LUCIA	11200	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14102 as Business Use, owned by Pedro and Lucia Gallinucci. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14102 consists of APN 6194-030-011. Based on review of on-line maps and photographs, Parcel #14102 consists of four commercial structures occupied by Ace Machine Shop (11200 Wright Road), located east of Wright Road and west of I-710. This parcel was identified in the EDR Report (EDR ID#1220) as Ace Machine Shop Inc. in the FINDS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-22	Medium
W	TCE	14103		14103	HITE PROPERTY CO	11156 WRIGHT RD	LYNWOOD CA	Business	6194030017	HITE PROPERTY CO	11156	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14103 as Business Use, owned by Hite Property Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14103 consists of APN 6194-030-017. Based on review of on-line maps and photographs, Parcel #14103 consists of two commercial structures and parking occupied by Pasco Specialty Manufacturing (11156 Wright Road), located east of Wright Road and west of I-710. This parcel was identified in the EDR Report (EDR ID#1187) as Pasco Specialty and Manufacturing Co. in the HAZNET and Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-22	Medium
W	TCE	14104		14104	ORELLANA,LEONEL AND HILDA C	11132 WRIGHT RD	LYNWOOD CA	Business	6194030020	ORELLANA,LEONEL AND HILDA C	11132	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14104 as Business Use, owned by Leonel and Hilda Orellana. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14104 consists of APN 6194-030-020. Based on review of on-line maps and photographs, Parcel #14104 consists of one small commercial structure occupied by KDH Used Truck Sales (11132 Wright Road), located east of Wright Road and west of I-710. No EDR listings were identified associated with this address.	5C-22	Low
W	TCE	14105		14105	FOX,RUSSEL L AND LINDA K	11126 WRIGHT RD	LYNWOOD CA	Business	6194030016	FOX,RUSSEL L AND LINDA K	11126	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14105 as Business Use, owned by Russell L and Linda K Fox. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14105 consists of APN 6194-030-016. Based on review of on-line maps and photographs, Parcel #14105 consists of one small commercial structure occupied by First Finish Inc. (11126 Wright Road), located east of Wright Road and west of I-710. This parcel was identified in the EDR Report (EDR ID#1187) as The First Finish in the FINDS and Drycleaners databases (Linen supply); as Sunbelt Solutions LLC in the HAZNET database; and as WA Rasic Construction in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-22	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	14106			14106	VALDEZ,SALVADOR AND MARIA AND	11122 WRIGHT RD	LYNWOOD CA	Business	6194030018	VALDEZ,SALVADOR AND MARIA AND	11122	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14106 as Business Use, owned by Salvador and Maria Valdez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14106 consists of APN 6194-030-018. Based on review of on-line maps and photographs, Parcel #14106 consists of one commercial structure occupied by S&A Bumper Fixing (11122 Wright Road), located east of Wright Road and west of I-710. This parcel was identified in the EDR Report (EDR ID#1187) as S&A Bumper Fixing Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-22	Medium
W	TCE	14107			14107	VALDEZ,SALVADOR AND MARIA AND	11118 WRIGHT RD	LYNWOOD CA	Business	6194030019	VALDEZ,SALVADOR AND MARIA AND	11118	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14107 as Business Use, owned by Salvador and Maria Valdez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14107 consists of APN 6194-030-019. Based on review of on-line maps and photographs, Parcel #14107 is associated with Parcel #14106. Refer to Parcel #14106 for EDR listings.	5C-22	Medium
W	TCE	14108			14108	VARELA,RAUL	11116 WRIGHT RD	LYNWOOD CA	Business	6194029007	VARELA,RAUL	11116	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14108 as Business Use, owned by Raul Varela. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14108 consists of APN 6194-029-007. Based on review of on-line maps and photographs, Parcel #14108 consists of one small commercial structure occupied by RTS Towing Services (11116 Wright Road), located east of Wright Road and west of I-710. No EDR listings were identified associated with this address.	5C-22	Medium
W	TCE	14109			14109	NUNEZ,DANIEL	11108 WRIGHT RD	LYNWOOD CA	Business	6194029003	NUNEZ,DANIEL	11108	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14109 as Business Use, owned by Daniel Nunez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14109 consists of APN 6194-029-003. Based on review of on-line maps and photographs, Parcel #14109 consists of one small commercial structure occupied by Foam City (11108 Wright Road), located east of Wright Road and west of I-710. This parcel was identified in the EDR Report (EDR ID# 1187) as Industrial Enterprises in the EMI database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-22	Medium
W	TCE	14110			14110	TEJEDA,JUAN F AND	11100 WRIGHT RD	LYNWOOD CA	Business	6194029001	TEJEDA,JUAN F AND	11100	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14110 as Business Use, owned by Juan F Tejeda. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14110 consists of APN 6194-029-001. Based on review of on-line maps and photographs, Parcel #14110 consists of one small commercial structure occupied by Hub City Kustoms Paint & Body (11100 Wright Road), located east of Wright Road and west of I-710. This parcel was identified in the EDR Report (EDR ID# 1187) as Ideal Fumigation Inc. in the HAZNET database; Brother Wheel Polishing in the RCRA-SQG and FINDS databases; as Corona Wheel & Polishing Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-23	Medium
W	Partial, TCE	14111			14111	WASATCH IMPORT CO	11000 WRIGHT RD	LYNWOOD CA	Business	6194029009	WASATCH IMPORT CO	11000	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14111 as Business Use, owned by Wasatch Import Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14111 consists of APN 6194-029-009. Based on review of on-line maps and photographs, Parcel #14111 consists of two commercial structures occupied by Wasatch Co. (11000 Wright Road), located east of Wright Road and west of I-710. This parcel was identified in the EDR Report (EDR ID# 1161) as A C Properties in the Los Angeles County HMS database; and as Gannett Outdoor Co. Inc. in the HIST UST and SWEEPS UST databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-23	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	14112			14112	LYNWOOD CITY	5208 IMPERIAL HWY	SOUTH GATE CA	Business	6194005900	LYNWOOD CITY	5208	IMPERIAL HWY	SOUTH GATE CA	The ROW Impact Report identified Parcel #14112 as Business Use, owned by Lynwood City. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14112 consists of APN 6194-005-900. Based on review of on-line maps and photographs, Parcel #14112 consists of a vacant parcel of land located south of Imperial Highway, adjacent to the west of the Imperial onramp to I-710. No EDR listings were identified in this area.	5C-23	Low
W	Full	14113			14113	MANCILLA,MANUEL AND PATRICIA	5200 E IMPERIAL HWY	LYNWOOD CA	Business	6194005001	MANCILLA,MANUEL AND PATRICIA	5200	IMPERIAL HWY	LYNWOOD CA	The ROW Impact Report identified Parcel #14113 as Business Use, owned by Manuel and Patricia Mancilla. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14113 consists of APN 6194-005-001. Based on review of on-line maps and photographs, Parcel #14113 consists of a small commercial structure occupied by Manny's Garage & Mufflers (5200 E. Imperial Highway), located in the southeast corner of the intersection of E. Imperial Highway and Wright Road, west of I-710. No EDR listings were identified associated with this address.	5C-23	Medium
	Partial	14114			14114	MANCILLA,MANUEL AND LIDIA P	5170 E IMPERIAL HWY	LYNWOOD CA	Business	6194004001	MANCILLA,MANUEL AND LIDIA P	5170	IMPERIAL HWY	LYNWOOD CA	The ROW Impact Report identified Parcel #14114 as Business Use, owned by Manuel and Lidia P Mancilla. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14114 consists of APN 6194-004-001. Based on review of on-line maps and photographs, Parcel #14114 consists of a paved parking lot associated with the adjoining business (Vegas Tires-5170 E. Imperial Highway). This parcel is located in the southwest corner of the intersection of E. Imperial Highway and Wright Road, west of I-710. No EDR listings were identified in this area.	5C-23	
W	Partial	14115			14115	NORTHWEST DEALERCO HOLDINGS LLC	11000 ATLANTIC AVE	LYNWOOD CA	Business	6194004037	NORTHWEST DEALERCO HOLDINGS LLC	11000	ATLANTIC AVE	LYNWOOD CA	The ROW Impact Report identified Parcel #14115 as Business Use, owned by Northwest Dealerco Holdings LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14115 consists of APN 6194-004-037. Based on review of on-line maps and photographs, Parcel #14115 consists of a 76 gas station (11000 Atlantic Avenue)located in the southeast corner of the intersection of E. Imperial Highway and Atlantic Avenue, west of I-710. This parcel was identified in the EDR report (EDR ID#927) as Lees Union 76 Service in the EDR Historical Auto Station database for the years 2001, 2003-2005, and 2011; as Lynwood 76 in the FINDS database; Lees Unocal Service Station in the HAZNET database; Tosco Corporation Station #30442 in the HAZNET database; Conoco Phillips #252474 in the HAZNET database; Western Fuel Group in the HAZNET database; 76 Products Station #2474 in the Hist Cortese, ENF, HAZNET, and Los Angeles County HMS databases; Union Oil Service Station #2474 in the HIST UST database; Unocal Corp SS 2474 in the SWEEPS UST and Los Angeles County HMS databases; Tosco 76 Station 2474 in the LUST, UST, and HIST UST databases. According to GeoTracker, the site is listed with a status of "completed-case closed" as of 01/22/2015 for a release gasoline to "aquifer used for drinking water supply". Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-23	High
W	Partial	14116			14116	CORONA,JUAN G AND SOFIA ET AL	11004 ATLANTIC AVE	LYNWOOD CA	Business	6194004042	CORONA,JUAN G AND SOFIA ET AL	11004	ATLANTIC AVE	LYNWOOD CA	The ROW Impact Report identified Parcel #14116 as Business Use, owned by Juan G and Sofia Corona Et Al. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14116 consists of APN 6194-004-042. Based on review of on-line maps and photographs, Parcel #14116 consists of Tierra Mia Coffee (11004 Atlantic Avenue), located east of Atlantic Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-23	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	41417			41417	RIO HONDO RANCHO	0 LA RIVER	LYNWOOD CA	Flood Control	6234013002	RIO HONDO RANCHO	0	LA RIVER	LYNWOOD CA	The ROW Impact Report identified Parcel #41417 as Flood Control Use owned by Rio Hondo Rancho. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41417 consists of APN 6234-013-002. Based on a review of on-line maps and photographs, Parcel #41417 consists of a segment of the LA River and a portion of Hollydale Park, located adjacent to the east. No EDR listings were identified in this area.	5C-22	Low
E	TCE	41418			41418	L A CO FLOOD CONTROL DIST	0 LA RIVER	LYNWOOD CA	Flood Control	6234013903	L A CO FLOOD CONTROL DIST	0	LA RIVER	LYNWOOD CA	The ROW Impact Report identified Parcel #41418 as Flood Control Use owned by the LA County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41418 consists of APN 6234-013-903. Based on a review of on-line maps and photographs, Parcel #41418 consists of a segment of the LA River and a portion of Hollydale Park, located adjacent to the east. No EDR listings were identified in this area.	5C-22	Low
E	TCE	41419			41419	L A CO FLOOD CONTROL DIST	0 LA RIVER	LYNWOOD CA	Flood Control	6234013900	L A CO FLOOD CONTROL DIST	0	LA RIVER	LYNWOOD CA	The ROW Impact Report identified Parcel #41419 as Flood Control Use owned by the LA County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41419 consists of APN 6234-013-900. Based on a review of on-line maps and photographs, Parcel #41419 consists of a segment of the LA River and a portion of Hollydale Park, located adjacent to the east. No EDR listings were identified in this area.	5C-22	Low
E	Partial, TCE	41420			41420	SOUTH GATE CITY	0 LA RIVER	LYNWOOD CA	Flood Control	6234013271	SOUTH GATE CITY	0	LA RIVER	LYNWOOD CA	The ROW Impact Report identified Parcel #41420 as Flood Control Use owned by City of South Gate. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41420 consists of APN 6234-013-271. Based on a review of on-line maps and photographs, Parcel #41420 consists of a segment of the LA River and a portion of Hollydale Park, located adjacent to the east. No EDR listings were identified in this area.	5C-22	Low
E	Utility TCE	41420			41420	SOUTH GATE CITY	0 LA RIVER	LYNWOOD CA	Flood Control	6234013271	SOUTH GATE CITY	0	LA RIVER	LYNWOOD CA	The ROW Impact Report identified Parcel #41420 as Flood Control Use owned by City of South Gate. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41420 consists of APN 6234-013-271. Based on a review of on-line maps and photographs, Parcel #41420 consists of a segment of the LA River and a portion of Hollydale Park, located adjacent to the east. No EDR listings were identified in this area.	5C-22	Low
E	Partial, TCE	41421			41421	CHEVRON USA INC	0 LA RIVER	LYNWOOD CA	Flood Control	6234012002	CHEVRON USA INC	0	LA RIVER	LYNWOOD CA	The ROW Impact Report identified Parcel #41421 as Flood Control Use owned by Chevron USA Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41421 consists of APN 6234-012-002. Based on a review of on-line maps and photographs, Parcel #41421 consists of a vacant strip of land indicative of a subsurface pipeline. This parcel is located between I-710 and the LA River, south of Imperial Highway. No EDR listings were identified in this area.	5C-23	High
E	Partial, TCE	41422			41422	SOUTH GATE CITY	0 LA RIVER	LYNWOOD CA	Flood Control	6234012270	SOUTH GATE CITY	0	LA RIVER	LYNWOOD CA	The ROW Impact Report identified Parcel #41422 as Flood Control Use owned by City of South Gate. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41422 consists of APN 6234-012-270. Based on a review of on-line maps and photographs, Parcel #41422 consists of a segment of the LA River bound to the north by Imperial Highway. No EDR listings were identified in this area.	5C-23	Low
E	Utility TCE	41422			41422	SOUTH GATE CITY	0 LA RIVER	LYNWOOD CA	Flood Control	6234012270	SOUTH GATE CITY	0	LA RIVER	LYNWOOD CA	The ROW Impact Report identified Parcel #41422 as Flood Control Use owned by City of South Gate. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41422 consists of APN 6234-012-270. Based on a review of on-line maps and photographs, Parcel #41422 consists of a segment of the LA River bound to the north by Imperial Highway. No EDR listings were identified in this area.	5C-23	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	41423			41423	L A CO FLOOD CONTROL DIST	0 LA RIVER	LYNWOOD CA	Flood Control	6234012900	L A CO FLOOD CONTROL DIST	0	LA RIVER	LYNWOOD CA	The ROW Impact Report identified Parcel #41423 as Flood Control Use owned by the Los Angeles County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41423 consists of APN 6234-012-900. Based on a review of on-line maps and photographs, Parcel #41423 consists of a segment of the LA River and the adjacent LA County Flood Control Imperial Yard-South, to the east. This parcel is bound to the north by Imperial Highway. No EDR listings were identified in this area.	5C-23	Medium
E	Utility TCE	41423			41423	L A CO FLOOD CONTROL DIST	0 LA RIVER	LYNWOOD CA	Flood Control	6234012900	L A CO FLOOD CONTROL	0	LA RIVER	LYNWOOD CA	The ROW Impact Report identified Parcel #41423 as Flood Control Use owned by the Los Angeles County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41423 consists of APN 6234-012-900. Based on a review of on-line maps and photographs, Parcel #41423 consists of a segment of the LA River and the adjacent LA County Flood Control Imperial Yard-South, to the east. This parcel is bound to the north by Imperial Highway. No EDR listings were identified in this area.	5C-23	Medium
E	Utility TCE	14253			14253	CHEVRON USA INC		SOUTH GATE	BUSINESS	6234011006	CHEVRON USA INC			SOUTH GATE	The ROW Impact Report identified Parcel #14253 as Utility Use, owned by Chevron USA Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14253 consists of APN 6234-011-006 and located adjacent to the east of the LA River, east of I-710. Based on a review of on-line maps and photographs, Parcel #14253 is occupied by transmission power lines . No EDR listings were identified in this area.		High
E	Utility TCE	61454			61454	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE	Utility	6234011800	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE	The ROW Impact Report identified Parcel #61454 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14253 consists of APN 6234-011-800 and located adjacent to the east of the LA River, east of I-710. Based on a review of on-line maps and photographs, Parcel #14253 is occupied by transmission power lines . No EDR listings were identified in this area.		Low
E	Utility TCE	51455			51455	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE	Utility	6234011274	L A CITY DEPT OF WATER	LADWP		SOUTH GATE	The ROW Impact Report identified Parcel #51455 as Utility Use, owned by LACDWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #51455 consists of APN 6234-011-274 and located adjacent to the east of the LA River, east of I-710. Based on a review of on-line maps and photographs, Parcel #51455 is a vegetated strip of land with a central access road . No EDR listings were identified in this area.		Low
E	Partial, TCE	41424			41424	L A CO FLOOD CONTROL DIST	0 LA RIVER	LYNWOOD CA	Flood Control	6234012901	L A CO FLOOD CONTROL	0	LA RIVER	LYNWOOD CA	The ROW Impact Report identifies Parcel #41424 as Flood Control Use owned by the Los Angeles County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41424 consists of APN 6234-012-901. Based on a review of on-line maps and photographs, Parcel #41424 consists of a segment of the LA River just south of Imperial Highway. No EDR listings were identified in this area.	5C-23	Low
	IMPERIAL Highway																
E	Partial, TCE	41425			41425	L A CO FLOOD CONTROL DIST	5525 E IMPERIAL HWY	LYNWOOD CA	Flood Control	6233032900	L A CO FLOOD CONTROL DIST	5525	IMPERIAL HWY	LYNWOOD CA	The ROW Impact Report identified Parcel #41425 as Flood Control Use owned by the Los Angeles County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41425 consists of APN 6233-032-900. Based on a review of on-line maps and photographs, Parcel #41425 consists of the LA County Flood Control Imperial Yard-North (5525 Imperial Highway), located north of Imperial Highway and adjacent to the east of the LA River. No EDR listings were identified associated with this address.	5C-23	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	41426			41426	JANIS,S ROGER AND ESTELLE C	0 LA RIVER	SOUTHGATE CA	Flood Control	6233032009	JANIS,S ROGER AND ESTELLE C	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41426 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41426 consists of APN 6233-032-009. Based on a review of on-line maps and photographs, Parcel #41426 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	5C-23	Low
E	Partial, TCE	41427			41427	JANIS,S ROGER AND ESTELLE C	0 LA RIVER	SOUTHGATE CA	Flood Control	6233032002	JANIS,S ROGER AND ESTELLE C	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41427 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41427 consists of APN 6233-032-002. Based on a review of on-line maps and photographs, Parcel #41427 consists of a segment of the LA River located north of Imperial Highway. No EDR listings were identified in this area.	5C-23	Low
E	Partial, TCE	41428			41428	JANIS,S ROGER AND ESTELLE C	0 LA RIVER	SOUTHGATE CA	Flood Control	6233032003	JANIS,S ROGER AND ESTELLE C	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41428 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41428 consists of APN 6233-032-003. Based on a review of on-line maps and photographs, Parcel #41428 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	5C-23	Low
E	Partial, TCE	41429			41429	WATERSHED CONSERVATION AUTHORITY	0 LA RIVER	SOUTHGATE CA	Flood Control	6233032903	WATERSHED CONSERVATION AUTHORITY	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41429 as Flood Control Use owned by the Watershed Conservation Authority. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41429 consists of APN 6233-032-903. Based on a review of on-line maps and photographs, Parcel #41429 consists of a segment of the flood control channel north of Imperial Highway. No EDR listings were identified in this area.	5C-23	Low
E	TCE	41430			41430	WATERSHED CONSERVATION AUTHORITY	0 LA RIVER	SOUTHGATE CA	Flood Control	6233032902	WATERSHED CONSERVATION AUTHORITY	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41430 as Flood Control Use owned by the Watershed Conservation Authority. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41430 consists of APN 6233-032-902. Based on a review of on-line maps and photographs, Parcel #41430 consists of a vacant strip of land located adjacent to the west of the LA River, north of Imperial Highway. No EDR listings were identified in this area.	5C-23	Low
E	Partial, TCE	41431			41431	STATE OF CALIF	0 LA RIVER	SOUTHGATE CA	Flood Control	6233032901	STATE OF CALIF	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41431 as Flood Control Use owned by the State of California. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41431 consists of APN 6233-032-901. Based on a review of on-line maps and photographs, Parcel #41431 consists of a vacant strip of land located adjacent to the west of the LA River, north of Imperial Highway. No EDR listings were identified in this area.	5C-23	Low
E	Partial, TCE	41432			41432	CHEVRON USA INC	0 LA RIVER	SOUTHGATE CA	Flood Control	6233032010	CHEVRON USA INC	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41432 as Flood Control Use owned by the State of California. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41432 consists of APN 6233-032-010. Based on a review of on-line maps and photographs, Parcel #41432 consists of a vacant strip of land indicative of a subsurface pipeline. This parcel is located between I-710 and the LA River, north of Imperial Highway. No EDR listings were identified in this area.	5C-23	High
E	Partial, TCE	41433			41433	JANIS INVESTMENT CO	0 LA RIVER	SOUTHGATE CA	Flood Control	6233037901	JANIS INVESTMENT CO	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41433 as Flood Control Use owned by Janis Investment Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41433 consists of APN 6233-037-901. Based on a review of on-line maps and photographs, Parcel #41431 consists of vacant land referred to as "Parque de Rios" located between I-710 and the LA River, north of Imperial Highway. No EDR listings were identified in this area.	5C-23	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	41434			41434	CHEVRON USA INC	0 LA RIVER	SOUTHGATE CA	Flood Control	6233028026	CHEVRON USA INC	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41434 as Flood Control Use owned by the State of California. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41434 consists of APN 6233-028-026. Based on a review of on-line maps and photographs, Parcel #41434 consists of a vacant strip of land indicative of a subsurface pipeline. This parcel is located between I-710 and the LA River, north of Imperial Highway. No EDR listings were identified in this area.	5C-23	High
E	TCE	41435			41435	JANIS,S ROGER AND ESTELLE C	0 LA RIVER	SOUTHGATE CA	Flood Control	6233028019	JANIS,S ROGER AND ESTELLE C	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41435 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41435 consists of APN 6233-028-019. Based on a review of on-line maps and photographs, Parcel #41435 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	5C-23	Low
E	TCE	41436			41436	JANIS,S ROGER AND ESTELLE C	0 LA RIVER	SOUTHGATE CA	Flood Control	6233028005	JANIS,S ROGER AND ESTELLE C	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41436 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41436 consists of APN 6233-028-005. Based on a review of on-line maps and photographs, Parcel #41436 consists of a segment of the LA River located north of Imperial Highway. No EDR listings were identified in this area.	5C-23	Low
E	TCE	41437			41437	GUTIERREZ,JUAN R	0 LA RIVER	SOUTHGATE CA	Flood Control	6233028022	GUTIERREZ,JUAN R	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41437 as Flood Control Use owned by Juan R Gutierrez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41437 consists of APN 6233-028-022. Based on a review of on-line maps and photographs, Parcel #41437 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	5C-23	Low
E	TCE	41438			41438	COX,ALVIN E	0 LA RIVER	SOUTHGATE CA	Flood Control	6233028023	COX,ALVIN E	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41438 as Flood Control Use owned by Alvin E Cox. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41438 consists of APN 6233-028-023. Based on a review of on-line maps and photographs, Parcel #41438 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	5C-23	Low
E	TCE	41439			41439	SOUTH GATE CITY S BY S	0 LA RIVER	SOUTHGATE CA	Flood Control	6233028900	SOUTH GATE CITY S BY S	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41439 as Flood Control Use owned by City of South Gate. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41439 consists of APN 6233-028-900. Based on a review of on-line maps and photographs, Parcel #41439 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	5C-23	Low
E	Partial, TCE	41440			41440	JANIS INVESTMENT CO	0 LA RIVER	SOUTHGATE CA	Flood Control	6233037900	JANIS INVESTMENT CO	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41440 as Flood Control Use owned by Janis Investment Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41440 consists of APN 6233-037-900. Based on a review of on-line maps and photographs, Parcel #41440 consists of vacant land located between I-710 and the LA River. No EDR listings were identified in this area.	5C-23	Low
E	Partial, TCE	41441			41441	JANIS,S RODGER AND ESTELLE C	0 LA RIVER	SOUTHGATE CA	Flood Control	6233001011	JANIS,S RODGER AND ESTELLE C	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41441 as Flood Control Use owned by Rodger and Estelle C Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41441 consists of APN 6233-001-001. Based on a review of on-line maps and photographs, Parcel #41441 consists of a segment of the LA River, located south of I-710. No EDR listings were identified in this area.	5C-23	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	41442			41442	SOUTH GATE CITY	0 LA RIVER	SOUTHGATE CA	Flood Control	6233001903	SOUTH GATE CITY	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41442 as Flood Control Use owned by City of South Gate. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41442 consists of APN 6233-001-903. Based on a review of on-line maps and photographs, Parcel #41442 consists of a segment of the LA River, located south of I-710. No EDR listings were identified in this area.	5C-23	Low
W	Full	14443	14445		14443	K ASSOCIATES	10998 ATLANTIC AVE	LYNWOOD CA	Business	6194003037	K ASSOCIATES	10998	ATLANTIC AVE	LYNWOOD CA	The ROW Impact Report identified Parcel #14443 as Business use, owned by K Associates. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14443 consists of APN 6194-003-037. Based on review of on-line maps and photographs, Parcel #14443 consists of a Church's Chicken restaurant (5101 E. Imperial Highway) located in the northeast corner of E. Imperial Highway and Atlantic Avenue. No EDR listings were identified associated with this address.	5C-23	Low
W	Full	14444	14446		14444	MERUELO,ALEX TR	10841 SAINT JAMES AVE	SOUTH GATE CA	Residential	6194003031	MERUELO,ALEX TR	10841	SAINT JAMES AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #14444 as Residential Use (10841 Saint James Avenue). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14444 consists of APN 6194-003-031. Based on review of on-line maps and photographs, Parcel #14444 consists of a multi-family residential structure located north of E. Imperial Highway. No EDR listings were identified associated with this address.	5C-23	Low
W	Full	14445	14447		14445	BKG PROPERTIES LLC	5141 IMPERIAL HWY	SOUTH GATE CA	Business	6194003041	BKG PROPERTIES LLC	5141	IMPERIAL HWY	SOUTH GATE CA	The ROW Impact Report identified Parcel #14445 as Business Use, owned by BKG Properties LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14445 consists of APN 6194-003-041. Based on review of on-line maps and photographs, Parcel #14445 consists of a Weinerschnitzel Restaurant (5141 E. Imperial Highway) located north of E. Imperial Highway. No EDR listings were identified associated with this address.	5C-23	Low
W	Full	14446	14448		14446	MAGEE,TERRENCE A TR	5155 IMPERIAL HWY	SOUTH GATE CA	Business	6194003026	MAGEE,TERRENCE A TR	5155	IMPERIAL HWY	SOUTH GATE CA	The ROW Impact Report identified Parcel #14446 as Business Use, owned by Terrence A Magee Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14446 consists of APN 6194-003-026. Based on review of on-line maps and photographs, Parcel #14446 consists of a commercial structure occupied by Daetweiler Tire Company (5155 E. Imperial Highway) located north of E. Imperial Highway. No EDR listings were identified associated with this address.	5C-23	Low
W	Full	14447	14449		14447	SHAW,AMOS AND FLORA B TRS	5165 IMPERIAL HWY	SOUTH GATE CA	Business	6194003025	SHAW,AMOS AND FLORA B TRS	5165	IMPERIAL HWY	SOUTH GATE CA	The ROW Impact Report identified Parcel #14447 as Business Use, owned by Amos and Flora Shaw Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14447 consists of APN 6194-003-025. Based on review of on-line maps and photographs, Parcel #14447 consists of a commercial structure occupied by Shreeji Laundromat (5165 E. Imperial Highway) located at the northwest corner of E. Imperial Highway and Wright Road. This parcel was identified in the EDR Report (EDR ID#927) as Shreeji Laundry in the EDR Historical Cleaner database for the years 2006, 2009-2011. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-23	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	14448	14450		14448	FRYS 710 FREEWAY INVESTMENT INC	5201 IMPERIAL HWY	SOUTH GATE CA	Business	6194002025	FRYS 710 FREEWAY INVESTMENT INC	5201	IMPERIAL HWY	SOUTH GATE CA	The ROW Impact Report identified Parcel #14448 as Business Use, owned by Frys 710 Freeway Investment Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14448 consists of APN 6194-002-025. Based on review of on-line maps and photographs, Parcel #14448 consists of an ARCO gas station (5201 E. Imperial Highway) located at the northeast corner of E. Imperial Highway and Wright Road. This parcel was identified in the EDR Report (EDR ID# 927) as Copper Wash LLC in the Los Angeles County HMS database; as Shell in the LUST, HIST UST, and HAZNET databases; Chang's Shell in the LUST and UST databases; YM Shell in the HAZNET database; Shell Service Station in the ERNS, SWEEPS UST, Los Angeles County HMS, RCRA-SQG, FINDS, and HAZNET databases; SIM Shell in the RCRA-SQG database; and JK Shell in the EDR Historical Auto station database for the years 2001-2003. According to GeoTracker, the following two cases are associated with this parcel: Shell is listed with a status of "completed-case closed" as of 10/24/1996 for a release of gasoline to soil; and Chang's Shell is listed with a status of "completed-case closed" as of 07/17/2013 for a release of gasoline to "an aquifer used for drinking water supply". Additionally, each of the 16 wells located onsite are reportedly being sampled for post-remedial action verification monitoring to evaluate remediation system performance. Based on the post-remedial action sampling that is ongoing at the site, this site is considered to represent an environmental concern to the ISA Study Area and a file review is recommended. Additionally, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-23	High
W	Partial, TCE	41449	41451		41449	DICKINSON,GEORGE W	0 LA RIVER	SOUTHGATE CA	Flood Control	6233001018	DICKINSON,GEORGE W	0	LA RIVER	SOUTHGATE CA	The ROW Impact Report identified Parcel #41449 as Flood Control Use, owned by George W Dickinson. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41449 consists of APN 6233-001-018. Based on review of on-line maps and photographs, Parcel #41449 consists of a segment of the LA River located north of I-710. No EDR listings were identified in this area.	5C-23	Low

UPRR

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
UPRR																					
W	TCE	41501			41501	N	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control		0.12		6222042900	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41501 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41501 consists of APN 622-204-2900. Based on a review of on-line maps and photographs, Parcel #41501 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of I-710. No EDR listings were identified in this area.	5C-25	Low
W	Partial, TCE	61502			61502	N	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	0.002	0.02		6222041270	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	The ROW Impact Report identified Parcel #61502 as Utility Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61502 consists of APN 6222-041-270. Based on a review of on-line maps and photographs, Parcel #61502 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of I-710. No EDR listings were identified in this area.	5C-25	Low
W	Partial, TCE	41503			41503	N	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control	0.18	0.45		6222041900	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41503 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41503 consists of APN 6222-041-900. Based on a review of on-line maps and photographs, Parcel #41503 consists of a segment of the LA River, south of Southern Avenue, and west of I-710. No EDR listings were identified in this area.	5C-25	Low
W	Partial, TCE	15104			15104	N	BORK CORP	_____ SOUTHERN AVE	SOUTH GATE CA	Business	0.008	0.009		6222036003	BORK CORP	_____	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15104 as Business Use, owned by BORK CORP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15104 consists of APN 6222-036-003. Based on a review of on-line maps and photographs, Parcel #15104 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of Salt Lake Avenue. No EDR listings were identified in this area.	5C-25	Low
W	Partial, TCE	15105			15105	N	CHEVRON USA INC	_____ SOUTHERN AVE	SOUTH GATE CA	Business	0.006	0.007		6222036002	CHEVRON USA INC	_____	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15105 as Business Use, owned by CHEVRON USA INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15105 consists of APN 6222-036-003. Based on a review of on-line maps and photographs, Parcel #15105 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of Salt Lake Avenue. No EDR listings were identified in this area.	5C-25	High
W	TCE	15106			15106	N	BORK CORP	5310 SOUTHERN AVE	SOUTH GATE CA	Business		0.006		6222036004	BORK CORP	5310	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15106 as Business Use, owned by BORK CORP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15106 consists of APN 6222-036-004. Based on a review of on-line maps and photographs, Parcel #15106 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of Salt Lake Avenue. No EDR listings were identified in this area.	5C-25	Low
W	Partial, TCE	15107			15107	N	BORK CORP	5310 SOUTHERN AVE	SOUTH GATE CA	Business	0.02	0.01		6222036005	BORK CORP	5310	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15107 as Business Use, owned by BORK CORP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15107 consists of APN 6222-036-005. Based on a review of on-line maps and photographs, Parcel #15107 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of Salt Lake Avenue. This parcel was identified in the EDR Report as Southern California Edison Shred Substation (EDR ID# 944) in the RCRA-SQG, FINDS, CA NPDES, CA WDS, CA LUST, CA HIST UST, CA SWEEPS UST, CA HAZNET, CA EMI, and CA ENVIROSTOR databases; as Bell Foundry Co. (EDR ID# 944) in the CA LOS ANGELES CO. HMS, CA RGA LUST, FTTS, and HIST FTTS databases. The LUST cleanup status is reported as "Completed – Case Closed" as of 9/30/1999. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-25	Medium
W	Utility TCE	15107			15107	N	BORK CORP	5310 SOUTHERN AVE	SOUTH GATE CA	Business		0.0431		6222036005	BORK CORP	5310	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15107 as Business Use, owned by BORK CORP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15107 consists of APN 6222-036-005. Based on a review of on-line maps and photographs, Parcel #15107 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of Salt Lake Avenue. This parcel was identified in the EDR Report as Southern California Edison Shred Substation (EDR ID# 944) in the RCRA-SQG, FINDS, CA NPDES, CA WDS, CA LUST, CA HIST UST, CA SWEEPS UST, CA HAZNET, CA EMI, and CA ENVIROSTOR databases; as Bell Foundry Co. (EDR ID# 944) in the CA LOS ANGELES CO. HMS, CA RGA LUST, FTTS, and HIST FTTS databases. The LUST cleanup status is reported as "Completed – Case Closed" as of 9/30/1999. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-25	Medium
E	Partial	71525			71525	N	SOUTH GATE CITY	0	SOUTH GATE CA	Public	0.004			6232014900	SOUTH GATE CITY	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #71525 as Public Use, owned by SOUTH GATE CITY. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #71525 consists of APN 6232-014-900. Based on a review of on-line maps and photographs, Parcel #71525 consists of a segment of land adjacent to the south of Miller Way, east of I-710, and west of the Rio Hondo Channel and occupied by high power transmission lines. No EDR listings were identified in this area.	5C-24	Low
E	Partial, TCE	41526			41526	N	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control	0.06	0.1		6232017910	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41526 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41526 consists of APN 6232-017-910. Based on a review of on-line maps and photographs, Parcel #41526 consists of a segment of the Rio Hondo Channel adjacent to the south of Garfield Avenue and east of I-710. No EDR listings were identified in this area.	5C-24	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
E	Partial	71527			71527	N	SOUTH GATE CITY	9830 MILLER WAY	SOUTH GATE CA	Public	0.01			6232017906	SOUTH GATE CITY	9830	MILLER WAY	SOUTH GATE CA	The ROW Impact Report identified Parcel #71527 as Public Use, owned by SOUTH GATE CITY. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #71527 consists of APN 6232-017-906. Based on a review of on-line maps and photographs, Parcel #71527 is located at 9830 Miller Way which consists of a segment of land adjacent to the south of Miller Way and Garfield Avenue, and east of I-710. The address was identified as Fiola International (EDR #1010) in the CA LOS ANGELES CO. HMS database; and as VACANT (EDR #1010) in the CA SWEEPS UST database. Fiola International was also identified at 9850 Frontage Rd. E in the RGA LUST database; at 9858 Miller Way in the CA LUST and CA HIST UST database. The status of the LUST case at 9850 Frontage Rd E is reported as "Completed – Case Closed" as of 7/23.1996. The status of the LUST case at 9858 Miller Way is reported as "Completed – Case Closed" as of 1/29/2010. According to information available on the on-line GeoTracker database, this facility was formerly a forklift repair facility and was vacant as of January 2010. In 2006, three 550-gallon hydraulic fluid and waste oil USTs were removed from the site. A fourth UST, a 1,000-gallon tank with unknown contents, was closed in place in 1983. At the time of the 2006 removal, soil impacted with low concentrations of benzene, MTBE, acetone, TBA, and MEK were identified. Groundwater monitoring wells were not required by the RWQCB due to the low concentrations detected, and the case was closed in January 2010. Based on the closed status, this property is not considered an environmental concern for the ISA Study Area. It should be noted that residual soil contamination and a former UST closed in place may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	5C-24	High
E	Full	71528			71528	N	SOUTH GATE CITY	0	SOUTH GATE CA	Public	0.03		0	6232016903	SOUTH GATE CITY	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #71528 as Public Use, owned by SOUTH GATE CITY. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #71528 consists of APN 6232-016-903. Based on a review of on-line maps and photographs, Parcel #71528 consists of a segment of land adjacent to the south of Miller Way and Garfield Avenue, and east of I-710. No EDR listings were identified in this area.	5C-24	Low
E	Partial	15232			15232	N	WORLD OIL CORP	5730 SOUTHERN AVE	SOUTH GATE CA	Business	0.11			6232015005	WORLD OIL CORP	5730	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15232 as Business Use, owned by WORLD OIL CORP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15232 consists of APN 6232-015-005. Based on a review of on-line maps and photographs, Parcel #15232 consists of a segment of land at 5730 Southern Avenue, adjacent to the south of Southern Avenue, west of Garfield Avenue, and east of I-710. The address was identified as Lunday Thagard Company (EDR #969) in the CA HAZNET database and as Pan Pacific Petroleum Co. (EDR #969) in the CA WDS database. Parcels #15231, 15232, and 15233 were formerly part of a large refinery (see Parcel #15233 for EDR discussion)	5C-25	High
E	Partial	15231			15231	N	WORLD OIL CO	5630 SOUTHERN AVE	SOUTH GATE CA	Business	0.14			6232015004	WORLD OIL CO	5630	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15231 as Business Use, owned by WORLD OIL CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15231 consists of APN 6232-015-004. Based on a review of on-line maps and photographs, Parcel #15231 consists of a segment of land at 5630 Southern Avenue, adjacent to the south of Southern Avenue, west of Garfield Avenue, and east of I-710. No EDR listings were identified associated with 5630 Southern Avenue. Parcel #15231 appears to be associated with Parcel #15233 and was identified as Lunday Thagard Company (EDR #969) in the CA HAZNET database and as Pan Pacific Petroleum Co. (EDR #969) in the CA WDS database. Parcels #15231, 15232, and 15233 were formerly part of a large refinery (see Parcel #15233 for EDR discussion)	5C-25	High
E	Partial, TCE	15230			15230	N	J B HUNT TRANSPORT INC	5532 SOUTHERN AVE	SOUTH GATE CA	Business	0.47	0.08		6232015003	J B HUNT TRANSPORT INC	5532	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15230 as Business Use, owned by J B HUNT TRANSPORT INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15230 consists of APN 6232-015-003 Based on a review of on-line maps and photographs, Parcel #15230 consists of a segment of land adjacent to the south of Southern Avenue, west of Garfield Avenue, and east of I-710. No EDR listings were identified associated with 5440 Southern Avenue.	5C-25	High
E	Partial	15229			15229	N	J B HUNT TRANSPORT INC	5440 SOUTHERN AVE	SOUTH GATE CA	Business	0.17			6232015009	J B HUNT TRANSPORT INC	5440	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15229 as Business Use, owned by J B HUNT TRANSPORT INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15229 consists of APN 6232-015-009 Based on a review of on-line maps and photographs, Parcel #15229 consists of a segment of land adjacent to the south of Southern Avenue, west of Garfield Avenue, and east of I-710. No EDR listings were identified associated with 5440 Southern Avenue. J.B. Hunt Transportation (EDR ID# 969) was identified at 5650 Southern Avenue in the CA HAZNET, CA RGA LUST, HMIRS, CA UST, RCRA-SQG, FINDS, CA AST, CA CHMIRS, CA HIST UST, CA LUST CA SLIC, CA WDS, CA SWEEPS UST, CA LOS ANGELES CO HMS., NPDES, and HIST CORTESE databases. The LUST cleanup statuses are listed as "Completed-Case Closed as of 7/27/1992" and "Completed-Case Closed as of 9/8/2015". The SLIC cleanup status is listed as "Completed-Case Closed as of 2/7/2003". Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exists which may be encountered during construction and/or excavation activities.	5C-25	Medium
SOUTHERN Ave																					
W	Full	15115			15115	N	KUDCO DIVERSIFIED INC	0	SOUTH GATE CA	Business	0.09		0.03	6222001021	KUDCO DIVERSIFIED INC	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #15115 as Business Use, owned by KUDOCO DIVERSIFIED INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15115 consists of APN 6222-001-021. Based on a review of on-line maps and photographs, Parcel #15115 consists of a segment of vacant land adjacent to the north of the intersection of Southern Avenue and Frontage Road, and east of I-710. No EDR listings were identified in this area.	5C-25	Low
W	Full	15116			15116	N	KUDCO DIVERSIFIED INC	0	SOUTH GATE CA	Business	0.11		0.01	6222001020	KUDCO DIVERSIFIED INC	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #15116 as Business Use, owned by KUDOCO DIVERSIFIED INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15116 consists of APN 6222-001-020. Based on a review of on-line maps and photographs, Parcel #15116 consists of a segment of vacant land north of the intersection of Southern Avenue and Frontage Road, and east of I-710. No EDR listings were identified in this area.	5C-25	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
W	Full	71514			71514	N	COMMUNITY DEV COMMISSION OF	0	SOUTH GATE CA	Public	2.37		4.41	6222001916	COMMUNITY DEV COMMISSION OF	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #71514 as Public Use, owned by COMMUNITY DEV COMMISION OF. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #71514 consists of APN 6222-001-916. Based on a review of on-line maps and photographs, Parcel #71514 consists of vacant land adjacent to the north of Southern Avenue and east of I-710. No EDR listings were identified in this area.	5C-25	Low
W	Partial, TCE	41513			41513	N	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control	0.1	1		6222001904	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41513 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41513 consists of APN 6222-001-904. Based on a review of on-line maps and photographs, Parcel #41513 consists of segment of land east of the LA River and adjacent to the north of Southern Avenue. No EDR listings were identified in this area.	5C-25	Low
W	Partial, TCE	41511			41511	N	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control	0.92	0.38		6222001903	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41511 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41511 consists of APN 6222-001-903. Based on a review of on-line maps and photographs, Parcel #41511 consists of segment of the LA River north of Southern Avenue. No EDR listings were identified in this area.	5C-25	Low
W	Partial, TCE	15110			15110	N	CHEVRON USA INC	0	SOUTH GATE CA	Business	0.003	0.03		6222001013	CHEVRON USA INC	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #15110 as Business Use, owned by CHEVRON USA INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15110 consists of APN 6222-001-013. Based on a review of on-line maps and photographs, Parcel #15110 consists of a segment of land adjacent to the north of Southern Avenue, west of the LA River, and east of Burtis Street. No EDR listings were identified in this area.	5C-25	High
W	Utility TCE	15110			15110	N	CHEVRON USA INC	0	SOUTH GATE CA	Business		0.0045		6222001013	CHEVRON USA INC	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #15110 as Business Use, owned by CHEVRON USA INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15110 consists of APN 6222-001-013. Based on a review of on-line maps and photographs, Parcel #15110 consists of a segment of land adjacent to the north of Southern Avenue, west of the LA River, and east of Burtis Street. No EDR listings were identified in this area.	5C-25	High
W	Partial, TCE	15109			15109	N	STEIGELY,EDWARD AND DOROTHY TRS	9480 BURTIS ST	SOUTH GATE CA	Business	0.0006	0.09		6222001018	STEIGELY,EDWARD AND DOROTHY TRS	9480	BURTIS ST	SOUTH GATE CA	The ROW Impact Report identified Parcel #15109 as Business Use, owned by STEIGELY, EDWARD AND DOROTHY TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15109 consists of APN 6222-001-018. Based on a review of on-line maps and photographs, Parcel #15109 consists of a segment of land located at 9480 Burtis Street, adjacent to the north of Southern Avenue and west of the LA River. The address was identified as Edson Industries (EDR #944) in the FTTS, HIST FTTS, FINDS, CA WDS, CA NPDES, CA EMI, and SSDS databases. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-25	Low
W	Utility Partial, TCE	15109			15109	N	STEIGELY,EDWARD AND DOROTHY TRS	9480 BURTIS ST	SOUTH GATE CA	Business	0.0033	0.0685		6222001018	STEIGELY,EDWARD AND DOROTHY TRS	9480	BURTIS ST	SOUTH GATE CA	The ROW Impact Report identified Parcel #15109 as Business Use, owned by STEIGELY, EDWARD AND DOROTHY TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15109 consists of APN 6222-001-018. Based on a review of on-line maps and photographs, Parcel #15109 consists of a segment of land located at 9480 Burtis Street, adjacent to the north of Southern Avenue and west of the LA River. The address was identified as Edson Industries (EDR #944) in the FTTS, HIST FTTS, FINDS, CA WDS, CA NPDES, CA EMI, and SSDS databases. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-25	Low
W	TCE	15108			15108	N	BORK CORP	5335 SOUTHERN AVE	SOUTH GATE CA	Business		0.02		6222001011	BORK CORP	5335	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15108 as Business Use, owned by BORK CORP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15108 consists of APN 6222-001-011. Based on a review of on-line maps and photographs, Parcel #15108 consists of a segment of land adjacent to the north of Southern Avenue, east of the Union Pacific Railroad, and west of the LA River. The parcel was identified in the EDR Report as California Alabama Pipe Co (EDR ID#944) in the CERCLIS-NFRAP, LA Co. Site Mitigation, and CA ENVIROSTOR databases. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-25	Low
W	Partial, TCE	61512			61512	N	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	0.16	0.97		6222001278	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	The ROW Impact Report identified Parcel #61512 as Utility Use, owned by LA CITY DEPT OF WATER AND POWER . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61512 consists of APN 6222-001-278. Based on a review of on-line maps and photographs, Parcel #61512 consists of segment of land east of the LA River, west of I-710, and north of Southern Avenue. No EDR listings were identified in this area.	5C-25	Low
W	Utility TCE	61512			61512	N	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility		0.0509		6222001278	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	The ROW Impact Report identified Parcel #61512 as Utility Use, owned by LA CITY DEPT OF WATER AND POWER . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61512 consists of APN 6222-001-278. Based on a review of on-line maps and photographs, Parcel #61512 consists of segment of land east of the LA River, west of I-710, and north of Southern Avenue. No EDR listings were identified in this area.	5C-25	Low
W	TCE	61517			61517	N	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility		0.14		6222001276	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	The ROW Impact Report identified Parcel #61517 as Utility Use, owned by LA CITY DEPT OF WATER AND POWER . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61517 consists of APN 6222-001-276. Based on a review of on-line maps and photographs, Parcel #61517 consists of segment of land east of the LA River, west of I-710, and north of Southern Avenue. No EDR listings were identified in this area.	5C-25	Low
W	TCE	51518			51518	N	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility		0.87		6222001801	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51518 as Utility Use, owned by SO CALIF EDISON CO . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #51518 consists of APN 6222-001-801. Based on a review of on-line maps and photographs, Parcel #51518 consists of segment of land east of the LA River, west of I-710 on-ramp from Firestone Boulevard, and north of Southern Avenue. No EDR listings were identified in this area.	5C-25	Low
W	TCE	15119			15119	N	BP WEST COAST PRODUCTS LLC	LA RIVER	SOUTH GATE CA	Flood Control		0.003		6222001003	BP WEST COAST PRODUCTS LLC	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #15119 as Flood Control Use, owned by BP WEST PRODUCTS LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15119 consists of APN 6222-001-003. Based on a review of on-line maps and photographs, Parcel #15119 consists of segment of land east of the LA River, west of I-710 on-ramp from Firestone Boulevard, and north of Southern Avenue. No EDR listings were identified in this area.	5C-25	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
W	TCE	41520			41520	N	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control		0.65		6222001901	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41520 as Flood Control Use, owned by LA CO FLOOD CONTROL DIST. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41520 consists of APN 6222-001-901. Based on a review of on-line maps and photographs, Parcel #41520 consists of segment of land east of the LA River, west of I-710 on-ramp from Firestone Boulevard, and north of Southern Avenue. This parcel was formerly part of a landfill associated with Parcel #41543, #15268, #61544, #41520, and #71570 (see Parcel #41543 for EDR discussion).	5C-25	High
W	TCE	41521			41521	N	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control		0.04		6222001906	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41521 as Flood Control Use, owned by LA CO FLOOD CONTROL DIST. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41521 consists of APN 6222-001-906 Based on a review of on-line maps and photographs, Parcel #41521 consists of segment of land east of the LA River, west of I-710 on-ramp from Firestone Boulevard, and north of Southern Avenue. No EDR listings were identified in this area.	5C-25	Low
W	Partial, TCE	61522			61522	N	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	0.006	0.51		6222001277	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	The ROW Impact Report identified Parcel #61522 as Utility Use, owned by LA CITY DEPT OF WATER AND POWER . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61522 consists of APN 6222-001-277. Based on a review of on-line maps and photographs, Parcel #61522 consists of segment of land east of the LA River, west of I-710, and south of Firestone Boulevard. No EDR listings were identified in this area.	5C-25	Low
W	Partial, TCE	41523			41523	N	BP WEST COAST PRODUCTS LLC	LA RIVER	SOUTH GATE CA	Flood Control	0.41	0.36		6222001917	BP WEST COAST PRODUCTS LLC	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41523 as Flood Control Use, owned by BP WEST COAST PRODUCTS LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41523 consists of APN 6222-001-917 Based on a review of on-line maps and photographs, Parcel #41523 consists of segment of the LA River, adjacent to the south of Firestone Boulevard, and west of I-710 on-ramp from Firestone Boulevard. No EDR listings were identified in this area.	5C-25	Low
W	Partial, TCE	15124			15124	N	EAST FIRESTONE LLC	9300 RAYO AVE	SOUTH GATE CA	Business	0.029	0.07		6222001019	EAST FIRESTONE LLC	9300	RAYO AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15124 as Business Use, owned by EAST FIRESTONE LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15124 consists of APN 6222-001-019. Based on a review of on-line maps and photographs, Parcel #15124 consists of segment of the LA River, adjacent to the south of Firestone Boulevard, and west of I-710 on-ramp from Firestone Boulevard. The parcel was identified in the EDR Report as Purex Corp (EDR ID# 923) in the RCRA-SQG, CA HAZNET databases; and as Dial Corporation(EDR ID# 923) in the CA SWF/LF, CA SLIC, CA LOS ANGELES CO. HMS, FTTS, HIST FTTS, FINDS, CA Notify 65, ERNS, CA CHMIRS, and CA EMI databases. The SLIC status is listed as "completed-case closed as of 11/1/1998". Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-25	Low
E	Partial	15233			15233	N	IN O VATE INC	9301 GARFIELD AVE	SOUTH GATE CA	Business	0.005			6232010016	IN O VATE INC	9301	GARFIELD AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15233 as Business Use, owned by INNOVATE INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15233 consists of APN 6232-010-016. Based on a review of on-line maps and photographs, Parcel #15233 consists of segment of land adjacent to the north of Southern Avenue and west of I-710. The parcel was identified in the EDR Report as 9301 Garfield Ave (EDR ID# 948) in the ERNS and HMIRS databases; as Lunday-Thagard Refinery (EDR ID# 948) in the RCRA-LQG, CA NPDES, CA SLIC, CA CHMIRS, CA EMI, TRIS, RMP, CA WDS, CA HIST UST, and CA HAZNET databases; as Asphalt Refinery (EDR ID# 948) in the CA CHMIRS database; as Herbert Malarkey Roofing Company (EDR ID# 948) in the CA EMI, FINDS, CA WDS database; as G S Roofing Products Inc. (EDR ID# 948) in the CA EMI and CA HAZNET databases. The Lundy-Thagard Refinery received violations, which subsequently achieved compliance. According to the SLIC database, a release of fuel oxygenates and gasoline was discovered in 2002 that impacted soil and groundwater. This facility is under the supervision of the RWQCB. The on-line GeoTracker database reports the cleanup status as "Open – Remediation" as of 1/22/2009. A semi-annual groundwater monitoring program has been implemented at this property and an additional groundwater monitoring well to further investigate down-gradient impacts was installed in October 2010. In 2015, groundwater was reported between 62 and 65 feet bgs and flow direction ranged from south-southeast to southeast. Based on the information reviewed on-line, it appears that additional remediation and site assessment activities are required at this property and a file review is recommended. Therefore, this property represents an environmental concern to the proposed I-710 Corridor Project. It should be noted that soil contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	5C-25	High
E	Partial, TCE	15234			15234	N	SULLY-MILLER CONTRACTING CO	5625 SOUTHERN AVE	SOUTH GATE CA	Business	0.43	0.17		6232010008	SULLY-MILLER CONTRACTING CO	5625	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15234 as Business Use, owned by SULLY-MILLER CONTRACTING CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15234 consists of APN 6232-010-008. Based on a review of on-line maps and photographs, Parcel #15234 consists of segment of land adjacent to the north of Southern Avenue and west of I-710. The parcel was identified in the EDR Report Sully Miller Construction (EDR ID# 969) in the FINDS, CA LOS ANGELES CO. HMS, ERNS, CHMIRS, CA LUST, CA EMI, CA HAZNET, and CA UST databases; as South Gate HMA Plant (EDR ID# 969) in the CA HIST UST and CA SWEEPS UST databases; and as Blue Diamond Materials (EDR ID# 969) in the CA HAZNET and CA AST databases. According to the on-line GeoTracker database, Sully-Miller Contracting Co. is listed in the LUST database with a cleanup status of "Open – Site Assessment" as of 11/4/2009. The RWQCB is the lead agency for the case and contaminants of concern include BTEX, diesel, and fuel oxygenates. No additional information is accessible on-line. Based on the open case status and lack of data available on-line, this property represents an environmental concern to the proposed I-710 Corridor Project and a file review is recommended.	5C-25	High
E	Partial, TCE	15235			15235	N	CALIFORNIAN SOUTH GATE	5601 SOUTHERN AVE	SOUTH GATE CA	Business	0.24	0.009		6232010011	CALIFORNIAN SOUTH GATE	5601	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15235 as Business Use, owned by Californian South Gate Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15234 consists of APN 6232-010-008. Based on a review of on-line maps and photographs, Parcel #15234 consists of segment of land adjacent to the north of Southern Avenue and west of I-710 and is associated with Parcel ID#15234. See Parcel ID #15234 for EDR listings and information.	5C-25	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
E	Partial	51536			51536	N	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	0.01			6232009800	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51536 as Utility Use, owned by SO CALIF EDISON CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #51536 consists of APN 6232-009-800 Based on a review of on-line maps and photographs, Parcel #51536 consists of segment of land, adjacent to the east of the I-710 off-ramp from Firestone Boulevard, south of Firestone Boulevard. No EDR listings were identified in this area.	5C-25	Low
E	Partial, TCE	15237			15237	N	MANN ENTERPRISES INC	5700 FIRESTONE BLVD	SOUTH GATE CA	Business	0.1	0.09		6232009009	MANN ENTERPRISES INC	5700	FIRESTONE BLVD	SOUTH GATE CA	The ROW Impact Report identified Parcel #15237 as Business Use, owned by MANN ENTERPRISES INC, currently occupied by Target. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15237 consists of APN 6232-009-009. Based on a review of on-line maps and photographs, Parcel #15237 consists of two segments of land adjacent to the south of Firestone Boulevard and adjacent to the east of the I-710 off-ramp to Firestone Boulevard. The parcel was identified in the EDR Report as Target Store T0190 at 5700 Firestone Boulevard (EDR ID# 905) in the FINDS, CA HAZNET, and RCRA-SQG databases; and as South Gate Town Center (EDR ID# 905) in the LA CO. SITE MITIGATION database. A review of the GeoTracker database identified that groundwater underneath Parcel #15237 is impacted by the ARCO-Vinvale Tank Farm at 8601 Garfield Ave. Based on the information available on-line, this property represents an environmental concern to the proposed I-710 Corridor Project.	5C-25	High
FIRESTONE Blvd																					
W	TCE	41543			41543	N	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control		0.3		6232001902	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41543 as Flood Control Use, owned by LA CO FLOOD CONTROL DIST. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41543 consists of APN 6232-001-902. Based on a review of on-line maps and photographs, Parcel #41543 consists of segment of land east of the LA River, west of I-710, north of Firestone Boulevard, and south of the Southern Pacific Railroad. According to the on-line SWIS database (SWIS No. 19-AA-1064), the facility permit was issued in August 2004 and it is permitted to handle a maximum of 12,500 cubic yards of green waste per year or 200 tons per day. The facility is inspected quarterly by the County of Los Angeles and the last inspection was performed on 07/22/2015. No significant violations observed at time of inspection. The inspection report states, "no accumulation of dust or apparent safety hazards on site and no unusual odors were detected." All documents appeared to be in order. Violations were noted during inspections in 2010 and 2013. Based on the use of this area, there is potential for waste materials to exist which may be encountered during construction and/or excavation activities and therefore, this area is considered to have high risk waste issues. This parcel was formerly part of a landfill that also included Parcel #4074, 4075, 4076, and 4078. South Gate Solid Fill (EDR ID# 1057) was identified in the SWF/LF database. This closed solid waste disposal site is owned by the City of South Gate and based on a review of the SWIS database (SWIS No.19-AA-0042), the address 10200 Miller Way is associated with this property. Reportedly, this property was a former inert waste disposal site. Regulatory status of the former disposal facility is reported as "to be determined". The facility is inspected annually by the County of Los Angeles and the most recent inspection report available on-line was dated 3/39/2015. The following observations were reported "No areas of differential settlement were observed. No evidence of vegetative distress seen. Watering protocols for the composting operation were conservative enough not to result in excess water ponding or infiltrating the cap of the landfill. No Solid Waste code violations were observed at the time of inspection." No significant violations regarding methane gas emissions (Title 27 CCR) were noted at time of inspection. A 12/1/1999	5C-25	High
W	Partial, TCE	41540			41540	N	BP WEST COAST PRODUCTS LLC	LA RIVER	SOUTH GATE CA	Flood Control	0.51	0.08		6232001002	BP WEST COAST PRODUCTS LLC	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41540 as Flood Control Use, owned by BP WEST COAST PRODUCTS LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41540 consists of APN 6232-001-002. Based on a review of on-line maps and photographs, Parcel #41540 consists of segment of LA River, west of I-710, adjacent to north of Firestone Boulevard, and south of the Southern Pacific Railroad. No EDR listings were identified in this area.	5C-25	Low
W	TCE	61542			61542	N	L A CITY DEPT OF WATER AND POWER	LA RIVER	SOUTH GATE CA	Utility		0.07		6232001270	L A CITY DEPT OF WATER AND POWER	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #61542 as Flood Control Use, owned by LA CITY DEPT OF WATER AND POWER, occupied by transmission power lines and leased to Fantasy Nursery for nursery plant storage. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61542 consists of APN 6232-001-270. Based on a review of on-line maps and photographs, Parcel #61542 consists of segment of LA River, west of I-710, adjacent to north of Firestone Boulevard, and south of the Southern Pacific Railroad. GWS Wholesale Nursery (EDR ID# 897) was identified at 5423 Firestone Blvd. in this area in the EMI database for reportable air emissions for the years 2005 and 2006. The on-line South Coast Air Quality Management District (SCAQMD) Facility Information Detail (FINDS) database indicates that GWS formerly operated a diesel-fueled electric emergency generator on this parcel. The permit is expired. Notices of violations were reported in 2003 for failure to operate with a permit and in 2004 for fugitive dust. Both violations have achieved compliance. Based on the lack of listing in other databases indicating a release to soil and/or groundwater, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-25	Low
W	TCE	41541			41541	N	BP WEST COAST PRODUCTS LLC	LA RIVER	SOUTH GATE CA	Flood Control		0.007		6232001001	BP WEST COAST PRODUCTS LLC	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41541 as Flood Control Use, owned by BP WEST COAST PRODUCTS LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41541 consists of APN 6232-001-001. Based on a review of on-line maps and photographs, Parcel #41541 consists of segment of LA River, west of I-710, adjacent to north of Firestone Boulevard, and south of the Southern Pacific Railroad. No EDR listings were identified in this area.	5C-25	Low
E	Partial	15338			15338	N	LLOVIO,SERGIO E TR	5645 FIRESTONE BLVD	SOUTH GATE CA	Business	0.005			6232002012	LLOVIO,SERGIO E TR	5645	FIRESTONE BLVD	SOUTH GATE CA	The ROW Impact Report identified Parcel #15338 as Business Use, owned by LLOVIO, SERGIO E TR. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15338 consists of APN 6232-002-012. Based on a review of on-line maps and photographs, Parcel #15338 consists of a segment of land along the northeast corner of the intersection of National Avenue and Firestone Boulevard. Llovio Ford was identified at 5645 Firestone Boulevard in this area in the CA UST, CA LOS ANGELES CO. HMS databases; and as Central Ford Automotive Inc. in the CA HAZNET. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area. See Parcel #15339 for a discussion on nearby EDR listings of potential concern.	5C-25	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
E	Partial, TCE	15339			15339	N	ALUM LANDLORD QRS 16 105 INC	5625 FIRESTONE BLVD	SOUTH GATE CA	Business	0.04	0.06		6232002005	ALUM LANDLORD QRS 16 105 INC	5625	FIRESTONE BLVD	SOUTH GATE CA	The ROW Impact Report identified Parcel #15339 as Business Use, owned by ALUM LANDLORD QRS 16 105 INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15339 consists of APN 6232-002-005. Based on a review of on-line maps and photographs, Parcel #15339 consists of segment of land along the northwest corner of the intersection of National Avenue and Firestone Boulevard. International Window Corp was identified at 5625 Firestone Boulevard in this area in the CA UST, CA LUST, CA SLIC, CA HIST UST, CA SWEEPS UST, CA LOS ANGELES CO. HMS MITIGATION, CA ENF, CA HIST CORTESE, and CA HAZNET database. Reportedly, a release was discovered in 1990 that affected the groundwater at the site. The site is under the jurisdiction of the RWQCB. According to the on-line GeoTracker database, the cleanup status is reported as "Completed – Case Closed" as of 8/30/2001. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities. Groundwater beneath this property has been impacted by the ARCO-Vinvale Tank Farm at 8601 Garfield Ave.	5C-25	Medium
E	Partial, TCE	61544	61443		61544	N	L A CITY DEPT OF WATER AND POWER	0 LADWP	SOUTHGATE CA	Utility	0.15	0.02		6233001275	L A CITY DEPT OF WATER AND POWER	0	LADWP	SOUTHGATE CA	The ROW Impact Report identified Parcel #61544 as Utility Use, owned by L A CITY DEPT OF WATER AND POWER. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61544 consists of APN 6233-001-275. Based on a review of on-line maps and photographs, Parcel #61544 consists of segment of the Rio Hondo River, bound to the west by the I-710 and to the south by Meadow Road. This parcel was formerly part of a landfill associated with Parcel #41543, #15268, #61544, #41520, and #71570 (see Parcel #41543 for EDR discussion).	5C-23	High
E	Partial, TCE	15245	14344		15245	N	SOUTH GATE CITY	0	SOUTHGATE CA	Business	0.05	0.01		6233002900	SOUTH GATE CITY	0		SOUTHGATE CA	The ROW Impact Report identified Parcel #15245 as Business Use, owned by SOUTH GATE CITY. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15245 consists of APN 6233-002-900. Based on a review of on-line maps and photographs, Parcel #15245 consists of segment of land east of the LA River, adjacent to the south of the I-710, and west of the Rio Hondo River. No EDR listings were identified in this area.	5C-23	Low
	UPRR Patata Xing																				
	Utility TCE	15480			15480	N	ARMSTRONG CORK		0	Business		0.0209		6224031003	ARMSTRONG CORK				The ROW Impact Report identified Parcel #15480 as Business Use, owned by Armstrong Cork. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15480 consists of APN 6224-031-003. Based on review of on-line maps and photographs, Parcel #15480 is occupied by Armstrong World Industries Inc. (5037 Patata Street) located north of Patata Street, west of I-710 .This parcel was identified in the EDR Report (EDR ID#810) as Armstrong World Industries in the Envirostor, FINDS, RCRA-LQD, WDS, HIST CORTESE, LUST, HIST UST, SWEEPS UST, and EMI databases. According to the GeoTracker database, the site is listed with a status of "Completed-Case Closed" as 10/07/96 for a release of aviation fuel to soil. According to the Envirostor database, the site is listed with a status of "under investigation" as of 09/17/2013. Envirostor also reported that the site has been used for the manufacturing of resilient flooring (e.g., vinyl flooring, linoleum, cork floor) since approximately 1937 (DTSC, 2013; Weston, 2014). Hazardous substances documented as having been used and/or stored on the site include, but are not limited to: VOCs [primarily dichloromethane (DCM), methyl ethyl ketone (MEK) 1,1,1-trichloroethane (1,1,1-TCA), trichloroethylene (TCE), and vinyl acetate (VA)]; semi-volatile organic compounds (SVOCs) [primarily diisononyl phthalate (DINP) and butyl benzyl phthalate (BBP)]; metals (primarily lead, mercury, and zinc), polychlorinated biphenyls (PCBs), and asbestos. Specific hazardous substance storage and disposal practices have not been adequately documented (DTSC, 2013; Weston, 2014). Based on the information reported on the Envirostor database, these listings are expected to have created an environmental concern to the ISA Study Area.		High
W	TCE	81546	81601		81546	N	SOU PAC TRANS CO	RAIL OPS	SOUTHGATE CA	Railroad		2.82		6216034800	SOU PAC TRANS CO	RAIL OPS		SOUTHGATE CA	The ROW Impact Report identified Parcel #81546 as Railroad Use, owned by SOU PAC TRANS CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81546 consists of APN 6216-034-800. Based on a review of on-line maps and photographs, Parcel #81546 consists of segment of the Union Pacific Railroad, adjacent to the west of the LA River and north of Rayo Avenue. No EDR listings were identified in this area.	5C-26	Medium
W	Utility Partial, TCE	81581			81581	N	SOU PAC TRANS CO		0	Railroad	0.012	0.0829		6224031800	SOU PAC TRANS CO				The ROW Impact Report identified Parcel #81581 as Railroad Use, owned by SOU PAC TRANS CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81581 consists of APN 6224-031-800. Based on a review of on-line maps and photographs, Parcel #81581 consists of segment of land adjacent to the north of the Southern Pacific Railroad, adjacent to the west of the LA River, west of I-710. No EDR listings were identified in this area.		Low
W	Utility TCE	15482			15482	N	CHEVRON		0	Business		0.0009		6224031002	CHEVRON				The ROW Impact Report identified Parcel #15482 as Business Use, owned by Chevron. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15482 consists of APN 6224-031-002. Based on a review of on-line maps and photographs, Parcel #15482 consists of segment of a strip of land adjacent to the west of the LA River, west of I-710. No EDR listings were identified in this area.		High
W	Utility TCE	41583			41583	N	L A CO FLOOD CONTROL DIST S BY S	0	0	Flood Control		0.0124		6224031900	L A CO FLOOD CONTROL DIST S BY S	0			The ROW Impact Report identified Parcel #41583 as Flood Control Use, owned by LA Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41583 consists of APN 6224-031-900. Based on a review of on-line maps and photographs, Parcel #41583 consists of a strip of land adjacent to the west of the LA River, west of I-710. No EDR listings were identified in this area.		Low
W	TCE	81547	81602		81547	N	SOU PAC TRANS CO	RAIL OPS	CUDAHY CA	Railroad		1.16		6232001802	SOU PAC TRANS CO	RAIL OPS		CUDAHY CA	The ROW Impact Report identified Parcel #81547 as Railroad Use, owned by SOU PAC TRANS CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81547 consists of APN 6232-001-802. Based on a review of on-line maps and photographs, Parcel #81547 consists of segment of the Union Pacific Railroad that runs over the LA River and north of Rayo Avenue. No EDR listings were identified in this area.	5C-26	Medium
W	Utility TCE	41584			41584	N	L A CO FLOOD CONTROL DIST	0	0	Flood Control		0.1378		6224039900	L A CO FLOOD CONTROL DIST	0			The ROW Impact Report identified Parcel #41584 as Flood Control Use, owned by LA Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41584 consists of APN 6224-039-900. Based on a review of on-line maps and photographs, Parcel #41584 consists of a segment of the LA River, west of I-710. No EDR listings were identified in this area.		Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
W	TCE	81548	81603		81548	N	SOU PAC TRANS CO	RAIL OPS	CUDAHY CA	Railroad		0.35		6232001801	SOU PAC TRANS CO	RAIL OPS		CUDAHY CA	The ROW Impact Report identified Parcel #81548 as Railroad Use, owned by SOU PAC TRANS CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81548 consists of APN 6232-001-801. Based on a review of on-line maps and photographs, Parcel #81548 consists of segment of the Union Pacific Railroad adjacent to the east of the LA River and west of the I-710. No EDR listings were identified in this area.	5C-26	Medium
E	TCE	81549	81604		81549	N	SOU PAC CO	RAIL OPS	CUDAHY CA	Railroad		0.13		6224040801	SOU PAC CO	RAIL OPS		CUDAHY CA	The ROW Impact Report identified Parcel #81549 as Railroad Use, owned by SOU PAC CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81549 consists of APN 6224-040-801. Based on a review of on-line maps and photographs, Parcel #81549 consists of segment of the Union Pacific Railroad adjacent to the east of the LA River and west of the I-710. No EDR listings were identified in this area.	5C-26	Medium
W	Partial, TCE	41550	41605		41550	N	L A CO FLOOD CONTROL DIST	LA RIVER	CUDAHY CA	Flood Control	0.017	0.08		6224040900	L A CO FLOOD CONTROL DIST	LA RIVER		CUDAHY CA	The ROW Impact Report identified Parcel #41550 as Flood Control Use, owned by LA FLOOD CONTROL DIST. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41550 consists of APN 6232-040-900. Based on a review of on-line maps and photographs, Parcel #41550 consists of segment of land adjacent to the west of the I-710 and a portion of the I-710, south of Jaboneria Road . No EDR listings were identified in this area.	5C-26	Low
W	Partial, TCE	41550	41605		41550	N	L A CO FLOOD CONTROL DIST	LA RIVER	CUDAHY CA	Flood Control	0.3	0.37		6224040901	L A CO FLOOD CONTROL DIST	LA RIVER		CUDAHY CA	The ROW Impact Report identified Parcel #41550 as Flood Control Use, owned by LA FLOOD CONTROL DIST. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41550 consists of APN 6232-040-901. Based on a review of on-line maps and photographs, Parcel #41550 consists of segment of land adjacent to the west of the I-710 and a portion of the I-710, south of Jaboneria Road . No EDR listings were identified in this area.	5C-26	Low
W	TCE	61551	61606		61551	N	L A CITY DEPT OF WATER AND POWER		CUDAHY CA	Utility		0.18		6224040272	L A CITY DEPT OF WATER AND POWER	LADWP		CUDAHY CA	The ROW Impact Report identified Parcel #61551 as Utility Use, owned by LA CITY DEPT OF WATER AND POWER. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61551 consists of APN 6224-040-272. Based on a review of on-line maps and photographs, Parcel #61551 consists of segment of land adjacent to the west of the I-710 and east of the LA River, south of Quinn Street . No EDR listings were identified in this area.	5C-26	Low
W	TCE	61551	61606		61551	N	L A CITY DEPT OF WATER AND POWER	LADWP	CUDAHY CA	Utility		0.11		6224038273	L A CITY DEPT OF WATER AND POWER	LADWP		CUDAHY CA	The ROW Impact Report identified Parcel #61551 as Utility Use, owned by LA CITY DEPT OF WATER AND POWER. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61551 consists of APN 6224-038-273. Based on a review of on-line maps and photographs, Parcel #61551 consists of segment of land adjacent to the west of the I-710 and east of the LA River, south of Quinn Street . No EDR listings were identified in this area.	5C-26	Low
W	Utility TCE	61551	61606		61551	N	L A CITY DEPT OF WATER AND POWER	RAIL OPS	CUDAHY CA	Utility		0.0237		6224040272	L A CITY DEPT OF WATER AND POWER	LADWP		CUDAHY CA	The ROW Impact Report identified Parcel #61551 as Utility Use, owned by LACDWP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61551 consists of APN 6224-040-272. Based on a review of on-line maps and photographs, Parcel #61551 is occupied by high transmission power lines located adjacent to the east of the LA River and west of I-710. No EDR listings were identified in this area.	5C-26	Low
E	Utility Partial, TCE	15385			15385	N	REDEVELOPMENT AGENCY OF		0	Business	0.0053	0.0163		6227034904	REDEVELOPMENT AGENCY OF				The ROW Impact Report identified Parcel #15385 as Utility Use, owned by Agency of Redevelopment. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15385 consists of APN 6227-034-904. Based on a review of on-line maps and photographs, Parcel #15385 is a vacant dirt lot located adjacent to the east of the I-710. See Parcel 15386 for EDR information.		High
E	Utility TCE	15386			15386	N	REDEVELOPMENT AGENCY OF	5636 SHULL ST	BELL GARDENS CA	Business		0.0262		6227034906	REDEVELOPMENT AGENCY OF	5636	SHULL ST	BELL GARDENS CA	The ROW Impact Report identified Parcel #15386 as Business Use, owned by REDEVELOPMENT AGENCY OF. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15386 consists of APN 6227-034-906. Based on a review of on-line maps and photographs, Parcel #15386 consists of consists of land associated with 5614 Shull Street, perpendicular to the east of the I-710 and parallel to south of Shull Street. 5614 Shull Street was identified in the EDR Report as Bell Gardens Redevelopment Department (EDR ID# 837) in the CA HIST UST database; as City of Bell Gardens (Berk Oil) (EDR ID# 837) in the CA LOS ANGELES CO. HMS, FINDS, and US BROWNFIELDS databases; as Berk Oil (EDR ID# 837) in the CA HIST CORTESE, CA LUST, CA SLIC, and CA ENVIROSTOR databases. According to the online GeoTracker database, Berk Oil is listed as "Open - Site Assessment as of 10/19/2015". The site is currently owned by the City of Bell Garden and resides in one their redevelopment areas. The site is a 4.33 acre parcel that consisted of two former industrial facilities: Berk Oil and PMC. The Berk Oil facility which operated from 1965 through 1989 mainly as an asphalt mixing and oil distribution facility. The PMC was located on the eastern half and operated from 1953 through 1996 as a metal and fabrication facility. Environmental site investigations began in 1985 and included soil borings to a maximum of 80 feet below ground surface (bgs), groundwater sampling using hydropunch and installation of eight monitoring wells. In 1989, six underground storage tanks for asphalt, diesel, and waste oil were removed from the site. Analytical results confirmed that both soil and groundwater are impacted with petroleum hydrocarbons, metals, and volatile organic chemicals (VOCs). During investigations in 2010, groundwater was encountered in two saturated zones at 20 feet and 60 feet bgs. The groundwater flow of the shallower zone was toward the southwest and the deeper zone flows to the south. As of January 2015, due to financial hardship, the City of Bell Garden is still looking for potential developers to handle the investigations and cleanup of the site. No further information was available on the GeoTracker database. Therefore, based on the groundwater flow direction and impacts to groundwater and soil, this property presents a potential environmental concern to the proposed I-710 Corridor project.		High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
E	TCE	81552	81614		81552	N	SOU PAC TRANS CO	RAIL OPS	CUDAHY CA	Railroad		3.7		6232002800	SOU PAC TRANS CO	RAIL OPS		CUDAHY CA	The ROW Impact Report identified Parcel #81552 as Railroad Use, owned by SOU PAC TRANS CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81552 consists of APN 6232-002-800. Based on a review of on-line maps and photographs, Parcel #81552 consists of segment of Southern Pacific Railroad, perpendicular to the east of the I-710 and parallel to south of Shull Street. An adjacent property at 5614 Shull Street was identified in the EDR Report as Bell Gardens Redevelopment Department (EDR ID# 837) in the CA HIST UST database; as City of Bell Gardens (Berk Oil) (EDR ID# 837) in the CA LOS ANGELES CO. HMS, FINDS, and US BROWNFIELDS databases; as Berk Oil (EDR ID# 837) in the CA HIST CORTESE, CA LUST, CA SLIC, and CA ENVIROSTOR databases. According to the online GeoTracker database, Berk Oil is listed as "Open - Site Assessment as of 10/19/2015". The site is currently owned by the City of Bell Garden and resides in one their redevelopment areas. The site is a 4.33 acre parcel that consisted of two former industrial facilities: Berk Oil and PMC. The Berk Oil facility which operated from 1965 through 1989 mainly as an asphalt mixing and oil distribution facility. The PMC was located on the eastern half and operated from 1953 through 1996 as a metal and fabrication facility. Environmental site investigations began in 1985 and included soil borings to a maximum of 80 feet below ground surface (bgs), groundwater sampling using hydropunch and installation of eight monitoring wells. In 1989, six underground storage tanks for asphalt, diesel, and waste oil were removed from the site. Analytical results confirmed that both soil and groundwater are impacted with petroleum hydrocarbons, metals, and volatile organic chemicals (VOCs). During investigations in 2010, groundwater was encountered in two saturated zones at 20 feet and 60 feet bgs. The groundwater flow of the shallower zone was toward the southwest and the deeper zone flows to the south. As of January 2015, due to financial hardship, the City of Bell Garden is still looking for potential developers to handle the investigations and cleanup of the site. No further information was available on the GeoTracker database. Therefore, based on the groundwater flow direction and impacts to groundwater and soil, this property presents a potential environmental concern to the proposed I-710 Corridor Project.	5C-26	High
E	TCE	81553	81615		81553	N	SOU PAC CO	RAIL OPS	CUDAHY CA	Railroad		0.02		6227034802	SOU PAC CO	RAIL OPS		CUDAHY CA	The ROW Impact Report identified Parcel #81553 as Railroad Use, owned by SOU PAC CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81553 consists of APN 6227-034-802. Based on a review of on-line maps and photographs, Parcel #81553 consists of segment of land adjacent to the north of the Southern Pacific Railroad, east of the I-710, and parallel to south of Shull Street. See Parcel #81552 for an EDR discussion of potential environmental concerns.	5C-26	Low
E	TCE	15354	16216		15354	N	VILLALOBOS,JOSE D AND SONIA	8229 SPECHT AVE	BELL GARDENS CA	Residential		0.0003		6227027022	VILLALOBOS,JOSE D AND SONIA	8229	SPECHT AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #15354 as Residential Use located at 8229 Sphect Avenue, owned by VILLALOBOS, JOSE D AND SONIA. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15354 consists of APN 6227-027-022. Based on a review of on-line maps and photographs, Parcel #15354 consists of a segment of land adjacent to the east of the I-710, and north of Fostoria Street. No EDR listings were identified in this area.	5C-26	Low
E	TCE	15355	16217		15355	N	VELASQUEZ,PATRICIO AND MARGARITA	8223 SPECHT AVE	BELL GARDENS CA	Residential		0.003		6227027021	VELASQUEZ,PATRICIO AND MARGARITA	8223	SPECHT AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #15355 as Residential Use located at 8223 Sphect Avenue, owned by VELASQUEZ,PATRICIO AND MARGARITA. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15355 consists of APN 6227-027-021. Based on a review of on-line maps and photographs, Parcel #15355 consists of a segment of land adjacent to the east of the I-710, and north of Fostoria Street. No EDR listings were identified in this area.	5C-26	Low
E	TCE	15356	16218		15356	N	MARTINEZ,MARCO A AND LEONOR	8219 SPECHT AVE	BELL GARDENS CA	Residential		0.005		6227027020	MARTINEZ,MARCO A AND LEONOR	8219	SPECHT AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #15356 as Residential Use located at 8219 Sphect Avenue, owned by MARTINEZ,MARCO A AND LEONOR. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15356 consists of APN 6227-027-021. Based on a review of on-line maps and photographs, Parcel #15356 consists of a segment of land adjacent to the east of the I-710, and north of Fostoria Street. No EDR listings were identified in this area.	5C-26	Low
E	TCE	15357	16219		15357	N	TORRES,AURORA	8213 SPECHT AVE	BELL GARDENS CA	Residential		0.008		6227027019	TORRES,AURORA	8213	SPECHT AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #15357 as Residential Use located at 8213 Sphect Avenue, owned by TORRES,AURORA. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15357 consists of APN 6227-027-019. Based on a review of on-line maps and photographs, Parcel #15357 consists of a segment of land adjacent to the east of the I-710, and north of Fostoria Street. No EDR listings were identified in this area.	5C-26	Low
E	TCE	15358	16220		15358	N	ORTIZ,ERASTO	8209 SPECHT AVE	BELL GARDENS CA	Residential		0.01		6227027018	ORTIZ,ERASTO	8209	SPECHT AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #15358 as Residential Use located at 8209 Sphect Avenue, owned by ORTIZ,ERASTO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15358 consists of APN 6227-027-018. Based on a review of on-line maps and photographs, Parcel #15358 consists of a segment of land adjacent to the east of the I-710, and north of Fostoria Street. No EDR listings were identified in this area.	5C-26	Low
E	TCE	15359	16221		15359	N	FELIX,MARGARET	8205 SPECHT AVE	BELL GARDENS CA	Residential		0.02		6227027017	FELIX,MARGARET	8205	SPECHT AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #15359 as Residential Use located at 8209 Sphect Avenue, owned by FELIX, MARGARET. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15359 consists of APN 6227-027-017. Based on a review of on-line maps and photographs, Parcel #15359 consists of a segment of land adjacent to the east of the I-710, and north of Fostoria Street. No EDR listings were identified in this area.	5C-26	Low
E	TCE	15360	16222		15360	N	GONZALES,MOLLY H	8201 SPECHT AVE	BELL GARDENS CA	Residential		0.03		6227027016	GONZALES,MOLLY H	8201	SPECHT AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #15360 as Residential Use located at 8201 Sphect Avenue, owned by FELIX, MARGARET. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15360 consists of APN 6227-027-016. Based on a review of on-line maps and photographs, Parcel #15360 consists of a segment of land adjacent to the east of the I-710, and north of Fostoria Street. No EDR listings were identified in this area.	5C-26	Low
E	TCE	71561	71623		71561	N	MONTEBELLO UNIFIED SCHOOL DIST	5620 QUINN ST	BELL GARDENS CA	Public		0.01		6227026900	MONTEBELLO UNIFIED SCHOOL DIST	5620	QUINN ST	BELL GARDENS CA	The ROW Impact Report identified Parcel #71561 as Public Use located at 5620 Quinn Street, owned by MONTEBELLO UNIFIED SCHOOL DIST, and occupied by Bell Gardens Elementary School. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #71561 consists of APN 6227-026-900. Based on a review of on-line maps and photographs, Parcel #71561 consists of a segment of land adjacent to the east of the I-710, north of Cecilia Street. A nearby property was identified in the EDR Report as Silverio Alonso (EDR ID# 823) in the CA HAZNET database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-26	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	15362	16224		15362	N	SELF,DALE W AND KAREN N TRS	8000 BELL GARDENS AVE	BELL GARDENS CA	Business	0.28	1.87		6227026005	SELF,DALE W AND KAREN N TRS	8000	BELL GARDENS AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #15362 as Business Use located at 8000 Bell Gardens Avenue, owned by SELF, DALE W AND KAREN N TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15362 consists of APN 6227-026-005. Based on a review of on-line maps and photographs, Parcel #15362 consists of a portion of land adjacent to the east of the I-710 and south of the intersection of Quinn Street and Bell Gardens Avenue. No EDR listings were identified in this area.	5C-26	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Florence

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
UPRR Patata Xing																		
W	TCE	61649	61606		61649	N	L A CITY DEPT OF WATER AND POWER	LADWP	CUDAHY CA	Utility	6224038273	L A CITY DEPT OF WATER AND POW	LADWP		CUDAHY CA	The ROW Impact Report identified Parcel #61649 as Utility Use, owned by LACDWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61649 consists of APN 6224-038-273 consists of a strip of land located adjacent to the west of I-710, east of the LA River. Based on a review of on-line maps and photographs, Parcel #61649 is occupied by high transmission power lines . No EDR listings were identified in this area.	5C-26	Low
W	Utility Partial, TCE	61649	61606		61649	N	L A CITY DEPT OF WATER AND POWER	LADWP	CUDAHY CA	Utility	6224038273	L A CITY DEPT OF WATER AND POW	LADWP		CUDAHY CA	The ROW Impact Report identified Parcel #61649 as Utility Use, owned by LACDWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61649 consists of APN 6224-038-273 consists of a strip of land located adjacent to the west of I-710, east of the LA River. Based on a review of on-line maps and photographs, Parcel #61649 is occupied by high transmission power lines . No EDR listings were identified in this area.	5C-26	Low
W	Utility Partial, TCE	41650			41650	N	L A CO FLOOD CONTROL DIST	0	0	Flood Control	6224037900	L A CO FLOOD CONTROL DIST	0			The ROW Impact Report identified Parcel #41650 as Flood Control Use, owned by LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41650 consists of APN 6224-037-900, located west of I-710. Based on a review of on-line maps and photographs, Parcel #41650 consists of a segment of the LA River located west of I-710 and adjacent to the south of Clara Street. No EDR listings were identified in this area.		Low
W	Utility Partial, TCE	16151			16151	N	CHEVRON USA INC	0	0	FALSE	6226027016	CHEVRON USA INC	0			The ROW Impact Report identified Parcel #16151 as Utility Use, owned by Chevron USA Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16150 consists of APN 6226-027-016 located adjacent to the west of the LA River, west of I-710. Based on a review of on-line maps and photographs, Parcel #16150 consists of a segment of River Road, south of Clara Street. No EDR listings were identified in this area.		High
E	Full	16209	16226		16209	Y	NOVOA,MARIA C	7728 BELL GARDENS AVE	BELL GARDENS CA	Residential	6227020002	NOVOA,MARIA C	7728	BELL GARDENS AVE	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16209 as Residential Use (7728 Bell Gardens Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16209 consists of APN 6227-020-002. Based on a review of on-line maps and photographs, Parcel #16209 consists of a residential structure located east of I-710 and northeast of Bell Gardens Avenue. No EDR listings were identified associated with this address.	5C-26	Low
E	Full	16208	16225		16208	Y	PIZANO,ALFREDO G AND DELIA L	7724 BELL GARDENS AVE	BELL GARDENS CA	Residential	6227020012	PIZANO,ALFREDO G AND DELIA L	7724	BELL GARDENS AVE	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16208 as Residential Use (7724 Bell Gardens Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16208 consists of APN 6227-020-012. Based on a review of on-line maps and photographs, Parcel #16208 consists of a residential structure located adjacent to the east of I-710 and north of Bell Gardens Avenue. No EDR listings were identified associated with this address.	5C-26	Low
E	Full	16210	16227		16210	Y	ROJAS,CASTO J AND	5508 CLARA ST	BELL GARDENS CA	Residential	6227020016	ROJAS,CASTO J AND	5508	CLARA ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16210 as Residential Use (5508 Clara Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16210 consists of APN 6227-020-016. Based on a review of on-line maps and photographs, Parcel #16210 consists of three multi-family residential structures located adjacent to the east of I-710 and south of Clara Street. No EDR listings were identified associated with this address.	5C-26	Low
CLARA STREET																		
W	Utility TCE	16152			16152	N	CHEVRON USA INC	0	0	FALSE	6226018001	CHEVRON USA INC	0			The ROW Impact Report identified Parcel #16152 as Utility Use, owned by Chevron USA Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16152 consists of APN 6226-018-001 located adjacent to the west of the LA River, west of I-710. Based on a review of on-line maps and photographs, Parcel #16152 consists of a strip of vacant land, north of Clara Street. No EDR listings were identified in this area.		High
W	Utility TCE	41653			41653	N	L A CO FLOOD CONTROL DIST	0	0	Flood Control	6226034900	L A CO FLOOD CONTROL DIST	0			The ROW Impact Report identified Parcel #41653 as Flood Control Use, owned by LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41653 consists of APN 6226-034-900, located west of I-710. Based on a review of on-line maps and photographs, Parcel #41653 consists of a segment of the LA River located west of I-710 and adjacent to the north of Clara Street. No EDR listings were identified in this area.		Low
W	Full	16101	16107		16101	Y	POLCAT INDUSTRIES LLC	5427 CLARA ST	BELL CA	Business	6226034002	POLCAT INDUSTRIES LLC	5427	CLARA ST	BELL CA	The ROW Impact Report identified Parcel #16101 as Business use, owned by Polcat Industries LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16101 consists of APN 6226-034-002. Based on review of on-line maps and photographs, Parcel #16101 consists of the U-Store Bell storage facility (5427 Clara Street) located adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-27	Low
W	Full	16102	16108		16102	Y	POLCAT INDUSTRIES LLC	5427 CLARA ST	BELL CA	Business	6226033002	POLCAT INDUSTRIES LLC	5427	CLARA ST	BELL CA	The ROW Impact Report identified Parcel #16102 as Business use, owned by Polcat Industries LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16102 consists of APN 6226-033-002. Based on review of on-line maps and photographs, Parcel #16102 consists of the U-Store Bell storage facility (5427 Clara Street) located adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-27	Low
W	Partial, TCE	61603	61609		61603	N	L A CITY DEPT OF WATER AND POWER	LADWP	BELL CA	Utility	6226034270	L A CITY DEPT OF WATER AND POW	LADWP		BELL CA	The ROW Impact Report identified Parcel #61603 as Utility Use, owned by LA City Department of Water and Power (LADWP). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61603 consists of APN 6226-034-270 and located adjacent to the east of the LA River and west of I-710. Based on a review of on-line maps and photographs, Parcel #61603 is occupied by transmission power lines. No EDR listings were identified in this area.	5C-27	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Florence

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
W	Partial, TCE	61603	61609		61603	N	L A CITY DEPT OF WATER AND POWER	LADWP	BELL CA	Utility	6226033270	L A CITY DEPT OF WATER AND POW	LADWP		BELL CA	The ROW Impact Report identified Parcel #61603 as Utility Use, owned by LADWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61603 consists of APN 6226-033-270 and located adjacent to the east of the LA River and west of I-710. Based on a review of on-line maps and photographs, Parcel #61603 is occupied by transmission power lines. No EDR listings were identified in this area.	5C-27	Low
W	Utility TCE	61603	61609		61603	N	L A CITY DEPT OF WATER AND POWER	LADWP	BELL CA	Utility	6226033270	L A CITY DEPT OF WATER AND POW	LADWP		BELL CA	The ROW Impact Report identified Parcel #61603 as Utility Use, owned by LA City Department of Water and Power (LADWP). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61603 consists of APN 6226-034-270 and located adjacent to the east of the LA River and west of I-710. Based on a review of on-line maps and photographs, Parcel #61603 is occupied by transmission power lines. No EDR listings were identified in this area.	5C-27	Low
W	Partial, TCE	41604	41610		41604	N	L A CO FLOOD CONTROL DIST	LA RIVER	BELL CA	Flood Control	6226033900	L A CO FLOOD CONTROL DIST	LA RIVER		BELL CA	The ROW Impact Report identifies Parcel #41604 as Flood Control Use, owned by the LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41604 consists of APN 6226-033-900. Based on a review of on-line maps and photographs, Parcel #41604 consists of a segment of the LA River south of Florence Avenue, west of I-710. No EDR listings were identified in this area.	5C-27	Low
W	Partial, TCE	16105	16111		16105	N	CHEVRON USA INC	____ FLORENCE AVE	BELL CA	Residential	6226005011	CHEVRON USA INC	____	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #16105 as Residential Use, owned by Chevron USA Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16105 consists of APN 6226-005-011. Based on a review of on-line maps and photographs, Parcel #16105 consists of a portion of a road located within the Florence Village Mobile Home Park, adjacent to the west of the LA River, West of I-710. No EDR listings were identified in this area.	5C-27	High
W	Utility TCE	16105	16111		16105	N	CHEVRON USA INC	____ FLORENCE AVE	BELL CA	Residential	6226005011	CHEVRON USA INC	____	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #16105 as Residential Use, owned by Chevron USA Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16105 consists of APN 6226-005-011. Based on a review of on-line maps and photographs, Parcel #16105 consists of a portion of a road located within the Florence Village Mobile Home Park, adjacent to the west of the LA River, West of I-710. No EDR listings were identified in this area.	5C-27	High
W	Partial, TCE	71606	71612		71606	N	BELL CITY COMMUNITY HOUSING	5220 FLORENCE AVE	BELL CA	Public	6226005902	BELL CITY COMMUNITY HOUSING	5220	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #71606 as Public Use, owned by City of Bell Community Housing. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #71606 consists of a portion of APN 6226-005-902. Based on a review of on-line maps and photographs, Parcel #71606 consists of a portion of the Florence Village Mobile Home Park (5220 Florence Avenue), west of the LA River and I-710. No EDR listings were identified in this area.	5C-27	Low
W	Utility Partial, TCE	71606	71612		71606	N	BELL CITY COMMUNITY HOUSING	5220 FLORENCE AVE	BELL CA	Public	6226005902	BELL CITY COMMUNITY HOUSING	5220	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #71606 as Public Use, owned by City of Bell Community Housing. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #71606 consists of a portion of APN 6226-005-902. Based on a review of on-line maps and photographs, Parcel #71606 consists of a portion of the Florence Village Mobile Home Park (5220 Florence Avenue), west of the LA River and I-710. No EDR listings were identified in this area.	5C-27	Low
W	TCE	71607	71613		71607	N	BELL CITY COMMUNITY HOUSING	5162 FLORENCE AVE	BELL CA	Public	6226005900	BELL CITY COMMUNITY HOUSING	5162	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #71607 as Public Use, owned by City of Bell Community Housing. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #71607 consists of a portion of APN 6226-005-900. Based on a review of on-line maps and photographs, Parcel #71607 consists of a portion of the Florence Village Mobile Home Park (5162 Florence Avenue), west of the LA River and I-710. No EDR listings were identified in this area.	5C-27	Low
E	Partial	16211	16228		16211	N	BICYCLE CASINO LP	7301 EASTERN AVE	BELL GARDENS CA	Business	6227001018	BICYCLE CASINO LP	7301	EASTERN AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #16211 as Business use, owned by Bicycle Casino LP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16211 consists of APN 6227-001-018. Based on review of on-line maps and photographs, Parcel #16211 consists of the Bicycle Hotel and Casino (7301 Eastern Avenue) located adjacent to the east of I-710, south of Florence Avenue. This parcel was identified in the EDR Report (EDR ID# 656) as Bicycle Club Casino in the Los Angeles County HMS database; as Yoshi's Sushi Bar and Grill in the Los Angeles County HMS database; as Abbey California Parking Inc. in the Los Angeles County HMS database; as Bicycle Casino in the LUST, NPDES, and HAZNET databases; as 7301 Eastern Avenue in the ERNS, CHMIRS, and Los Angeles County HMS databases; and as LCP Associates in the HAZNET database. According to GeoTracker, the site is listed with a status of "completed-case closed" as of 09/25/2009 for a release of gasoline to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-27	Medium

FLORENCE AVENUE

W	Full	16441	16458		16441	Y	JEFFRIES,RAYMOND E CO TR	5412 GAGE AVE	BELL CA	Business	6327039001	JEFFRIES,RAYMOND E CO TR	5412	GAGE AVE	BELL CA	The ROW Impact Report identified Parcel #16441 as Business use, owned by Raymond E Jeffries Co Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16441 consists of APN 6327-039-001. Based on review of on-line maps and photographs, Parcel #16441 consists of the Mini Coach Inc. Collision Center (5412 E. Gage Avenue) located adjacent to the west of I-710, south of E. Gage Avenue. This parcel was identified in the EDR Report (EDR ID# 662) as Raymond Jeffries in the HIST Cortese, LUST, and Los Angeles County HMS databases; as Ceramica Warehouse in the Los Angeles County HMS database; and as Jeffries Truck Parts in the WDS database. According to GeoTracker, the site is listed with a status of "completed-case closed" as of 02/22/1993 for a release of gasoline to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-27	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Florence

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
W	Partial, TCE	61640	61657		61640	N	L A CITY DEPT OF WATER AND POWER	LADWP	BELL CA	Utility	6327039270	L A CITY DEPT OF WATER AND POW	LADWP		BELL CA	The ROW Impact Report identified Parcel #61640 as Utility Use, owned by LADWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61640 consists of APN 6327-039-270 and located adjacent to the east of the LA River, west of I-710. Based on a review of on-line maps and photographs, Parcel #61640 is occupied by transmission power lines bound to the south by E. Florence Avenue and to north by E. Gage Avenue, west of I-710. No EDR listings were identified in this area.	5C-27	Low
W	Partial, TCE	41639	41656		41639	N	L A CO FLOOD CONTROL DIST	LA RIVER	BELL CA	Flood Control	6327039900	L A CO FLOOD CONTROL DIST	LA RIVER		BELL CA	The ROW Impact Report identifies Parcel #41639 as Flood Control Use, owned by the LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41639 consists of APN 6327-039-900. Based on a review of on-line maps and photographs, Parcel #41639 consists of a segment of the LA River bound to the south by E. Florence Avenue and to north by Avenue, west of I-710. No EDR listings were identified in this area.	5C-27	Low
W	Partial, TCE	41639	41656		41639	N	L A CO FLOOD CONTROL DIST	LA RIVER	BELL CA	Flood Control	6327039901	L A CO FLOOD CONTROL DIST	LA RIVER		BELL CA	The ROW Impact Report identifies Parcel #41639 as Flood Control Use, owned by the LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41639 consists of APN 6327-039-901. Based on a review of on-line maps and photographs, Parcel #41639 consists of a vacant strip of land located adjacent to the west of the LA River, bound to the south by E. Florence Avenue and to north by Avenue, west of I-710. No EDR listings were identified in this area.	5C-27	Low
W	Utility TCE	41639	41656		41639	N	L A CO FLOOD CONTROL DIST	LA RIVER	BELL CA	Flood Control	6327039901	L A CO FLOOD CONTROL DIST	LA RIVER		BELL CA	The ROW Impact Report identifies Parcel #41639 as Flood Control Use, owned by the LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41639 consists of APN 6327-039-900. Based on a review of on-line maps and photographs, Parcel #41639 consists of a segment of the LA River bound to the south by E. Florence Avenue and to north by Avenue, west of I-710. No EDR listings were identified in this area.	5C-27	Low
W	TCE	71638	71655		71638	N	BELL CITY	5241 FLORENCE AVE	BELL CA	Public	6327034906	BELL CITY	5241	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #71638 as Public Use, owned by City of Bell . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #71638 consists of a portion of APN 6237-034-906. Based on a review of on-line maps and photographs, Parcel #71638 consists of vacant land (5241 Florence Avenue) located north of Florence Avenue, west of the LA River and I-710. No EDR listings were identified associated with this address.	5C-27	Low
W	Utility TCE	71638	71655		71638	N	BELL CITY	5241 FLORENCE AVE	BELL CA	Public	6327034906	BELL CITY	5241	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #71638 as Public Use, owned by City of Bell . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #71638 consists of a portion of APN 6237-034-906. Based on a review of on-line maps and photographs, Parcel #71638 consists of vacant land (5241 Florence Avenue) located north of Florence Avenue, west of the LA River and I-710. No EDR listings were identified associated with this address.	5C-27	Low
E	Partial	16312	16329		16312	N	GLORENCE EASTERN MARKETPLACE LLC	7121 EASTERN AVE	BELL GARDENS CA	Business	6328015059	GLORENCE EASTERN MARKETPLACE	7121	EASTERN AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #16312 as Business use, owned by Glorence Eastern Marketplace LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16312 consists of APN 6328-015-059. Based on review of on-line maps and photographs, Parcel #16312 consists of a Century 21 Real Estate Office (7121 Eastern Avenue) located west of Eastern Avenue, east of I-710. This parcel is associated with EDR listings for Parcel # 16313.	5C-27	Low
E	Partial	16313	16330		16313	N	GLORENCE EASTERN MARKETPLACE LLC	7131 EASTERN AVE	BELL GARDENS CA	Business	6328015060	GLORENCE EASTERN MARKETPLACE	7131	EASTERN AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #16313 as Business use, owned by Glorence Eastern Marketplace LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16313 consists of APN 6328-015-060. Based on review of on-line maps and photographs, Parcel #16313 consists of an IHOP Restaurant (7131 Eastern Avenue) located in the northwest corner of the intersection of E. Florence Avenue and Eastern Avenue, east of I-710. This parcel was identified in the EDR Report (EDR ID#656) as Bell Gardens Marketplace Shopping Center in the SLIC database. According to GeoTracker, this listing is associated with the addresses 6801-7131 Eastern Avenue. The site is listed with a status of "Completed-case closed" as of 04/24/2000 for an unspecified release to an unspecified media. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-27	Medium
E	Partial	16314	16331		16314	N	GLORENCE EASTERN MARKETPLACE LLC	____ EASTERN AVE	BELL CA	Business	6328015057	GLORENCE EASTERN MARKETPLACE	____	EASTERN AVE	BELL CA	The ROW Impact Report identified Parcel #16314 as Business use, owned by Glorence Eastern Marketplace LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16314 consists of APN 6328-015-057. Based on review of on-line maps and photographs, Parcel #16314 consists of paved parking areas within the Bell Gardens Market Place Shopping Center, east of I-710. This Parcel is associated with EDR listings for Parcel # 16313.	5C-27	Medium
E	TCE	71616	71632		71616	N	BELL GARDEN CITY	0	BELL CA	Public	6328005270	BELL GARDEN CITY	0		BELL CA	The ROW Impact Report identified Parcel #71616 as Public Use, owned by City of Bell Gardens. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #71616 consists of a portion of APN 6328-005-270. Based on a review of on-line maps and photographs, Parcel #71616 consists of portion of Selfland Avenue located adjacent to the east of I-710, to the south of Loveland Street. No EDR listings were identified associated with this address.	5C-27	Medium
E	TCE	16315	16333		16315	N	RODEN,BRUCE A AND SUSAN M TRS	6516 SELFLAND AVE	BELL GARDENS CA	Residential	6328005041	RODEN,BRUCE A AND SUSAN M TRS	6516	SELFLAND AVE	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16315 as Residential Use (6516 Selfland Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16315 consists of APN 6328-005-041. Based on a review of on-line maps and photographs, Parcel #16315 consists of multi-family residential structures located east of Selfland Avenue, east of I-710. No EDR listings were identified associated with this address.	5C-27	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Florence

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	16317	16334		16317	N	MARILAO,NARCISCO	0	BELL CA	Residential	6328017069	MARILAO,NARCISCO	0		BELL CA	The ROW Impact Report identifies Parcel #16317 as Residential Use . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16317 consists of APN 6328-017-069. Based on a review of on-line maps and photographs, Parcel #16317 consists of a vacant strip of land at the intersection of Selfland Avenue and Loveland Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	5C-27	Low
E	TCE	16318	16335		16318	N	PENA,JOSE C AND ESTHER	5505 LOVELAND ST	BELL GARDENS CA	Residential	6328017036	PENA,JOSE C AND ESTHER	5505	LOVELAND ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16318 as Residential Use (5505 Loveland Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16318 consists of APN 6328-017-036. Based on a review of on-line maps and photographs, Parcel #16318 consists of a multi-family residential structure located north of Loveland Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	5C-27	Low
E	TCE	16319	16336		16319	N	DIAZ,BEATRIZ V AND	5505 LOVELAND ST	BELL GARDENS CA	Residential	6328017037	DIAZ,BEATRIZ V AND	5505	LOVELAND ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16319 as Residential Use (5505 Loveland Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16319 consists of APN 6328-017-037. Based on a review of on-line maps and photographs, Parcel #16319 consists of a multi-family residential structure located north of Loveland Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	5C-27	Low
E	TCE	16320	16337		16320	N	RUIZ,RAMON G AND	5505 LOVELAND ST	BELL GARDENS CA	Residential	6328017038	RUIZ,RAMON G AND	5505	LOVELAND ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16320 as Residential Use (5505 Loveland Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16320 consists of APN 6328-017-038. Based on a review of on-line maps and photographs, Parcel #16320 consists of a multi-family residential structure located north of Loveland Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	5C-27	Low
E	TCE	16321	16338		16321	N	BUCIO,EDUARDO AND	5505 LOVELAND ST	BELL GARDENS CA	Residential	6328017039	BUCIO,EDUARDO AND	5505	LOVELAND ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16321 as Residential Use (5505 Loveland Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16321 consists of APN 6328-017-039. Based on a review of on-line maps and photographs, Parcel #16321 consists of a multi-family residential structure located north of Loveland Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	5C-27	Low
E	TCE	16322	16339		16322	N	REYES,ANA M	5505 LOVELAND ST	BELL GARDENS CA	Residential	6328017040	REYES,ANA M	5505	LOVELAND ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16322 as Residential Use (5505 Loveland Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16322 consists of APN 6328-017-040. Based on a review of on-line maps and photographs, Parcel #16322 consists of a multi-family residential structure located north of Loveland Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	5C-27	Low
E	TCE	16323	16340		16323	N	CAMACHO,JOSE M AND	5508 GAGE AVE	BELL GARDENS CA	Residential	6328004078	CAMACHO,JOSE M AND	5508	GAGE AVE	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16323 as Residential Use (5508 Gage Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16323 consists of APN 6328-004-078. Based on a review of on-line maps and photographs, Parcel #16323 consists of a residential structure located south of E. Gage Avenue, adjacent to the east of I-710. No EDR listings were identified associated with this address.	5C-27	Low

GAGE AVENUE

W	Utility TCE	41654			41654	N	L A CO FLOOD CONTROL DIST	0	0	Flood Control	6315031903	L A CO FLOOD CONTROL DIST	0			The ROW Impact Report identified Parcel #41654 as Flood Control Use, owned by LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41654 consists of APN 6315-031-903, located west of I-710. Based on a review of on-line maps and photographs, Parcel #41654 consists of a segment of the LA River located west of I-710 and adjacent to the north of East Gage Avenue . No EDR listings were identified in this area.		Low
W	TCE	16443	16459		16443	N	CHEVRON USA INC	0	BELL CA	Utility	6315031002	CHEVRON USA INC	0		BELL CA	The ROW Impact Report identified Parcel #16443 as Utility Use, owned by Chevron USA Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16443 consists of APN 6315-031-002 and located adjacent to the west of I-710, east of the LA River. Based on a review of on-line maps and photographs, Parcel #16443 is occupied by a strip of vacant land located adjacent to the west of I-710, bound to the south by E. Gage Avenue and to north by Southern Pacific Railroad. No EDR listings were identified in this area.	5C-28	High
W	Utility TCE	16443	16459		16443	N	CHEVRON USA INC	0	BELL CA	Business	6315031002	CHEVRON USA INC	0		BELL CA	The ROW Impact Report identified Parcel #16443 as Utility Use, owned by Chevron USA Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16443 consists of APN 6315-031-002 and located adjacent to the west of I-710, east of the LA River. Based on a review of on-line maps and photographs, Parcel #16443 is occupied by a strip of vacant land located adjacent to the west of I-710, bound to the south by E. Gage Avenue and to north by Southern Pacific Railroad. No EDR listings were identified in this area.	5C-28	High
W	TCE	16442	16460		16442	N	CHEVRON USA INC	0	BELL CA	Utility	6315031001	CHEVRON USA INC	0		BELL CA	The ROW Impact Report identified Parcel #16442 as Utility Use, owned by Chevron USA Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16442 consists of APN 6315-031-001 and located adjacent to the west of I-710, east of the LA River. Based on a review of on-line maps and photographs, Parcel #16442 is occupied by a strip of vacant land located adjacent to the west of I-710, bound to the south by E. Gage Avenue and to north by Southern Pacific Railroad. No EDR listings were identified in this area.	5C-28	High
W	TCE	61644	61661		61644	N	L A CITY DEPT OF WATER AND POWER	LADWP	BELL CA	Utility	6315031272	L A CITY DEPT OF WATER AND POW	LADWP		BELL CA	The ROW Impact Report identified Parcel #61644 as Utility Use, owned by LADWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61644 consists of APN 6315-031-272 and located adjacent to the west of I-710, east of the LA River. Based on a review of on-line maps and photographs, Parcel #61644 is occupied by transmission power lines located adjacent to the west of I-710, bound to the south by E. Gage Avenue and to north by Southern Pacific Railroad. No EDR listings were identified in this area.	5C-28	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Florence

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Utility TCE	61644	61661		61644	N	L A CITY DEPT OF WATER AND POWER	LADWP	BELL CA	Utility	6315031272	L A CITY DEPT OF WATER AND POW	LADWP		BELL CA	The ROW Impact Report identified Parcel #61644 as Utility Use, owned by LADWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61644 consists of APN 6315-031-272 and located adjacent to the west of I-710, east of the LA River. Based on a review of on-line maps and photographs, Parcel #61644 is occupied by transmission power lines located adjacent to the west of I-710, bound to the south by E. Gage Avenue and to north by Southern Pacific Railroad. No EDR listings were identified in this area.	5C-28	Low
W	TCE	81645	81662		81645	N	SOU PAC TRANS CO	RAIL OPS	BELL CA	Railroad	6315031800	SOU PAC TRANS CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81645 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81645 consists of APN 6315-031-800. Based on a review of on-line maps and photographs, Parcel #81645 consists of a segment of the Southern Pacific Railroad tracks which cross over the western side of I-710 (southbound lanes). No EDR listings were identified in this area.	5C-28	Medium
W	TCE	81646	81663		81646	N	SO PAC TRANS CO	RAIL OPS	BELL CA	Railroad	6315031803	SO PAC TRANS CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81646 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81646 consists of APN 6315-031-803. Based on a review of on-line maps and photographs, Parcel #81646 consists of a segment of the Southern Pacific Railroad tracks which extend west from I-710, and continue on to cross over the LA River. No EDR listings were identified in this area.	5C-28	Medium
W	TCE	81647	81664		81647	N	SOU PAC TRANS CO	RAIL OPS	BELL CA	Railroad	6315014803	SOU PAC TRANS CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81647 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81647 consists of APN 6315-014-803. Based on a review of on-line maps and photographs, Parcel #81647 consists of a segment of the Southern Pacific Railroad tracks which is extend is bound to the west by Walker Avenue and east by District Boulevard, west of I-710. No EDR listings were identified in this area.	5C-28	Medium
E	Partial, TCE	16324	16341		16324	N	OUTDOOR SYSTEMS INC	____ GAGE AVE	BELL GARDENS CA	Business	6328002065	OUTDOOR SYSTEMS INC	____	GAGE AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #16324 as Business use, owned by Outdoor Systems Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #16324 consists of APN 6328-002-065. Based on review of on-line maps and photographs, Parcel #16324 consists of vacant lot used for old/disabled vehicle storage located adjacent to the east of I-710, north of E. Gage Avenue. No EDR listings were identified in this area.	5C-28	Low
E	FT	16325	16342		16325	Y	RODRIGUEZ,EZAIN N	5508 AGRA ST	BELL GARDENS CA	Residential	6328002076	RODRIGUEZ,EZAIN N	5508	AGRA ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16325 as Residential Use (5508 Agra Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16325 consists of APN 6328-002-076. Based on a review of on-line maps and photographs, Parcel #16325 consists of a residential structure located south of Agra Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	5C-28	Low
E	FT	16326	16343		16326	Y	QUIROZ,FRANCISCO AND YOLANDA	5509 AGRA ST	BELL GARDENS CA	Residential	6328002038	QUIROZ,FRANCISCO AND YOLANDA	5509	AGRA ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16326 as Residential Use (5509 Agra Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16326 consists of APN 6328-002-038. Based on a review of on-line maps and photographs, Parcel #16326 consists of a residential structure located north of Agra Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	5C-28	Low
E	Partial, TCE	16327	16344		16327	N	CARLOS,GERARDO G	5510 LANTO ST	BELL GARDENS CA	Residential	6328002037	CARLOS,GERARDO G	5510	LANTO ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16327 as Residential Use (5510 Lanto Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16327 consists of APN 6328-002-037. Based on a review of on-line maps and photographs, Parcel #16327 consists of a residential structure located south of Lanto Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	5C-28	Low
E	TCE	16328	16345		16328	N	HUSAR JOYCE L ET AL	5509 LANTO ST	BELL GARDENS CA	Residential	6328001034	HUSAR JOYCE L ET AL	5509	LANTO ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16328 as Residential Use (5509 Lanto Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16328 consists of APN 6328-001-034. Based on a review of on-line maps and photographs, Parcel #16328 consists of a residential structure located north of Lanto Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	5C-28	Low
E	TCE	16329	16346		16329	N	DEUTSCHE BANK NATL TRUST CO TR	5516 WATCHER ST	BELL GARDENS CA	Residential	6328001053	DEUTSCHE BANK NATL TRUST CO TR	5516	WATCHER ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16329 as Residential Use (5516 Watcher Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16329 consists of APN 6328-001-053. Based on a review of on-line maps and photographs, Parcel #16329 consists of a residential structure located south of Watcher Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	5C-28	Low
E	TCE	16330	16347		16330	N	PLATERO,ROBERTO S AND	5513 WATCHER ST	BELL GARDENS CA	Residential	6328001003	PLATERO,ROBERTO S AND	5513	WATCHER ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16330 as Residential Use (5513 Watcher Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #16330 consists of APN 6328-001-003. Based on a review of on-line maps and photographs, Parcel #16330 consists of a vacant strip of land located north of Watcher Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	5C-28	Low
E	TCE	51631	51648		51631	N	SO CALIF EDISON CO	SCE CORRIDOR	BELL GARDENS CA	Utility	6328001800	SO CALIF EDISON CO	SCE CORRIDOR		BELL GARDENS CA	The ROW Impact Report identified Parcel #51631 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #51631 consists of APN 6328-001-800 and bound to the west by I-710 and to the east by Eastern Avenue. Based on a review of on-line maps and photographs, Parcel #51631 is occupied by transmission power lines. No EDR listings were identified in this area.	5C-28	Low
E	TCE	81632	81649		81632	N	SOU PAC TRANS CO	RAIL OPS	BELL CA	Railroad	6332014813	SOU PAC TRANS CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81632 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81632 consists of APN 6332-014-813. Based on a review of on-line maps and photographs, Parcel #81632 consists of a segment of the Southern Pacific Railroad tracks which cross over the eastern side of I-710 (northbound lanes). No EDR listings were identified in this area.	5C-28	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Florence

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
E	TCE	81633	81650		81633	N	SOU PAC TRANS CO	RAIL OPS	COMMERCE CA	Railroad	6332014814	SOU PAC TRANS CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81633 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81633 consists of APN 6332-014-814. Based on a review of on-line maps and photographs, Parcel #81633 consists of a strip of land that transects a segment of the Southern Pacific Railroad tracks, located east of I-710. No EDR listings were identified in this area.	5C-28	Medium
E	TCE	81634	81651		81634	N	SOU PAC TRANS CO	RAIL OPS	COMMERCE CA	Railroad	6332014815	SOU PAC TRANS CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81634 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81634 consists of APN 6332-014-815. Based on a review of on-line maps and photographs, Parcel #81634 consists of a strip of land that transects a segment of the Southern Pacific Railroad tracks, located east of I-710. No EDR listings were identified in this area.	5C-28	Medium
E	TCE	81635	81652		81635	N	SOU PAC TRANS CO	5520 RANDOLPH ST	COMMERCE CA	Railroad	6332014819	SOU PAC TRANS CO	5520	RANDOLPH ST	COMMERCE CA	The ROW Impact Report identified Parcel #81635 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81635 consists of APN 6332-014-819. Based on a review of on-line maps and photographs, Parcel #81635 consists of a segment of the Southern Pacific Railroad tracks bound by I-710 to the west and Eastern Avenue to the east. No EDR listings were identified in this area.	5C-28	Medium
E	TCE	81636	81653		81636	N	SOU PAC TRANS CO	5649 RANDOLPH ST	COMMERCE CA	Railroad	6332014817	SOU PAC TRANS CO	5649	RANDOLPH ST	COMMERCE CA	The ROW Impact Report identified Parcel #81636 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81636 consists of APN 6332-014-817. Based on a review of on-line maps and photographs, Parcel #81636 consists of the Globe Iron Foundry Inc. facility (5649 Randolph Street) located east of I-710 and west of Eastern Avenue. This parcel was identified in the EDR Report (EDR ID# 522) as Globe Iron Foundry in the WDS, TRIS, Los Angeles County HMS, FINDS, EMI, NPDES, HIST UST, and HAZNET databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-28	Medium
E	TCE	81637	81654		81637	N	SOU PAC TRANS CO	6155 S EASTERN AVE	COMMERCE CA	Railroad	6332014818	SOU PAC TRANS CO	6155	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #81637 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81637 consists of APN 6332-014-818. Based on a review of on-line maps and photographs, Parcel #81637 consists of the Pacific Die Casting Corporation (6155 S. Eastern Avenue) located east of I-710 and west of Eastern Avenue. This parcel was identified in the EDR Report (EDR ID# 522) as 6155 S. Eastern Avenue in the ERNS database; and as Pacific Die Casting Corp in the WDS, Los Angeles County HMS, FINDS, SWEEPS UST, HAZNET, and NPDES databases. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-28	Medium

RANDOLPH AVENUE / UPRR

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Slauson

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
RANDOLPH AVENUE / UPRR																	
W	TCE	61701		61701	N	LADWP		0	Utility	6315031271	LADWP				The ROW Impact Report identified Parcel #61701 as Utility Use, owned by LADWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61701 consists of APN6315-031-271 and located adjacent to the west of I-710. Based on a review of on-line maps and photographs, Parcel #61701 is occupied by transmission power lines. No EDR listings were identified in this area.	5C-29	Low
E	TCE	17202		17202	N	GLOBE IRON FOUNDRY MARKETING INC	0	0	Business	6332014016	GLOBE IRON FOUNDRY MARKETING INC	0			The ROW Impact Report identified Parcel #17202 as Business u]Use owned by Globe Iron Foundry Marketing Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17202consists of APN 6332-014-016. Based on review of on-line maps and photographs, Parcel #17202 consists of the terminus of Randolph Street (cul-de-sac) located adjacent to the east of I-710. No EDR listings were identified in this area.	5C-29	Low
E	TCE	17203		17203	N	GLOBE IRON FOUNDRY MARKETING INC	0	0	Business	6332014037	GLOBE IRON FOUNDRY MARKETING INC	0			The ROW Impact Report identified Parcel #17203 as Business Use owned by Globe Iron Foundry Marketing Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17203 consists of APN 6332-014-029. Based on review of on-line maps and photographs, Parcel #17203 consists of a commercial property (552 Randolph Street) located north of Randolph Street, adjacent to the east of I-710. This parcel was identified in the EDR Report (EDR ID# 522) as Sprint Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-29	Low
E	TCE	81704		81704	N	L A JUNCTION RY CO	0	0	Railroad	6332014809	L A JUNCTION RY CO	0			The ROW Impact Report identified Parcel #81704 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81704 consists of APN 6332-014-809. Based on a review of on-line maps and photographs, Parcel #81704 consists of a segment of a spur of railroad tracks located between commercial buildings, east of I-710. No EDR listings were identified in this area.	5C-29	Medium
E	Partial, TCE	81705		81705	N	L A JUNCTION RY CO	0	0	Railroad	6332014808	L A JUNCTION RY CO	0			The ROW Impact Report identified Parcel #81704 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81704 consists of APN 6332-014-808. Based on a review of on-line maps and photographs, Parcel #81704 consists of a segment of a spur of railroad tracks stemming south from E. 61st Street, located east of I-710. No EDR listings were identified in this area.	5C-29	Medium
E	Full	17206		17206	Y	APPEL,SHELDON CO TR	5568 E 061 ST	CITY OF COMMERCE CA	Business	6332014025	APPEL,SHELDON CO TR	5568	061 ST	CITY OF COMMERCE CA	The ROW Impact Report identified Parcel #17206 as Business Use owned by Sheldon Appel Co Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17206 consists of APN 6332-014-025. Based on review of on-line maps and photographs, Parcel #17206 consists of a large commercial building (5568 E. 61st Street) occupied by Regal Trading Company (5560 E. 61st Street) and Ivy Enterprises (5564 E. 61st Street). This facility is located south of E. 61st Street, east of I-710. This parcel was identified in the EDR Report (EDR ID# 516) as Henkel Corp in the CHMIRS and EMI databases; and as Cognis Corp in the LUST, RCRA-SQG, EMI, HAZNET, FINDS, DEED, ENVIROSTOR, and Los Angeles County HMS databases. According to the ENVIROSTOR database, from 1938 to 1999, this 11 acres site was occupied by various chemical manufacturing companies and a steel foundry. Some of the former operators included Crayola, Vegetable Oil Company, Emery Industries, Wulff Processing, California Carbonic, National Distillers, and Apex Steel. Henkel, the last facility operator, was an oleochemical manufacturing facility that refined vegetable and animal fats. In 1994, Henkel was granted a Conditional Authorization for the onsite treatment. In 1997, Henkel submitted a Phase I Environmental Assessment Checklist indicating further investigation was needed. DTSC conducted a Phase I Environmental Checklist verification inspection on the site and concurred further investigation was needed. Identified SWMUs included nickel storage, sulfuric acid storage, stormwater impound, wastewater sumps, wastewater pre-treatment sump, Southland Oil (State Super Fund site) property border, steel foundry, and excavations from Underground Storage Tanks (USTs) formerly containing Acetone, Methanol, Gasoline, Dowtherm A, and Therminol. Cognis Corporation took over Henkel and demolished the above ground structures in the spring 2000. In June 2000, Cognis Corporation entered into a Corrective Action Consent Agreement (CACA) with DTSC to investigate and remediate potential soil and	5C-29	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Slauson

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial	17207		17207	N	APPEL,SHELDON CO TR	0	0	Business	6332014028	APPEL,SHELDON CO TR	0			The ROW Impact Report identified Parcel #17207 as Business Use owned by Sheldon Appel Co Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17207 consists of APN 6332-014-028. Based on review of on-line maps and photographs, Parcel #17207 consists of a segment of E. 61st Street, located east of I-710. No EDR listings were identified in this area.	5C-29	Low
E	Partial	17208		17208	N	NEWARK GROUP INDUSTRIES INC	0	0	Business	6332013015	NEWARK GROUP INDUSTRIES INC	0			The ROW Impact Report identified Parcel #17208 as Business Use owned by Newark Group Industries Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17208 consists of APN 6332-013-015. Based on review of on-line maps and photographs, Parcel #17208 consists of a strip of land bordering the north side of E. 61st Street, east of I-710. No EDR listings were identified in this area.	5C-29	Low
E	Partial, TCE	17209		17209	N	NEWARK GROUP INDUSTRIES INC	0	0	Business	6332013033	NEWARK GROUP INDUSTRIES INC	0			The ROW Impact Report identified Parcel #17209 as Business Use owned by Newark Group Industries Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17209 consists of APN 6332-013-033. Based on review of on-line maps and photographs, Parcel #17209 consists of the Golden State Fibers Recycling facility (5585 E. 61st Street) located north E. 61st Street, east of I-710. This parcel was identified in the EDR Report (EDR ID# 516) as Baker Castor Oil in the CERCLIS-NFRAP, NPDES, LA County Site Mitigation, Los Angeles County HMS, and ENVIROSTOR databases. According to the ENVIROSTOR database, the facility is listed with a status of "No further action" as of 01/17/1984. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-29	High
E	Full	17210		17210	N	NEWARK GROUP INDUSTRIES INC	0	0	Business	6332013014	NEWARK GROUP INDUSTRIES INC	0			The ROW Impact Report identified Parcel #17210 as Business Use owned by Newark Group Industries Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17210 consists of APN 6332-013-014. Based on review of on-line maps and photographs, Parcel #17210 consists of a vacant strip of land located the Golden State Fibers Recycling facility (5585 E. 61st Street) located at the terminus of E. 61st Street, east of I-710. This parcel is associated with Parcel#17209, refer for EDR listings and information.	5C-29	High
E	Partial, TCE	17211		17211	N	NEWARK GROUP INDUSTRIES INC	0	0	Business	6332013001	NEWARK GROUP INDUSTRIES INC	0			The ROW Impact Report identified Parcel #17211 as Business Use owned by Newark Group Industries Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17211 consists of APN 6332-013-001. Based on review of on-line maps and photographs, Parcel #17211 consists of a portion of Parcel #17209, refer for EDR listings and information.	5C-29	High
E	Partial, TCE	81712		81712	N	L A JUNCTION RY CO.	0	0	Railroad	6332013807	L A JUNCTION RY CO.	0			The ROW Impact Report identified Parcel #81712 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81712 consists of APN 6332-013-807. Based on a review of on-line maps and photographs, Parcel #81712 consists of a segment of railroad tracks trending north of E. 61st Street and adjacent to the east of I-710. No EDR listings were identified in this area.	5C-29	Medium
E	Partial, TCE	81713		81713	N	L A JUNCTION RY CO.	0	0	Railroad	6332013808	L A JUNCTION RY CO.	0			The ROW Impact Report identified Parcel #81713 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81713 consists of APN 6332-013-808. Based on a review of on-line maps and photographs, Parcel #81713 consists of a spur of railroad tracks trending east onto Parcel #17209, refer for EDR listings and information.	5C-29	Medium
E	Partial	17214		17214	N	NEWARK GROUP INDUSTRIES INC	6001 S EASTERN AVE	COMMERCE CA	Business	6332013006	NEWARK GROUP INDUSTRIES INC	6001	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #17214 as Business Use owned by Newark Group Industries Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17214 consists of APN 6332-013-006. Based on review of on-line maps and photographs, Parcel #17214 consists of the Newark Pacific Paperboard Corporation (6001 S. Eastern Avenue) located west of S. Eastern Avenue, east of I-710. No EDR listings were identified associated with this address.	5C-29	Low
E	Partial, TCE	81715		81715	N	0		0	Railroad	6332013904					The ROW Impact Report identified Parcel #81715 as Railroad Use (unknown owner). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81715 consists of APN 6332-013-904. Based on a review of on-line maps and photographs, Parcel #81715 consists of a vacant strip of land located between two railroad spurs, north of Parcel #17209 and adjacent to the east of I-710. No EDR listings were identified in this area.	5C-29	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Slauson

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	81716		81716	N	L A JUNCTION RY	0	0	Railroad	6332013804	L A JUNCTION RY	0			The ROW Impact Report identified Parcel #81716 as Railroad Use, owned by LA Junction RY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81716 consists of APN 6332-013-804. Based on a review of on-line maps and photographs, Parcel #81716 consists of a vacant strip of land located between two railroad spurs, north of Parcel #17209 and adjacent to the east of I-710.No EDR listing were identified in this area.	5C-29	Medium
E	TCE	81717		81717	N	STATE OF CALIF	0	0	Railroad	6332013903	STATE OF CALIF	0			The ROW Impact Report identified Parcel #81717 as Railroad Use, owned by the State of California. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81717 consists of APN 6332-013-903. Based on a review of on-line maps and photographs, Parcel #81717 consists of a vacant strip of land located between two railroad spurs, north of Parcel #17209 and adjacent to the east of I-710. No EDR listing were identified in this area.	5C-29	Medium
E	Partial, TCE	81718		81718	N	0		0	Railroad	6332013805					The ROW Impact Report identified Parcel #81718 as Railroad Use (unknown owner). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81718 consists of APN 6332-013-805. Based on a review of on-line maps and photographs, Parcel #81718 consists of segment of the Atchison Topeka & Santa Fe railroad tracks bound to the west by I-710 and east by S. Eastern Avenue. No EDR listing were identified in this area.	5C-29	Medium
E	Partial	17219		17219	Y	0		0	Business	6332013030					The ROW Impact Report identified Parcel #17219 as Business Use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17219 consists of APN 6332-013-030. Based on review of on-line maps and photographs, Parcel #17219 consists of a large commercial facility (5849 S. Eastern Avenue) occupied by Northern Refrigerated Transportation (5949 S. Eastern Avenue), KeHe Distributors and New Century Snacks (5560 E. Slauson Avenue). This parcel is located south of S. Slauson Avenue and west of S. Eastern Avenue. Eastern Avenue, east of I-710. No EDR listings were identified associated with these addresses.	5C-29	Low
E	Partial, TCE	81720		81720	N	0		0	Railroad	6332013802					The ROW Impact Report identified Parcel #81720 as Railroad Use (unknown owner). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81720 consists of APN 6332-013-802. Based on a review of on-line maps and photographs, Parcel #81720 consists of segment of the Atchison Topeka & Santa Fe railroad tracks located adjacent to the east of I-710. No EDR listing were identified in this area.	5C-29	Medium
E	Full	17221		17221	Y	0		0	Business	6332013041					The ROW Impact Report identified Parcel #17221 as Business use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17221 consists of APN 6332-013-041. Based on review of on-line maps and photographs, Parcel #17221 consists of a large commercial facility (5340 E. Slauson Avenue) occupied by Elite Lighting. This parcel is located south of S. Slauson Avenue, east of I-710. No EDR listings were identified associated with this address.	5C-29	Low
E	Partial, TCE	81722		81722	N	L A JUNCTION RY CO	0	0	Railroad	6332013801	L A JUNCTION RY CO	0			The ROW Impact Report identified Parcel #81722 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81722 consists of APN 6332-013-801. Based on a review of on-line maps and photographs, Parcel #81722 consists of segment of the Atchison Topeka & Santa Fe railroad tracks located adjacent to the east of I-710, south of E. Slauson Avenue. No EDR listing were identified in this area.	5C-29	Medium
E	Full	17223		17223	Y	PIEDRAS HOLDINGS LLC	0	0	Business	6332013040	PIEDRAS HOLDINGS LLC	0			The ROW Impact Report identified Parcel #17223 as Business Use, owned by Piedras Holdings LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17223 consists of APN 6332-013-040. Based on review of on-line maps and photographs, Parcel #17223 consists of a commercial structure (unknown address). This parcel is located south of S. Slauson Avenue, east of I-710. No EDR listing were identified in this area.	5C-29	Low
E	Partial, TCE	81724		81724	N	L A JUNCTION RY CO	0	0	Railroad	6332013806	L A JUNCTION RY CO	0			The ROW Impact Report identified Parcel #81724 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81724 consists of APN 6332-013-806. Based on a review of on-line maps and photographs, Parcel #81724 consists of segment of the Atchison Topeka & Santa Fe railroad tracks located adjacent to the east of I-710, south of E. Slauson Avenue. No EDR listing were identified in this area.	5C-29	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Slauson

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	17225		17225	Y	SCHWAB,MICHAEL L AND CHERYL L	5354 E SLAUSON AVE	COMMERCE CA	Business	6332013012	SCHWAB,MICHAEL L AND CHERYL L	5354	SLAUSON AVE	COMMERCE CA	The ROW Impact Report identified Parcel #17225 as Business Use, owned by Michael L and Cheryl L Schwab. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17225 consists of APN 6332-013-012. Based on review of on-line maps and photographs, Parcel #17225 consists of a commercial structure occupied by Stanford Gift Baskets (5354 E. Slauson Avenue) located adjacent to the south of E. Slauson Avenue and adjacent to the east of I-710. This parcel was identified in the EDR Report (EDR ID# 449) as The Langlois Company in the EMI, CA FID UST, Los Angeles County HMS, HIST UST, and EMI databases; and as Northern Produce in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-29	Medium
E	Full	17226		17226	N	HANSEN,OVE R AND BETTY J TRS	5362 E SLAUSON AVE	COMMERCE CA	Business	6332013013	HANSEN,OVE R AND BETTY J TRS	5362	SLAUSON AVE	COMMERCE CA	The ROW Impact Report identified Parcel #17226 as Business Use, owned by Ove R and Betty Hansen Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17226 consists of APN 6332-013-013. Based on review of on-line maps and photographs, Parcel #17226 consists of a vacant piece of land located adjacent to the east of parcel #17225, south of E. Slauson Avenue, east of I-710. No EDR listings were identified in this area.	5C-29	Low
SLAUSON AVENUE																	
E	TCE	81728		81728	N	L A JUNCTION RY CO	0	0	Railroad	6332003803	L A JUNCTION RY CO	0			The ROW Impact Report identified Parcel #81728 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81728 consists of APN 6332-003-803. Based on a review of on-line maps and photographs, Parcel #81728 consists of segment of the Atchison Topeka & Santa Fe railroad tracks located adjacent to the east of I-710, north of E. Slauson Avenue. No EDR listing were identified in this area.	5C-29	Medium
E	Partial	17329		17329	Y	2000 GOLD LIMITED PARTNERSHIP	5331 E SLAUSON AVE	COMMERCE CA	Business	6332003039	2000 GOLD LIMITED PARTNERSHIP	5331	SLAUSON AVE	COMMERCE CA	The ROW Impact Report identified Parcel #17329 as Business Use, owned by 2000 Gold Limited Partnership. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17329 consists of APN 6332-003-039. Based on review of on-line maps and photographs, Parcel #17329 consists of the Indio Products facility (5331 E. Slauson Avenue) located north of E. Slauson Avenue, east of I-710. This parcel was identified in the EDR Report (EDR ID#449) as Castrol Industrial N. America in the WDS and Los Angeles County HMS databases; as ULTRA Industries Inc. in the SWEEPS UST, Los Angeles County HMS, and HIST UST databases; and as Indio Products in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-29	Medium
E	Partial, TCE	81734		81734	N	L A JUNCTION RY CO	0	0	Railroad	6332002805	L A JUNCTION RY CO	0			The ROW Impact Report identified Parcel #81734 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81734 consists of APN 6332-002-805. Based on a review of on-line maps and photographs, Parcel #81734 consists of segment of the Atchison Topeka & Santa Fe railroad tracks located adjacent to the east of I-710, north of E. Slauson Avenue. No EDR listings were identified in this area.	5C-29	Medium
E	Partial	17335		17335	N	SALVATION ARMY	5600 RICKENBACKER RD	BELL CA	Business	6332002036	SALVATION ARMY	5600	RICKENBACKER RD	BELL CA	The ROW Impact Report identified Parcel #17335 as Business Use, owned by The Salvation Army. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #17335 consists of APN 6332-002-036. Based on review of on-line maps and photographs, Parcel #17335 consists of a large commercial facility (5600 Rickenbacker Road) occupied by The Salvation Army Wellness Center located adjacent to the east of I-710. This parcel was identified in the EDR Report (EDR ID#419) as LAUSD Bell Education and Career Center in the HAZNET, SCH, NPDES, ENVIROSTOR, FINDS, RCRA-LQG databases; as FBI Warehouse in the HAZNET database; as Salvation Army in the HAZNET database; as Jet Propulsion Lab in the HAZNET database; as Bell Federal Building in the HAZNET database; as Shelter Partnership in the HAZNET database; as General Service Administration in the HAZNET database; as Bell Armed Forces Reserve Center in the HAZNET and NPDES databases; and as Federal Service Center in the HIST UST and Los Angeles County HMS databases. The ENVIROSTOR database lists the cleanup status as "Certified as of 10/11/2012". This site comprises over 13 acres and during the PEA, elevated levels of PAHs and arsenic were found in soils to a depth of 4-feet bgs, which required removal (approximately 1,000 cubic yards were removed). Based on the certified status, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-29	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Slauson

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	61755					L A CITY DEPT OF WATER AND P	0	BELL CA	0	0	000	0		The ROW Impact Report identifies Parcel #61755 as Utility Use owned by LADWP (Note: the ROW maps state Railroad Use, owned by LA Junction Railway Co.). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61755 consists of APN 6314-034-272 located adjacent to the west of I-710. Based on a review of on-line maps and photographs, Parcel #61755 is occupied by railroad tracks under the LADWP transmission power lines. No EDR listings were identified in this area.		Medium
W	TCE	81756					L A JUNCTION RY CO	0	BELL CA	0	0	000	0		The ROW Impact Report identifies Parcel #81756 as Railroad Use owned by LA Junction Railway Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81756 consists of APN 6314-034-803 located west of I-710. Based on a review of on-line maps and photographs, Parcel #81756 is occupied by railroad tracks between the LADWP Corridor and LA River. No EDR listings were identified in this area.		Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
LA JUNCTION																	
W	Partial	18101		18101	N	0	0	VERNON CA	Business	6314033002		0		VERNON CA	The ROW Impact Report identified Parcel #18101 as Business Use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18101 consists of APN 6314-033-002. Based on review of on-line maps and photographs, Parcel #18101 consists of a vacant commercial building (3030 S. Atlantic Boulevard). This parcel was identified in the EDR Report (EDR ID# 340) as International Paper Company in the HAZNET and TSCA databases; as Box USA Group in the Los Angeles County HMS, HAZNET, and WDS databases; and as Magellan Group in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-30	Low
W	Partial, TCE	81802		81802	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad	6314033801	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81802 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81802 consists of APN 6314-033-801. Based on a review of on-line maps and photographs, Parcel #81802 consists of rail spurs extending from Atchison & Topeka and Santa Fe Railroad tracks located west of I-710, and south of Parcel #18102. No EDR listings were identified in this area.	5C-30	Medium
W	TCE	61803		61803	N	L A CITY DEPT OF WATER AND POWER	LADWP	VERNON CA	Utility	6314033271	L A CITY DEPT OF WATER AND POWER	LADWP		VERNON CA	The ROW Impact Report identified Parcel #61803 as Utility Use, owned by LADWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61803 consists of APN 6314-033-271 and located west of I-710, and adjacent to the east of the LA River. Based on a review of on-line maps and photographs, Parcel #61803 is occupied by transmission power lines. No EDR listings were identified in this area.	5C-30	Low
W	TCE	81804		81804	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad	6314033802	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81804 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81804 consists of APN 6314-033-802. Based on a review of on-line maps and photographs, Parcel #81804 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located west of I-710, and south of S. Atlantic Boulevard, adjacent to the east of the LA River. No EDR listings were identified in this area.	5C-30	Medium
W	TCE	41805		41805	N	L A CO FLOOD CONTROL DIST	LA RIVER	VERNON CA	Flood Control	6314033901	L A CO FLOOD CONTROL DIST	LA RIVER		VERNON CA	The ROW Impact Report identifies Parcel #41805 as Flood Control Use, owned by the LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41805 consists of APN 6314-033-901. Based on a review of on-line maps and photographs, Parcel #41805 consists of a segment of the LA River located south of S. Atlantic Boulevard, west of I-710. No EDR listings were identified in this area.	5C-30	Low
W	TCE	81841		81841	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad	6314034804	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81841 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81841 consists of APN 6314-034-804. Based on a review of on-line maps and photographs, Parcel #81841 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located adjacent to the east of the LA River, west of I-710. No EDR listings were identified in this area.	5C-30	Medium
W	TCE	81842		81842	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad	6314033803	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81842 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81842 consists of APN 6314-033-803. Based on a review of on-line maps and photographs, Parcel #81842 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located adjacent to the east of the LA River, west of I-710. No EDR listings were identified in this area.	5C-30	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
ATLANTIC BLVD																	
W	Partial	18106		18106	N	FEDEX NATIONAL LTL INC	3939 S ATLANTIC BLVD	LOS ANGELES CA	Business	6304030002	FEDEX NATIONAL LTL INC	3939	ATLANTIC BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #18106 as Business Use, owned by FedEx National LTL INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18106 consists of APN 6304-030-002. Based on review of on-line maps and photographs, Parcel #18106 composes the western portion of the FedEx Freight facility (Parcel #18107-4500 Bandini Boulevard). EDR listings associated with this parcel are discussed in Parcel#18107.	5C-30	High
W	Partial	18107		18107	N	FEDEX NATIONAL LTL INC	3939 S ATLANTIC BLVD	LOS ANGELES CA	Business	6304030001	FEDEX NATIONAL LTL INC	3939	ATLANTIC BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #18107 as Business Use, owned by FedEx National LTL INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18106 consists of APN 6304-030-002. Based on review of on-line maps and photographs, Parcel #18107 consists of the FedEx Freight facility (4500 Bandini Boulevard) located north of S. Atlantic Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID# 311) as 4500 Bandini Boulevard in the CHMIRS database; as FedEx Freight Inc. in the RCRA-SQG, WDS, SWEEPS UST, NPDES, HIST CORTESE, and LUST databases; and as Watkins Motor Lines, Inc. in the LUST and FINDS databases. According to GeoTracker, the facility is listed with a status of "Completed-case closed" as of 09/01/1999 for a release of gasoline to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-30	High
W	Full	18108		18108	Y	REDEVELOPMENT AGENCY OF	4528 BANDINI BLVD	VERNON CA	Business	6304030906	REDEVELOPMENT AGENCY OF	4528	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18108 as Business Use, owned by Redevelopment Agency. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18108 consists of APN 6304-030-906. Based on review of on-line maps and photographs, Parcel #18108 composes the parking lot portion of the Vernon Fire Department, Station #4(Parcel #18109-4530 Bandini Boulevard), located south of Bandini Boulevard and adjacent to the southwest of the S. Atlantic Boulevard onramp to I-710. This parcel was identified in the EDR Report (EDR ID# 316) with the address 4528 Bandini Boulevard as Dewitt Mail Service in the LUST, SWEEPS UST, HIST CORTESE, and HIST UST databases; and as DeWitt Trans and Storage in the RCRA-SQG and FINDS databases. According to GeoTracker, the site is listed with a status of "Completed-case closed" as of 01/01/2000 for a release of diesel to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-30	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	18109		18109	Y	VERNON CITY (VERNON FIRE DEPT STATION #	4530 BANDINI BLVD	VERNON CA	Business	6304030903	VERNON CITY (VERNON FIRE DEPT STATION #4)	4530	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18109 as Business Use, owned by City of Vernon (Vernon Fire Department Station). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18109 consists of APN 6304-030-903. Based on review of on-line maps and photographs, Parcel #18109 consists of the Vernon Fire Department, Station #4, located south of Bandini Boulevard and adjacent to the southwest of the Atlantic onramp to I-710. This parcel was identified in the EDR report (EDR ID#311) as Vernon Fire Station #4 in the HIST UST, SWEEP UST, and CHMIRS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area. Based on the proximity to the LUST listing (Parcel#18109), there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-30	Medium
W	Full	81810		81810	N	L A JUNCTION RY CO	RAIL OPS	BELL CA	Railroad	6314033800	L A JUNCTION RY CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81810 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81810 consists of APN 6314-033-800. Based on a review of on-line maps and photographs, Parcel #81810 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks which travels beneath I-710, south of S. Atlantic Boulevard. No EDR listings were identified in this area.	5C-30	Medium
E	Partial	18211		18211	N	L A UNIFIED SCHOOL DISTRICT	5500 RICKENBACKER RD	BELL CA	Business	6332002966	L A UNIFIED SCHOOL DISTRICT	5500	RICKENBACKER RD	BELL CA	The ROW Impact Report identified Parcel #18211 as Business Use, owned by LA Unified School District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18211 consists of APN 6332-002-996. Based on review of on-line maps and photographs, Parcel #18211 consists of the Richard N. Slauson Southeast Occupational Center (Rickenbacker Road) located east of I-710 and south of Rickenbacker Road. This parcel was identified in the EDR report (EDR ID#419) as Slawson Southeast Occupational Center in the HAZNET, FINDS, and RCRA-LQG databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-30	Low

BANDINI BLVD

LA JUNCTION

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial	18212		18212	N	SHELTER PARTNERSHIP INC (SALVATION ARN	5600 RICKENBACKER RD	BELL CA	Business	6332002035	SHELTER PARTNERSHIP INC (SALVATION ARMY)	5600	RICKENBACKER RD	BELL CA	The ROW Impact Report identified Parcel #18212 as Business Use, owned by Shelter Partnership Inc. (Salvation Army). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18212 consists of APN 6332-002-035. Based on review of on-line maps and photographs, Parcel #18212 consists of a large commercial facility (5600 Rickenbacker Road) occupied by The Salvation Army Wellness Center located east of I-710. This parcel was identified in the EDR Report (EDR ID#419) as LAUSD Bell Education and Career Center in the HAZNET,SCH, NPDES, ENVIROSTOR, FINDS, RCRA-LQG databases; as FBI Warehouse in the HAZNET database; as Salvation Army in the HAZNET database; as Jet Propulsion Lab in the HAZNET database; as Bell Federal Building in the HAZNET database; as Shelter Partnership in the HAZNET database; as General Service Administration in the HAZNET database; as Bell Armed Forces Reserve Center in the HAZNET and NPDES databases; Federal Service Center in the HIST UST and Los Angeles County HMS databases. The ENVIROSTOR database lists the cleanup status as "Certified as of 10/11/2012" indicating that the DTSC-approved response action has been completed. This site comprises over 13 acres and during the PEA, in 2009, elevated levels of PAHs and arsenic were found in soils to a depth of 4-feet bgs, which required removal. Approximately 1,000 cubic yards of contaminated soil was subsequently removed and documented in a report dated 2010. Based on the certified status, this listing is not expected to have created an environmental concern to the ISA Study Area. However,	5C-30	High
E	Full	18213		18213	Y	BELL CITY	5390 RICKENBACKER RD	BELL CA	Business	6332002086	BELL CITY	5390	RICKENBACKER RD	BELL CA	The ROW Impact Report identified Parcel #18213 as Business Use, owned by the City of Bell. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18213 consists of APN 6332-002-086. Based on review of on-line maps and photographs, Parcel #18213 consists of a vacant parcel (5390 Rickenbacker Road) located adjacent to the east of I-710 and south of Rickenbacker Road. No EDR listings were identified associated with this address.	5C-30	Low
E	Partial, TCE	18214		18214	N	BELL CITY	5391 RICKENBACKER RD	BELL CA	Business	6332002081	BELL CITY	5391	RICKENBACKER RD	BELL CA	The ROW Impact Report identified Parcel #18214 as Business Use, owned by the City of Bell. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18214 consists of APN 6332-002-081. Based on review of on-line maps and photographs, Parcel #18214 consists of a vacant parcel (5391 Rickenbacker Road) located east of I-710 and north of Rickenbacker Road. This parcel was identified in the EDR Report (EDR ID#421) as RedEx Home Delivery Los Angeles in the FINDS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-30	Low
E	Partial, TCE	81815		81815	N	L A JUNCTION RY CO	RAIL OPS	BELL CA	Railroad	6332002800	L A JUNCTION RY CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81815 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81815 consists of APN 6332-002-800. Based on a review of on-line maps and photographs, Parcel #81815 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located adjacent to the east of I-710. No EDR listings were identified in this area.	5C-30	Medium
E	Partial, TCE	18216		18216	Y	PERRIN BERNARD SUPOWITZ INC	5400 LINDBERGH LN	BELL CA	Business	6332002020	PERRIN BERNARD SUPOWITZ INC	5400	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18216 as Business Use, owned by Perrin Bernard Supowitz Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18216 consists of APN 6332-002-020. Based on review of on-line maps and photographs, Parcel #18216 consists of the western portion of a large commercial building occupied by The Individual Group-Fergadis Wholesale (5496 Lindbergh Lane) located east of I-710 and south of Lindbergh Lane. No EDR listings were identified associated with this address.	5C-30	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18217		18217	Y	BELL PUBLIC FINANCING AUTHORITY	0	BELL CA	Business	6332002089	BELL PUBLIC FINANCING AUTHORITY	0		BELL CA	The ROW Impact Report identified Parcel #18217 as Business Use, owned by Bell Public Financing Authority. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18217 consists of APN 6332-002-089. Based on review of on-line maps and photographs, Parcel #18217 consists of a paved lot utilized for trailer storage (unknown Leasee), and a strip of land along J and K Streets, east of I-710. No EDR listings were identified in this area.	5C-30	Low
E	Full	18218		18218	Y	CHELI DISTRIBUTION CENTER INC	5350 LINDBERGH LN	BELL CA	Business	6332002021	CHELI DISTRIBUTION CENTER INC	5350	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18218 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18218 consists of APN 6332-002-021. Based on review of on-line maps and photographs, Parcel #18218 consists of a large commercial building occupied by Vernon Sanitary Supply (5350 Lindbergh Lane) and Allied Plastics (5380 Lindbergh Lane) located west of Lindbergh Lane and east of I-710. No EDR listings were identified in this area. This parcel was identified in the EDR Report (EDR ID#345) as Individual Food Service in the VCP and ENVIROSTOR databases. According to the ENVIROSTOR database, the site is a slab on grade tilt up building comprised of about a 146,000 square foot structure located on a 255,101 square foot lot. The building is divided into different suites, used for warehousing and distribution. This Site is located near what was formerly the Cheli Air Force Base. To the west and south are the 710 Freeway and Los Angeles River. The nearest residential land use is on the opposite side of the Los Angeles River, about 0.25 miles from the site. Based on the information available to DTSC and Proponent, the Site is or may be contaminated with hazardous substances, including poly-aromatic hydrocarbons (PAHs), volatile organic compounds, and petroleum hydrocarbons. The site is listed with a status of "Certified O&M-Land Use Restrictions Only" as of 03/17/2016. Based on the regulatory agency status, these listings are expected to have created an environmental concern to the ISA Study	5C-30	High
E	Full	18219		18219	Y	CHELI DISTRIBUTION CENTER INC	5300 LINDBERGH LANE	BELL CA	Business	6332002039	CHELI DISTRIBUTION CENTER INC	5300	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18219 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18219 consists of APN 6332-002-039, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18220		18220	Y	CHELI DISTRIBUTION CENTER INC	5300 LINDBERGH LANE	BELL CA	Business	6332002040	CHELI DISTRIBUTION CENTER INC	5300	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18220 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18220 consists of APN 6332-002-040, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18221		18221	Y	CHELI DISTRIBUTION CENTER INC	5304 LINDBERGH LANE	BELL CA	Business	6332002041	CHELI DISTRIBUTION CENTER INC	5304	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18221 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18221 consists of APN 6332-002-041,which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18222		18222	Y	CHELI DISTRIBUTION CENTER INC	5304 LINDBERGH LANE	BELL CA	Business	6332002042	CHELI DISTRIBUTION CENTER INC	5304	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18222 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18222 consists of APN 6332-002-042, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18223		18223	Y	CHELI DISTRIBUTION CENTER INC	5306 LINDBERGH LANE	BELL CA	Business	6332002043	CHELI DISTRIBUTION CENTER INC	5306	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18223 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18223 consists of APN 6332-002-043, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18224		18224	Y	CHELI DISTRIBUTION CENTER INC	5306 LINDBERGH LANE	BELL CA	Business	6332002044	CHELI DISTRIBUTION CENTER INC	5306	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18224 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18224 consists of APN 6332-002-044, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18225		18225	Y	CHELI DISTRIBUTION CENTER INC	5306 LINDBERGH LANE	BELL CA	Business	6332002045	CHELI DISTRIBUTION CENTER INC	5306	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18225 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18225 consists of APN 6332-002-045, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18226		18226	Y	CHELI DISTRIBUTION CENTER INC	5310 LINDBERGH LANE	BELL CA	Business	6332002046	CHELI DISTRIBUTION CENTER INC	5310	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18226 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18226 consists of APN 6332-002-046, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18227		18227	Y	U S GOVT (DEPT OF THE ARMY)	5300 BANDINI BLVD	BELL CA	Business	6332002920	U S GOVT (DEPT OF THE ARMY)	5300	BANDINI BLVD	BELL CA	The ROW Impact Report identified Parcel #18227 as Business Use, owned by US Government (Dept. of the Army). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18227 consists of APN 6332-002-920. Based on review of on-line maps and photographs, Parcel #18227 consists of the Department of the Army facility located adjacent to the east of the S. Atlantic Boulevard off-ramp of I-710, south of Bandini Boulevard. This parcel was listed in the EDR Report (EDR ID#322) in the FINDS database; as Office of Adjutant General in the UST database; as US Government in the HIST CORTESE, LUST, SWEEPS UST databases; as CA Army National Guard in the LUST, Los Angeles County HMS; and as Bell Organizational Maintenance #6 in the CERLIS, HAZNET, and RCRA-LQG databases. According to GeoTracker, three cases are associated with the site. Patton US Army Reserve Center (5340 Bandini Boulevard) is listed with a status of "Completed-case closed" as of 11/14/1999 for a release of diesel to soil. US Government (5300 Bandini Boulevard) is listed with a status of "Completed-case closed" as of 02/05/2009 for a release of gasoline to soil. CA Army National Guard is listed with a status of "Completed-case closed" as of 03/03/2015 for a release of diesel, gasoline, MTBE/TBA/other fuel oxygenates, toluene, waste oil/motor/hydraulic/lubricating, xylenes. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil	5C-30	High
E	Full	18228		18228	N	U S GOV'T	_____ BANDINI BLVD	BELL CA	Business	6332002934	U S GOV'T	_____	BANDINI BLVD	BELL CA	The ROW Impact Report identified Parcel #18228 as Business Use, owned by US Government. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18228 consists of APN 6332-002-934. This parcel is the eastern half of Parcel #18227. See Parcel#18227 for EDR information.	5C-30	High
E	Full	18243		18243	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LN	BELL CA	Business	6332002047	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18243 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18243 consists of APN 6332-002-047, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18244		18244	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002048	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18244 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18244 consists of APN 6332-002-048, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18245		18245	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002049	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18245 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18245 consists of APN 6332-002-049, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18246		18246	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002050	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18246 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18246 consists of APN 6332-002-050, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18247		18247	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002051	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18247 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18247 consists of APN 6332-002-051, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18248		18248	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002052	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18248 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18248 consists of APN 6332-002-052, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18249		18249	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002053	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18249 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18249 consists of APN 6332-002-053, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18250		18250	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002054	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18250 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18250 consists of APN 6332-002-054, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18251		18251	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LN	BELL CA	Business	6332002055	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18251 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18251 consists of APN 6332-002-055, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18252		18252	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002056	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18252 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18252 consists of APN 6332-002-056, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18253		18253	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002057	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18253 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18253 consists of APN 6332-002-057, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18254		18254	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002058	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18254 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18254 consists of APN 6332-002-058, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18255		18255	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002059	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18255 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18255 consists of APN 6332-002-059, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18256		18256	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002060	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18256 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18256 consists of APN 6332-002-060, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18257		18257	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002061	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18257 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18257 consists of APN 6332-002-061, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18258		18258	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002062	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18258 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18258 consists of APN 6332-002-062, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18259		18259	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002063	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18259 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18259 consists of APN 6332-002-063, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18260		18260	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002064	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18260 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18260 consists of APN 6332-002-064, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18261		18261	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LN	BELL CA	Business	6332002065	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18261 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18261 consists of APN 6332-002-065, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18262		18262	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002066	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18262 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18262 consists of APN 6332-002-066, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18263		18263	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002067	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18263 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18263 consists of APN 6332-002-067, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18264		18264	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002068	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18264 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18264 consists of APN 6332-002-068, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18265		18265	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002069	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18265 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18265 consists of APN 6332-002-069, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18266		18266	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002070	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18266 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18266 consists of APN 6332-002-070, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18267		18267	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002071	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18267 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18267 consists of APN 6332-002-071, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18268		18268	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002072	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18268 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18268 consists of APN 6332-002-072, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High

BANDINI BLVD

E	Partial	18329		18329	N	BANDINI XC LLC	5553 BANDINI BLVD	BELL CA	Business	6332002078	BANDINI XC LLC	5553	BANDINI BLVD	BELL CA	The ROW Impact Report identified Parcel #18329 as Business Use, owned by Bandini XC LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18329 consists of APN 6332-002-078. Based on review of on-line maps and photographs, Parcel #18329 consists of a paved parking area associated with the California Post office (27 Yeager Way) located east of I-710 and north of Bandini Boulevard. This parcel was identified in the EDR Report (EDR ID#364) as US Postal Service LA East Bell in the NPDES and WDS databases; as US Postal Service East Garage in the UST, HAZNET, and Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-30	High
E	Partial	18330		18330	N	BANDINI XC LLC	5553 BANDINI BLVD	BELL CA	Business	6332002077	BANDINI XC LLC	5553	BANDINI BLVD	BELL CA	The ROW Impact Report identified Parcel #18330 as Business Use, owned by Bandini XC LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18330 consists of APN 6332-002-077. Based on review of on-line maps and photographs, Parcel #18330 consists of a paved parking area associated with the California Post office (27 Yeager Way). See Parcel #18329 for EDR information.	5C-30	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
	Partial	18331															
E				18331	N	KINROSS HOLDING LLC ET AL LESSOR	4901 BANDINI BLVD	VERNON CA	Business	6332001005	KINROSS HOLDING LLC ET AL LESSOR	4901	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18331 as Business Use, owned by Kinross Holding LLC Et Al Lessor. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18331 consists of APN 6332-001-005. Based on review of on-line maps and photographs, Parcel #18331 consists of the Preferred Freezer Services facility (4901 Bandini Boulevard) located in the northeast corner of the intersection of S. Atlantic Boulevard and Bandini Boulevard, east of I-710. This parcel was identified in the EDR Report (EDR Id#323) as Preferred Freezer in the AST and HAZNET databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-30	Medium

ATLANTIC BLVD

	Full	18332															
E				18332	Y	KBB INVESTMENTS	4720 E 26TH ST	VERNON CA	Business	6332001003	KBB INVESTMENTS	4720	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18332 as Business Use, owned by KBB Investments. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18332 consists of APN 6332-001-005. Based on review of on-line maps and photographs, Parcel #18332 consists of G Knit Co Inc. (4720 E. 26th Street) and Yuhang Group USA Inc. (4726 E. 26th Street) located south of E. 26th Street and adjacent to the east of Atlantic Boulevard onramp to I-710. This parcel was identified in the EDR Report (EDR ID# 299) as Canvas Specialty Inc. (4720 E. 26th Street) in the HAZNET database; as Oro Construction in the HIST UST database; and as Seven Seas Rattan Mfg. Inc. in the EMI database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-30	Low
	Full	18333															
E				18333	Y	KBB INVESTMENTS	4730 E 26TH ST	VERNON CA	Business	6332001004	KBB INVESTMENTS	4730	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18333 as Business use, owned by KBB Investments. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18333 consists of APN 6332-001-004. Based on review of on-line maps and photographs, Parcel #18333 consists of Gulf Pacific Packing Corporation (4740 E. 26th Street) located south of E. 26th Street and adjacent to the east of Atlantic Boulevard onramp to I-710. This parcel was identified in the EDR Report (EDR ID# 299) as Allways Express Co. (4730 E. 26th Street) in the SWEEPS UST database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-30	Low
	Full	18334															
E				18334	Y	KBB INVESTMENTS	4800 E 26TH ST	VERNON CA	Business	6332001002	KBB INVESTMENTS	4800	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18334 as Business Use, owned by KBB Investments. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18334 consists of APN 6332-001-002. Based on review of on-line maps and photographs, Parcel #18334 consists of Hoover Supply (4800 E. 26th Street) located south of E. 26th Street and adjacent to the north of Atlantic Boulevard. No EDR listings were identified associated with this address.	5C-30	Low

26TH STREET

BANDINI BLVD

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial, TCE	18435		18435	N	WALTER,D N AND E AND CO			Business	5243017012	WALTER,D N AND E AND CO	4505	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18435 as Business Use, owned by D N and E Walter Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18435 consists of APN 5243-017-012. Based on review of on-line maps and photographs, Parcel #18435 consists of the Classic Concepts facility (4505 Bandini Boulevard) located north of Bandini Boulevard, east of Ayers Avenue, west of I-710. This parcel was identified in the EDR Report Orphan List (S113117110) as Impaxx Western Packaging Group Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-30	Low
W	Full	18436		18436	Y	WALTER,D N AND E AND CO			Business	5243017011	WALTER,D N AND E AND CO	4651	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18436 as Business Use, owned by D N and E Walter Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18436 consists of APN 5243-017-011. Based on review of on-line maps and photographs, Parcel #18436 consists of the Classic Home Outlet warehouse facility (4651 Bandini Boulevard) located north of Bandini Boulevard and adjacent to the west of the Atlantic Boulevard off-ramp from I-710. This parcel was identified in the EDR Report Orphan List (S112915501) as DN&E Walter Company Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-30	Low
W	Partial, TCE	81837		81837	N	UNION PAC R R CO			Railroad	5243017806	UNION PAC R R CO	0	RAIL OPS	VERNON CA	The ROW Impact Report identified Parcel #81837 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81837 consists of APN 5243-017-806. Based on a review of on-line maps and photographs, Parcel #81837 consists of a railroad spur located adjacent to the north of Parcel# 18435 and 18436, west of I-710. No EDR listings were identified in this area.	5C-30	Medium
W	Partial, TCE	81838		81838	N	A T&S F RY CO			Railroad	5243017800	A T&S F RY CO	0	RAIL OPS	VERNON CA	The ROW Impact Report identified Parcel #81838 as Railroad Use, owned by AT&S F RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81838 consists of APN 5243-017-800. Based on a review of on-line maps and photographs, Parcel #81838 consists of a railroad spur located adjacent to the north of Parcel# 18436, west of I-710. No EDR listings were identified in this area.	5C-30	Medium
W	Partial, TCE	81839		81839	N	UNION PAC R R CO			Railroad	5243017804	UNION PAC R R CO	0	RAIL OPS	VERNON CA	The ROW Impact Report identified Parcel #81839 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81839 consists of APN 5243-017-804. Based on a review of on-line maps and photographs, Parcel #81839 consists of a railroad spur located adjacent to the north of Parcel# 18435 and 18436, west of I-710. No EDR listings were identified in this area.	5C-30	Medium
W	Partial, TCE	18440		18440	N	BURLINGTON NORTHERN AND SF RY CO			Business	5243017808	BURLINGTON NORTHERN AND SF RY CO	4560	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18440 as Business Use, owned by Burlington Northern and SF RY Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18440 consists of APN 5243-017-808. Based on review of on-line maps and photographs, Parcel #18440 consists of a paved parking area utilized for trailer storage (unknown lessee) located south of E. 26th Street and adjacent to the west of I-710. This parcel was identified in the EDR Report (EDR ID# 296) as Agra Shell Inc. in the FINDS, ERNS, HIST UST, SWEEPS UST, and EMI databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-30	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
26TH STREET															
W	TCE	81901	81901	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad	5243013802	A T AND S F RY CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81901 as Railroad Use, owned by A T AND S F RY CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81901 consists of APN 5243-013-802. Based on a review of on-line maps and photographs, Parcel #81901 consists of a portion of the BNSF Hobart Yard located adjacent to the west of the I-710 and north of 26th Street. Several listings was identified in the EDR Report as 4650 East 26th Street, Lot 11, Row 11, Spot 420 (EDR ID# 296) in the CA CHMIRS database; as Agrashell Inc. (EDR ID# 296) in the CA HIST UST, CA SWEEPS UST, FINDS, and CA EMI databases; and as 4650 E. 26th Street (EDR ID# 296) in the ERNS database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	High
W	TCE	81902	81902	A T&S F RY CO	RAIL OPS	COMMERCE CA	Railroad	5243013800	A T&S F RY CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81902 as Railroad Use, owned by A T&S F RY CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81902 consists of APN 5243-013-800. Based on a review of on-line maps and photographs, Parcel #81902 consists of a portion of the BNSF Hobart Yard. See Parcel #81901 for a discussion on nearby EDR listings.	5C-31/31a	High
W	TCE	81903	81903	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad	5243014803	A T AND S F RY CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81903 as Railroad Use, owned by A T&S F RY CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81903 consists of APN 5243-014-803. Based on a review of on-line maps and photographs, Parcel #81903 consists of a portion of the BNSF Hobart Yard. See Parcel #81901 for a discussion on nearby EDR listings.	5C-31/31a	High
W	TCE	81904	81904	FORD MOTOR CO	RAIL OPS	COMMERCE CA	Railroad	5243014807	FORD MOTOR CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81904 as Railroad Use, owned by FORD MOTOR CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81904 consists of APN 5243-014-807. Based on a review of on-line maps and photographs, Parcel #81904 consists of segment of railroad underneath the I-710 and adjacent to the south of Sheila Street. West of this parcel is the BNSF Hobart Yard. See Parcel #81901 for a discussion on nearby EDR listings.	5C-31/31a	High
SHEILA STREET															
W	Full	19105	19105	JOHNSON,LYMAN H ET AL	4651 SHEILA ST	COMMERCE CA	Business	5243029023	JOHNSON,LYMAN H ET AL	4651	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19105 as Business Use, owned by Lyman H Johnson Et Al. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19106 consists of APN 5243-029-023. Based on a review of on-line maps and photographs, Parcel #19105 consists of the Ceramic Decorating Company (4651 Sheila Street) located north of Sheila Street and adjacent to the west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Ceramic Decorating Co Inc. in the Los Angeles County HMS, FINDS, HAZNET, and HIST UST databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	5C-31/31a	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19106	19106	PARKER,JOSEPH AND BERNICE TRS	4635 SHEILA ST	COMMERCE CA	Business	5243029024	PARKER,JOSEPH AND BERNICE TRS	4635	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19106 as Business Use, owned by PARKER,JOSEPH AND BERNICE TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19106 consists of APN 5243-029-024. Based on a review of on-line maps and photographs, Parcel #19106 consists of land currently occupied by American Allied Trucking at 4635 Sheila Street, adjacent to the north of Sheila Street and west of the I-710. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	5C-31/31a	High
W	Full	81907	81907	BNSF RAILWAY COMPANY	4621 SHEILA ST	COMMERCE CA	Railroad	5243029816	BNSF RAILWAY COMPANY	4621	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #81907 as Railroad Use, owned by BNSF RAILWAY COMPANY. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81907 consists of APN 5243-029-816. Based on a review of on-line maps and photographs, Parcel #81907 consists of paved vacant parking lot at 4621 Sheila Street, adjacent to the north of Sheila Street and west of the I-710. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	5C-31/31a	High
W	Full	19108	19108	NEIMAN,WILLIAM L	4621 SHEILA ST	COMMERCE CA	Business	5243029030	NEIMAN,WILLIAM L	4621	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19108 as Business Use, owned by NEIMAN, WILLIAM L. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19108 consists of APN 5243-029-030. Based on a review of on-line maps and photographs, Parcel #19108 consists of land currently occupied by Columbia Trophy & Metal Products at 4621 Sheila Street, adjacent to the north of Sheila Street and west of the I-710. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	5C-31/31a	High
W	Partial	81909	81909	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243029814	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81909 as Railroad Use, owned by UNION PACIFIC R R CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81909 consists of APN 5243-029-814. Based on a review of on-line maps and photographs, Parcel #81909 consists of a strip of land occupied by several businesses that runs parallel in between Sheila Street and Washington Boulevard, west of the I-710, and east Ayers Avenue. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	5C-31/31a	Medium
W	Full	81910	81910	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243029804	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81910 as Railroad Use, owned by UNION PACIFIC R R CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81910 consists of APN 5243-029-804. Based on a review of on-line maps and photographs, Parcel #81910 consists of a strip of land occupied by several businesses that runs parallel in between Sheila Street and Washington Boulevard, west of the I-710, and east Ayers Avenue. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	5C-31/31a	High
W	Partial	81911	81911	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243029812	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81911 as Railroad Use, owned by UNION PACIFIC R R CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81911 consists of APN 5243-029-812. Based on a review of on-line maps and photographs, Parcel #81911 consists of a strip of land occupied by several businesses that runs parallel in between Sheila Street and Washington Boulevard, west of the I-710, and east Ayers Avenue. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	5C-31/31a	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19112	19112	JOHNSON,LYMAN H AND	4650 E WASHINGTON BLVD	COMMERCE CA	Business	5243029018	JOHNSON,LYMAN H AND	4650	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19112 as Business use, owned by Lyman H Johnson. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19112 consists of APN 5243-029-018. Based on review of on-line maps and photographs, Parcel #19112 consists of Auto Dec Inc. (2402 Dennis Avenue) located south of E. Washington Boulevard and adjacent to the west of I-710. This parcel was identified in the EDR Report as USS Bestway Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	Low
W	Full	19113	19113	BUSCH,KENNETH W TR	4646 E WASHINGTON BLVD	COMMERCE CA	Business	5243029019	BUSCH,KENNETH W TR	4646	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19113 as Business Use, owned by Kenneth W Busch Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19113 consists of APN 5243-029-019. Based on review of on-line maps and photographs, Parcel #19113 consists of Rodger's Trucking & Equipment Repair (4646 E. Washington Boulevard) located south of E. Washington Boulevard and west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Rodger's Trucking and Equipment in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	5C-31/31a	High
W	Full	19114	19114	PATAPOFF,LARRY	4642 E WASHINGTON BLVD	COMMERCE CA	Business	5243029002	PATAPOFF,LARRY	4642	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19114 as Business Use, owned by Larry Patapoff. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19114 consists of APN 5243-029-002 located south of E. Washington Boulevard and west of I-710. Based on review of on-line maps and photographs, Parcel #19114 composes the western portion of Parcel # 19113. See Parcel #19113 for EDR information. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	5C-31/31a	High
W	Full	19115	19115	BUSCH,KENNETH W TR	4638 E WASHINGTON BLVD	COMMERCE CA	Business	5243029003	BUSCH,KENNETH W TR	4638	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19115 as Business Use, owned by Kenneth W Busch Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19115 consists of APN 5243-029-003. Based on review of on-line maps and photographs, Parcel #19115 consists of RDD USA (4638 E. Washington Boulevard) located south of E. Washington Boulevard and west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as KW Busch Electric in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	5C-31/31a	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19116	19116	THROGMORTON,DAVID M	2414 CONNOR AVE	COMMERCE CA	Business	5243029020	THROGMORTON,DAVID M	2414	CONNOR AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19116 as Business Use, owned by David M Throgmorton. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19116 consists of APN 5243-029-003. Based on review of on-line maps and photographs, Parcel #19116 consists of Throgmorton's Frame Clinic (2414 Conner Avenue) located east of Conner Avenue, south of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Certified Coatings Prod Co in the RCRA-SQG, FINDS, Los Angeles County HMS, EMI, CA FID UST, SLIC, LUST, UST,HIST UST, HIST CORETESE, and SWEEPS UST databases; and as Throgmortons Frame Clinic in the Los Angeles County HMS and HAZNET databases. According to the GeoTracker database, two cases are associated with this parcel. Certified Coatings Products is listed with a status of "Completed-case closed" as of 06/27/1991 for a release of acetone to soil. Throgmorton's Frame Clinic is listed with a status of "open-inactive" as of 01/29/2015. A Phase II Environmental Assessment Report dated May 2008 indicated that fifteen (15) soil borings were advanced onsite to delineate the extent of soil contamination resulting from existing USTs. The report concluded that petroleum hydrocarbon and VOC contamination is generally located between 20 and 105 feet below ground surface (bgs). The consultant then recommended that all existing USTs be removed, and all residual contamination be treated by vapor extraction. No additional information was available on the GeoTracker website. Based on the regulatory status, this listing has the potential to create an environmental	5C-31/31a	High
W	Full	19117	19117	BUSCH,KENNETH W TR	4630 E WASHINGTON BLVD	COMMERCE CA	Business	5243029004	BUSCH,KENNETH W TR	4630	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19117 as Business Use, owned by Kenneth W Busch Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19117 consists of APN 5243-029-004. Based on review of on-line maps and photographs, Parcel #19117 consists of a commercial property (4630 E. Washington Boulevard) located at the southeast corner of Connor Avenue and E. Washington Boulevard, west of I-710. No EDR listings were identified associated with this address. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	5C-31/31a	High
W	Full	19118	19118	CRITERION ENTERPRISES LLC	2415 CONNOR AVE	COMMERCE CA	Business	5243029021	CRITERION ENTERPRISES LLC	2415	CONNOR AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19118 as Business Use, owned by Criterion Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19118 consists of APN 5243-029-021. Based on review of on-line maps and photographs, Parcel #19118 consists of a vacant commercial property (2415 Connor Avenue) located west of Connor Avenue and south of E. Washington Boulevard, west of I-710. No EDR listings were identified associated with this address. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	5C-31/31a	High
W	Full	19119	19119	CRITERION ENTERPRISES LLC	4614 E WASHINGTON BLVD	COMMERCE CA	Business	5243029007	CRITERION ENTERPRISES LLC	4614	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19119 as Business Use, owned by Criterion Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19119 consists of APN 5243-029-007. Based on review of on-line maps and photographs, Parcel #19119 consists of Pacific Signs & Supplies (4618 E. Washington Boulevard) located at the southwest corner of the intersection of E. Washington Boulevard and Connor Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Criterion Gates and Mfg Co in the Los Angeles HMS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19120	19120	CRITERION ENTERPRISES LLC	4614 E WASHINGTON BLVD	COMMERCE CA	Business	5243029008	CRITERION ENTERPRISES LLC	4614	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19120 as Business Use, owned by Criterion Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19120 consists of APN 5243-029-007. Based on review of on-line maps and photographs, Parcel #19120 consists of Universal Neon Plus (4614 E. Washington Boulevard) located south of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Criterion Gate in the UST database; as Criterion Products Inc. in the HAZNET, EMI, and FINDS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	High
W	Partial	19121	19121	4600 WASHINGTON LLC	4600 E WASHINGTON BLVD	COMMERCE CA	Business	5243029009	4600 WASHINGTON LLC	4600	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19121 as Business Use, owned by4600 Washington LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19121 consists of APN 5243-029-009. Based on review of on-line maps and photographs, Parcel #19121 consists of J R's Tire Service (4600 E. Washington Boulevard) located south of E. Washington Boulevard, west of I-710.This parcel was identified in the EDR Report (EDR ID#214) as 4600 Super Service in the SWEEPS UST, CA FID UST, Los Angeles County HMS, LUST, HIST CORTESE, HIST UST databases; as 1xHarrison Gas & Oil in the HAZNET database. According to the GeoTracker database, this site is listed with a status of "Completed-case closed" as of 10/21/2009 for a release of gasoline to an aquifer used for drinking water supply. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-31/31a	High
W	Partial, TCE	19122	19122	SARAKBE,RON M ET AL LESSEE	4560 E WASHINGTON BLVD	COMMERCE CA	Business	5243026024	SARAKBE,RON M ET AL LESSEE	4560	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19122 as Business Use, owned by Ron M Sarake Et Al Lessee. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19122 consists of APN 5243-026-024. Based on review of on-line maps and photographs, Parcel #19122 consists of Commerce Truck Stop (4650 E. Washington Boulevard) located south of E. Washington Boulevard, east of Ayers Avenue, west of I-710.This parcel was identified in the EDR Report (EDR ID#214) as Commerce Truck Stop in the Los Angeles County HMS, LUST, UST, and HAZNET databases. According to the GeoTracker database, this site is listed with a status of "Completed-case closed" as of 02/06/2012 for a release of gasoline to other groundwater. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-31/31a	High
W	Partial, TCE	19123	19123	LAUFER,ARON	4546 E WASHINGTON BLVD	COMMERCE CA	Business	5243004011	LAUFER,ARON	4546	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19123 as Business Use, owned by Aron Laufer. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19123 consists of APN 5243-004-011. Based on review of on-line maps and photographs, Parcel #19123 consists of Quality Diesel Parts (4648 E. Washington Boulevard) located south of E. Washington Boulevard, west of Ayers Avenue, west of I-710.No EDR listings were identified associated with this address.	5C-31/31a	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	19124	19124	CALIF WATER SERVICE CO	4540 E WASHINGTON BLVD	COMMERCE CA	Business	5243004012	CALIF WATER SERVICE CO	4540	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19124 as Business Use, owned by Calif Water Service Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19124 consists of APN 5243-004-012. Based on review of on-line maps and photographs, Parcel #19124 consists of the Cal Water Services facility (4540 E. Washington Boulevard) located south of E. Washington Boulevard, west of Ayers Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Cal Water Service East LA in the Los Angeles County HMS and FINDS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	Low
W	Full	81925	81925	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243029810	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81925 as Railroad Use, owned by Union Pacific RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81925 consists of APN 5243-029-810. Based on a review of on-line maps and photographs, Parcel #81925 consists of a segment of the Union Pacific railroad tracks extending beneath I-710 from the east, south of E. Washington Boulevard. No EDR listings were identified in this area.	5C-31/31a	Medium
W	Full	81926	81926	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243029806	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81926 as Railroad Use, owned by Union Pacific RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81926 consists of APN 5243-029-806. Based on a review of on-line maps and photographs, Parcel #81926 consists of a segment of the Union Pacific railroad tracks extending beneath I-710 from the west, south of E. Washington Boulevard. No EDR listings were identified in this area.	5C-31/31a	Medium
W	Full	81927	81927	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243029808	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81927 as Railroad Use, owned by Union Pacific RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81927 consists of APN 5243-029-808. Based on a review of on-line maps and photographs, Parcel #81927 consists of a segment of the Union Pacific railroad tracks extending beneath I-710 from the west, south of E. Washington Boulevard. No EDR listings were identified in this area.	5C-31/31a	Medium
WASHINGTON BLVD															
E	TCE	81928	81928	A T&S F RY CO	RAIL OPS	COMMERCE CA	Railroad	6332001801	A T&S F RY CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81928 as Railroad Use, owned by AT&S RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81928 consists of APN 6332-001-801. Based on a review of on-line maps and photographs, Parcel #81928 consists of a segment of the Atchison Topeka & Santa Fe railroad tracks located east of I-710, west of S. Atlantic Avenue, and north E. 26th Street . No EDR listings were identified in this area.	5C-31/31a	Medium
E	TCE	81929	81929	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad	6332001802	A T AND S F RY CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81929 as Railroad Use, owned by AT&S RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81929 consists of APN 6332-001-802. Based on a review of on-line maps and photographs, Parcel #81929 consists of a segment of the Atchison Topeka & Santa Fe railroad tracks located east and beneath I-710, and north E. 26th Street . No EDR listings were identified in this area.	5C-31/31a	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	81930	81930	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad	5244035800	A T AND S F RY CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81930 as Railroad Use, owned by AT&S RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81930 consists of APN 5224-035-800. Based on a review of on-line maps and photographs, Parcel #81930 consists of several lines of the Atchison Topeka & Santa Fe railroad tracks located east of I-710, west of S. Atlantic Avenue, and north E. 26th Street . No EDR listings were identified in this area.	5C-31/31a	Medium
E	TCE	81931	81931	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS	COMMERCE CA	Railroad	5244035802	BURLINGTON NORTHERN AND SF RY CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81931 as Railroad Use, owned by Burlington Northern and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81931 consists of APN 5224-035-802. Based on a review of on-line maps and photographs, Parcel #81931 consists of the Parsec Inc. facility (4940 Sheila Street) located southwest of the intersection of Sheila Street and S. Atlantic Avenue. This parcel was identified in the EDR Report (EDR ID# 214) as Southern California Gas Co in the DOT OPS database, ERNS, and CHMIRS databases; as Ford Motor Co in the HAZNET and CHMIRS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	Medium
E	TCE	81932	81932	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS	COMMERCE CA	Railroad	5244035804	BURLINGTON NORTHERN AND SF RY CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81932 as Railroad Use, owned by Burlington Northern and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81932 consists of APN 5224-035-804. Based on a review of on-line maps and photographs, Parcel #81932 consists of a vacant strip of land located in the trailer parking area of Parcel #81931. No EDR listings were identified in this area.	5C-31/31a	Low
E	TCE	81933	81933	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS	COMMERCE CA	Railroad	5244035803	BURLINGTON NORTHERN AND SF RY CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81933 as Railroad Use, owned by Burlington Northern and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81933 consists of APN 5224-035-804. Based on a review of on-line maps and photographs, Parcel #81933 consists of the western portion of the trailer parking area of Parcel #81931. No EDR listings were identified in this area.	5C-31/31a	Low

SHEILA STREET

E	Partial	19234	19234	GATWICK GROUP LLC	4815 SHEILA ST	COMMERCE CA	Business	5244033018	GATWICK GROUP LLC	4815	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19234 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19234 consists of APN 5224-033-018. Based on review of on-line maps and photographs, Parcel #19234 consists of Best Premium Logistics Inc. facility (4817 Sheila Street). According to the ENVIROSTOR database, Gatwick Group LLC owns 19 buildings in the area that are under investigation for historical uses. In 2014, DTSC entered into a VCP with Gatwick Group to oversee investigation and any cleanup work. To date, the sites have gone through soil matrix, soil vapor and groundwater remedial investigation. The properties owned By Gatwick Group are located in area bounded by Atlantic Avenue, Sheila Street, Washington Boulevard, and I-710 and include the addresses 4720, 4814, 4900, 4920, 5010-5020 WASHINGTON BOULEVARD, 2451 HEPWORTH AVENUE, 4817, 4915 SHEILA STREET, and 2448 COUTES AVENUE. Based on this information, this site is considered to represent an environmental concern to the proposed I-710 Corridor Project. Other parcels assocaited with Gatwick Group include Parcel #19235, 19242-19244, and 19246-19248.	5C-31/31a	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	19235	19235	GATWICK GROUP LLC	4801 SHEILA ST	COMMERCE CA	Business	5244033019	GATWICK GROUP LLC	4801	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19235 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19235 consists of APN 5224-033-019. Based on review of on-line maps and photographs, Parcel #19235 consists of western portion of Parcel #19234, which is one of the parcels owned by Gatwick Group under DTSC investigation. See Parcel #19234 for additional information.	5C-31/31a	High
E	Partial	81936	81936	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244033810	UNION PAC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81936 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81936 consists of APN 5224-033-810. Based on a review of on-line maps and photographs, Parcel #81936 consists of a segment of railroad tracks located adjacent to the north of Parcel#s 19234 and 19235 that appears to be a former railroad spur. No EDR listings were identified in this area.	5C-31/31a	Medium
E	Partial	81937	81937	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad	5244033802	A T AND S F RY CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81937 as Railroad Use, owned by AT and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81937 consists of APN 5244-033-802. Based on a review of on-line maps and photographs, Parcel #81937 consists of a segment of railroad tracks located adjacent to the north of Parcel#s 19234 and 19235. No EDR listings were identified in this area.	5C-31/31a	Medium
E	Partial	81938	81938	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244033808	UNION PAC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81938 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81938 consists of APN 5244-033-808. Based on a review of on-line maps and photographs, Parcel #81938 consists of a segment of railroad tracks located adjacent to the north of Parcel#81938, extending across the rear of various commercial properties. No EDR listings were identified in this area.	5C-31/31a	Medium
E	Full	81939	81939	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244033812	UNION PAC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81939 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81939 consists of APN 5244-033-812. Based on a review of on-line maps and photographs, Parcel #81939 consists of a strip of land extending beneath I-710 from the east. No EDR listings were identified in this area.	5C-31/31a	Medium
E	Full	81940	81940	UNION PACIFIC RY CO	RAIL OPS	COMMERCE CA	Railroad	5244033804	UNION PACIFIC RY CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81940 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81940 consists of APN 5244-033-804. Based on a review of on-line maps and photographs, Parcel #81940 consists of a segment of railroad tracks extending beneath I-710 from the east. No EDR listings were identified in this area.	5C-31/31a	Medium
E	Full	81941	81941	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244033806	UNION PAC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81941 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81941 consists of APN 5244-033-806. Based on a review of on-line maps and photographs, Parcel #81941 consists of a segment of railroad tracks extending beneath I-710 from the east. No EDR listings were identified in this area.	5C-31/31a	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial	19242	19242	GATWICK GROUP LLC	4900 E WASHINGTON BLVD	COMMERCE CA	Business	5244033013	GATWICK GROUP LLC	4900	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19242 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19242 consists of APN 5244-033-013. Based on review of on-line maps and photographs, Parcel #19242 consists of Continental Chemical (4920 E. Washington Boulevard) and a vacant commercial building (4900 E. Washington Boulevard) located south of E. Washington Boulevard, between Ransom Street and Couts Avenue, east of I-710. This parcel is listed in the EDR Report (EDR ID# 214) as HJB Inc. DBA Continental Chemical in the FINDS, EMI, Los Angeles County HMS, FTTS, and HAZNET databases; and as DK Cabel in the SWEEPS UST and Los Angeles County HMS databases. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	5C-31/31a	High
E	Full	19243	19243	GATWICK GROUP LLC	4814 E WASHINGTON BLVD	COMMERCE CA	Business	5244033002	GATWICK GROUP LLC	4814	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19243 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19243 consists of APN 5244-033-002. Based on review of on-line maps and photographs, Parcel #19243 consists of Nikko Marketing Association (4814 E. Washington Boulevard) located south of E. Washington Boulevard and west of Ransom Street, east of I-710. This parcel is listed in the EDR Report (EDR ID# 214) as Zauss Trucking Company in the SWEEPS UST and Los Angeles County HMS databases; and as Fast Deer Bus Charter in the HAZNET database. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	5C-31/31a	High
E	Full	19244	19244	GATWICK GROUP LLC	4814 E WASHINGTON BLVD	COMMERCE CA	Business	5244033003	GATWICK GROUP LLC	4814	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19244 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19244 consists of APN 5244-033-003. Based on review of on-line maps and photographs, Parcel #19244 consists of western portion of Parcel# 19244 located south of E. Washington Boulevard and west of Ransom Street, east of I-710. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	5C-31/31a	High
E	Partial	19245	19245	REDEVELOPMENT AGENCY OF	4800 E WASHINGTON BLVD	COMMERCE CA	Business	5244033900	REDEVELOPMENT AGENCY OF	4800	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19245 as Business Use, owned by the Agency of Redevelopment. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19245 consists of APN 5244-033-900. Based on review of on-line maps and photographs, Parcel #19245 consists of a vacant parcel of land located at the southeast corner of Hepworth and E. Washington Boulevard and west of Ransom Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Triangle Cold in the RCRA-SQG, FINDS, and the Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	19246	19246	GATWICK GROUP LLC	2451 HEPWORTH AVE	COMMERCE CA	Business	5244033016	GATWICK GROUP LLC	2451	HEPWORTH AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19246 as Business use owned by the Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19246 consists of APN 5244-033-016. Based on review of on-line maps and photographs, Parcel #19246 consists of a commercial property that appears to be associated with Parcel# 19247, located west of Hepworth Avenue and east of I-710. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	5C-31/31a	High
E	Full	19247	19247	GATWICK GROUP LLC	4720 E WASHINGTON BLVD	COMMERCE CA	Business	5244033007	GATWICK GROUP LLC	4720	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19247 as Business use owned by the Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19247 consists of APN 5244-033-007. Based on review of on-line maps and photographs, Parcel #19247 consists of the Dura Flooring facility (4720 E. Washington Boulevard) located south of E. Washington Boulevard, east of I-710 and west of Hepworth Avenue. This parcel was identified in the EDR Report (EDR ID#214) by street address in the CDL database; and as Kraloy Plastic Pipe Co. in the Los Angeles County HMS database. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	5C-31/31a	High
E	Full	19248	19248	GATWICK GROUP LLC	4720 E WASHINGTON BLVD	COMMERCE CA	Business	5244033008	GATWICK GROUP LLC	4720	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19248 as Business use owned by the Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19248 consists of APN 5244-033-008. Based on review of on-line maps and photographs, Parcel #19248 consists of the western portion of Parcel# 19247. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	5C-31/31a	High

WASHINGTON BLVD

E	Full	19349	19349	REDEVELOPMENT AGENCY OF	_____ E WASHINGTON BLVD	COMMERCE CA	Business	5244032900	REDEVELOPMENT AGENCY OF	_____	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19349 as Business Use, owned by the Agency of Redevelopment. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19349 consists of APN 5244-032-900. Based on review of on-line maps and photographs, Parcel #19349 consists of a vacant parcel of land located in the northwest corner of E. Washington Boulevard and Couts Avenue, east of I-710. No EDR listings were identified in this area.	5C-31/31a	Medium
E	Full	19350	19350	REDEVELOPMENT AGENCY OF	_____ E WASHINGTON BLVD	COMMERCE CA	Business	5244032901	REDEVELOPMENT AGENCY OF	_____	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19350 as Business Use, owned by the Agency of Redevelopment. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19350 consists of APN 5244-032-901. Based on review of on-line maps and photographs, Parcel #19350 consists of a vacant parcel of land located in the northwest corner of E. Washington Boulevard and Couts Avenue, east of I-710. No EDR listings were identified in this area.	5C-31/31a	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	19351	19351	COMMUNITY DEV COMMISSION OF	4909 E WASHINGTON BLVD	COMMERCE CA	Business	5244032902	COMMUNITY DEV COMMISSION OF	4909	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19351 as Business Use, owned by the Commission of Community Development. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19351 consists of APN 5244-032-902. Based on review of on-line maps and photographs, Parcel #19351 consists of Advanced Welder Repair (4903 E. Washington Boulevard) and Cal-Best Portable Welder Repair Inc. (4909 E. Washington Boulevard) located north of E. Washington Boulevard and east of Ransom Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Advanced Welder Repair in the EMI database; as Cal-Best Portable Welder Repair Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	Medium
E	Full	19352	19352	SHUKEN,DAVID AND JULIA TRS	4821 E WASHINGTON BLVD	COMMERCE CA	Business	5244032029	SHUKEN,DAVID AND JULIA TRS	4821	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19352 as Business Use, owned by David and Julia Shuken Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19352 consists of APN 5244-032-029. Based on review of on-line maps and photographs, Parcel #19352 consists of a vacant commercial building (4821 E. Washington Boulevard) located north of E. Washington Boulevard and west of Ransom Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as B&O Body Paint Shop in the EMI database; as Jensan Body Paint Shop in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	Medium
E	Full	19353	19353	MONTANO,ARTURO AND MARIA E	4809 E WASHINGTON BLVD	COMMERCE CA	Business	5244032030	MONTANO,ARTURO AND MARIA E	4809	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19353 as Business Use, owned by Arturo and Maria E Montano. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19353 consists of APN 5244-032-030. Based on review of on-line maps and photographs, Parcel #19353 consists of El Relampago (4809 E. Washington Boulevard) located north of E. Washington Boulevard and east of Hepworth Avenue, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Maria Esther Montano in the Los Angeles County HMS database; as Tune-up Masters in the Los Angeles County HMS database; as Montano Auto Center in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	Medium
E	Partial, TCE	71954	71954	COMMERCE CITY (BANDINI PARK)	4725 ASTOR AVE	COMMERCE CA	Public	5244008900	COMMERCE CITY (BANDINI PARK)	4725	ASTOR AVE	COMMERCE CA	The ROW Impact Report identified Parcel #71954 as Public Use, owned by Commerce City (Bandini Park). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #71954 consists of a portion of APN 5244-008-900. ased on a review of on-line maps and photographs, Parcel #71954 consists of a City park known as Bandini Park, located west of Hepworth Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	5C-31/31a	Low
E	TCE	81955	81955	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244008806	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81955 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81955 consists of APN 5244-008-806. Based on a review of on-line maps and photographs, Parcel #81955 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	5C-31/31a	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	81956	81956	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244008804	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81956 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81956 consists of APN 5244-008-804. Based on a review of on-line maps and photographs, Parcel #81956 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	5C-31/31a	Medium
E	TCE	81957	81957	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244008801	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81957 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81957 consists of APN 5244-008-801. Based on a review of on-line maps and photographs, Parcel #81957 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	5C-31/31a	Medium
E	TCE	81958	81958	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244008802	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81958 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81958 consists of APN 5244-008-802. Based on a review of on-line maps and photographs, Parcel #81958 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	5C-31/31a	Medium
W	Full	19459	19459	HILANDS,JAMES H AND LUCY L TRS	4645 E WASHINGTON BLVD	COMMERCE CA	Business	5243028001	HILANDS,JAMES H AND LUCY L TRS	4645	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19459 as Business Use, owned by James H and Lucy L Hiland Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19459 consists of APN 5243-028-001. Based on review of on-line maps and photographs, Parcel #19459 consists of US Roofing Supply (4647 E. Washington Boulevard) located north of E. Washington Boulevard and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19460	19460	OCEGUEDA,JESUS AND NANCY M TRS	4615 E WASHINGTON BLVD	COMMERCE CA	Business	5243027001	OCEGUEDA,JESUS AND NANCY M TRS	4615	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19460 as Business Use, owned by Jesus and Nancy M Ocegueda Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19460 consists of APN 5243-027-001. Based on review of on-line maps and photographs, Parcel #19460 consists of a paved parking lot associated with Parcel#19461 located north of E. Washington Boulevard and adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19461	19461	OCEGUEDA,JESUS AND NANCY M TRS	4615 E WASHINGTON BLVD	COMMERCE CA	Business	5243027025	OCEGUEDA,JESUS AND NANCY M TRS	4615	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19461 as Business Use, owned by Jesus and Nancy M Ocegueda Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19461 consists of APN 5243-027-025. Based on review of on-line maps and photographs, Parcel #19461 consists of Magic Truck Supply/ Chrome Shop (4615 E. Washington Boulevard) located north of E. Washington Boulevard and west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19462	19462	BETHEL,DENNIS AND BONNIE TRS	4601 E WASHINGTON BLVD	COMMERCE CA	Business	5243027026	BETHEL,DENNIS AND BONNIE TRS	4601	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19462 as Business Use, owned by Dennis and Bonnie Bethel Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19462 consists of APN 5243-027-026. Based on review of on-line maps and photographs, Parcel #19462 consists of Speedo Electric (4601 E. Washington Boulevard) located north of E. Washington Boulevard and west of I-710. No EDR listings were identified associated with this address.		Low
W	Full	19463	19463	LAFRANCHI,ANNETTE TR	4575 E WASHINGTON BLVD	COMMERCE CA	Business	5243025030	LAFRANCHI,ANNETTE TR	4575	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19463 as Business Use, owned by Annette Lafranchi Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19463 consists of APN 5243-025-030. Based on review of on-line maps and photographs, Parcel #19463 consists of Commerce Hose & Industrial Product Supply (4575 E. Washington Boulevard) located north of E. Washington Boulevard, west of I-710.This parcel was identified in the EDR Report (EDR ID#214) as WCP Color Graphics Inc. in the HAZNET and Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	Low
W	Full	19464	19464	LAFRANCHI,ANNETTE TR	4559 E WASHINGTON BLVD	CITY OF COMMERCE CA	Business	5243025031	LAFRANCHI,ANNETTE TR	4559	WASHINGTON BLVD	CITY OF COMMERCE CA	The ROW Impact Report identified Parcel #19464 as Business Use, owned by Annette Lafranchi Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19464 consists of APN 5243-025-031. Based on review of on-line maps and photographs, Parcel #19464 consists of Lift Parts Service Corporation (4559 E. Washington Boulevard) located north of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report (EDRID# 214) as Reborn Forklift in the HAZNET database; and as James P Kinney Co in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	Medium
W	Full	19465	19465	MAHONEY,SUZANNE R TR	4545 E WASHINGTON BLVD	COMMERCE CA	Business	5243024903	MAHONEY,SUZANNE R TR	4545	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19465 as Business Use, owned by Suzanne R Mahoney Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19465 consists of APN 5243-024-903. Based on review of on-line maps and photographs, Parcel #19465 consists of Drake Supply (4545 E. Washington Boulevard) located north of E. Washington Boulevard and east of Ayers Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID# 214) as Well Color Pres Inc. in the RCRA-SQG and FINDS databases; as Colorex Lithographers in Los Angeles County HMS database; and as Service Gas Oil Company in the EDR Historical Auto Station database for the year 1942. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	Low
W	Partial, TCE	81966	81966	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243001812	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81966 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81966 consists of APN 5243-001-812. Based on a review of on-line maps and photographs, Parcel #81966 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	5C-31/31a	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial	19467	19467	DART EQUIPMENT CORP	4501 E WASHINGTON BLVD	COMMERCE CA	Business	5243001002	DART EQUIPMENT CORP	4501	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19467 as Business Use, owned by Dart Equipment Corp. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19467 consists of APN 5243-001-002. Based on a review of on-line maps and photographs, Parcel #19467 consists of the Road Runner Transportation Inc. facility (4501 E. Washington Boulevard) located north of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report orphan list as Bullet Freight System in the HAZNET and CHMIRS databases. By EDR ID#214 as Road Runner Freight Systems in the HAZNET database; Dawes Transportation Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31/31a	Low
W	Full	19468	19468	MONTES,LORENA AND	2347 CONNOR AVE	COMMERCE CA	Residential	5243027002	MONTES,LORENA AND	2347	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19468 as Residential Use (2347 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19468 consists of APN 5243-027-002. Based on a review of on-line maps and photographs, Parcel #19468 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19469	19469	VASQUEZ,AGAPITA E AND	2343 CONNOR AVE	COMMERCE CA	Residential	5243027003	VASQUEZ,AGAPITA E AND	2343	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19469 as Residential Use (2343 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19469 consists of APN 5243-027-003. Based on a review of on-line maps and photographs, Parcel #19469 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19470	19470	MOSQUEDA,MARGARET AND ALEX	2339 CONNOR AVE	COMMERCE CA	Residential	5243027004	MOSQUEDA,MARGARET AND ALEX	2339	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19470 as Residential Use (2339 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19470 consists of APN 5243-027-003. Based on a review of on-line maps and photographs, Parcel #19470 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19471	19471	STATE OF CALIFORNIA	2330 CONNOR AVE	COMMERCE CA	Residential	5243028901	STATE OF CALIFORNIA	2330	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19471 as Residential Use (2330 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19471 consists of APN 5243-028-901. Based on a review of on-line maps and photographs, Parcel #19471 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19472	19472	ZESATI,ROSA M	2326 CONNOR AVE	COMMERCE CA	Residential	5243028023	ZESATI,ROSA M	2326	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19472 as Residential Use (2326 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19472 consists of APN 5243-028-023. Based on a review of on-line maps and photographs, Parcel #19472 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19473	19473	PENA,JOSE M	2320 CONNOR AVE	COMMERCE CA	Residential	5243028013	PENA,JOSE M	2320	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19473 as Residential Use (2320 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19473 consists of APN 5243-028-013. Based on a review of on-line maps and photographs, Parcel #19473 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19474	19474	HERNANDEZ,MANUEL AND IRENE	2316 CONNOR AVE	COMMERCE CA	Residential	5243028012	HERNANDEZ,MANUEL AND IRENE	2316	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19474 as Residential Use (2316 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19474 consists of APN 5243-028-012. Based on a review of on-line maps and photographs, Parcel #19474 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19475	19475	LOPEZ,PABLO AND MARTHA M	2312 CONNOR AVE	CITY OF COMMERCE CA	Residential	5243028011	LOPEZ,PABLO AND MARTHA M	2312	CONNOR AVE	CITY OF COMMERCE CA	The ROW Impact Report identifies Parcel #19475 as Residential Use (2312 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19475 consists of APN 5243-028-011. Based on a review of on-line maps and photographs, Parcel #19475 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19476	19476	LUNA,EDWARD	2308 CONNOR AVE	COMMERCE CA	Residential	5243028022	LUNA,EDWARD	2308	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19476 as Residential Use (2308 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19476 consists of APN 5243-028-022. Based on a review of on-line maps and photographs, Parcel #19476 consists of a residential structure located east of Connor Avenue, adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19477	19477	ALBA,JUAN A AND GUILLERMINA	4644 LEONIS ST	COMMERCE CA	Residential	5243028021	ALBA,JUAN A AND GUILLERMINA	4644	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19477 as Residential Use (4644 Leonis Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19477 consists of APN 5243-028-021. Based on a review of on-line maps and photographs, Parcel #19477 consists of a residential structure located south of Leonis Street, adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19478	19478	DIAZ,JUAN G AND GLORIA L	4642 LEONIS ST	COMMERCE CA	Residential	5243028017	DIAZ,JUAN G AND GLORIA L	4642	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19478 as Residential Use (4642 Leonis Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19478 consists of APN 5243-028-017. Based on a review of on-line maps and photographs, Parcel #19478 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19479	19479	LOPEZ,RAFAEL AND	4636 LEONIS ST	COMMERCE CA	Residential	5243028007	LOPEZ,RAFAEL AND	4636	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19479 as Residential Use (4636 Leonis Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19479 consists of APN 5243-028-007. Based on a review of on-line maps and photographs, Parcel #19479 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19480	19480	LOPEZ,RAFAEL AND	4636 LEONIS ST	COMMERCE CA	Residential	5243028008	LOPEZ,RAFAEL AND	4636	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19480 as Residential Use (4636 Leonis Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19480 consists of APN 5243-028-008. Based on a review of on-line maps and photographs, Parcel #19480 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19481	19481	ARMIENTA,JESUS O AND CATALINA O	4632 LEONIS ST	COMMERCE CA	Residential	5243028009	ARMIENTA,JESUS O AND CATALINA O	4632	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19481 as Residential Use (4632 Leonis Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19481 consists of APN 5243-028-009. Based on a review of on-line maps and photographs, Parcel #19481 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19482	19482	FLORES,HERBERT G AND	4645 LEONIS ST	COMMERCE CA	Residential	5243024032	FLORES,HERBERT G AND	4645	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19482 as Residential Use (4645 Leonis Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19482 consists of APN 5243-024-032. Based on a review of on-line maps and photographs, Parcel #19482 consists of a residential structure located north of Leonis Street, adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19483	19483	ALMANZA,LAZARO AND GUADALUPE	4639 LEONIS ST	COMMERCE CA	Residential	5243024039	ALMANZA,LAZARO AND GUADALUPE	4639	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19483 as Residential Use (4639 Leonis Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19483 consists of APN 5243-024-039. Based on a review of on-line maps and photographs, Parcel #19483 consists of a residential structure located north of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	TCE	19484	19484	GARCIA,JOSE AND	4633 LEONIS ST	CITY OF COMMERCE CA	Residential	5243024028	GARCIA,JOSE AND	4633	LEONIS ST	CITY OF COMMERCE CA	The ROW Impact Report identifies Parcel #19484 as Residential Use (4633 Leonis Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19484 consists of APN 5243-024-028. Based on a review of on-line maps and photographs, Parcel #19484 consists of a residential structure located north of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	TCE	81985	81985	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243001814	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81985 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81985 consists of APN 5243-001-814. Based on a review of on-line maps and photographs, Parcel #81985 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	5C-31/31a	Medium
W	TCE	81986	81986	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243001815	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81986 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81986 consists of APN 5243-001-815. Based on a review of on-line maps and photographs, Parcel #81986 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	5C-31/31a	Medium
W	TCE	81987	81987	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243001816	UNION PACIFIC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81987 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81987 consists of APN 5243-001-816. Based on a review of on-line maps and photographs, Parcel #81987 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	5C-31/31a	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	81988	81988	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243001817	UNION PAC R R CO	**RAIL OPS**		COMMERCE CA	The ROW Impact Report identified Parcel #81988 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81988 consists of APN 5243-001-817. Based on a review of on-line maps and photographs, Parcel #81988 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	5C-31/31a	Medium
W	TCE	19538	19538	YBOA,CELERINO B AND MARGARITA N	2335 CONNOR AVE	COMMERCE CA	FALSE	5243027005	YBOA,CELERINO B AND MARGARITA N	2335	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19538 as Residential Use (2335 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19538 consists of APN 5243-027-005. Based on a review of on-line maps and photographs, Parcel #19538 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	TCE	19539	19539	POLIUTO,VIRGINIA A	2329 CONNOR AVE	COMMERCE CA	Residential	5243027006	POLIUTO,VIRGINIA A	2329	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19539 as Residential Use (2329 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19539 consists of APN 5243-027-006. Based on a review of on-line maps and photographs, Parcel #19539 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	TCE	19540	19540	GARCIA,HECTOR M AND SANDRA	2325 CONNOR AVE	COMMERCE CA	Residential	5243027007	GARCIA,HECTOR M AND SANDRA	2325	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19540 as Residential Use (2325 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19540 consists of APN 5243-027-007. Based on a review of on-line maps and photographs, Parcel #19540 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	TCE	19541	19541	POLIUTO,VALERIO A AND VIRGINIA A	2323 CONNOR AVE	COMMERCE CA	Residential	5243027008	POLIUTO,VALERIO A AND VIRGINIA A	2323	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19541 as Residential Use (2323 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19541 consists of APN 5243-027-008. Based on a review of on-line maps and photographs, Parcel #19541 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	TCE	19542	19542	DEL RIO,JOSE AND ROSALINDA	2317 CONNOR AVE	COMMERCE CA	Residential	5243027009	DEL RIO,JOSE AND ROSALINDA	2317	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19542 as Residential Use (2317 Connor Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19542 consists of APN 5243-027-009. Based on a review of on-line maps and photographs, Parcel #19542 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31/31a	Low
W	Full	19545	19545	HERNANDEZ,MANUEL AND IRENE	_____ CONNOR AVE	COMMERCE CA	Residential	5243028020	HERNANDEZ,MANUEL AND IRENE	_____	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19545 as Residential Use (no address available). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19545 consists of APN 5243-028-020. Based on a review of on-line maps and photographs, Parcel #19545 consists of a vacant parcel of land located adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified in this area.	5C-31/31a	Low

NOAKES STREET

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19489	19489	GAMBOA,EMIGDIO TR	1549 S SYDNEY DR	COMMERCE CA	Business	5241030011	GAMBOA,EMIGDIO TR	1549	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19489 as Business Use, owned by Emigdio Gamboa Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19489 consists of APN 5241-030-011. Based on a review of on-line maps and photographs, Parcel #19489 consists of the Universal Lift Gate Service (1549 S. Sydney Drive) located west of S. Sydney Drive, west of I-710.This parcel was identified in the EDR Report (EDR ID#170) as Yaky Welding Shop in the EMI database; as Universal Liftgte Service in the HAZNET database. Based on the lack of violations and/or listings in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-32	High
W	Full	19490	19490	BARRAZA,JESUS C AND BLANCA L	1545 S SYDNEY DR	COMMERCE CA	Business	5241030012	BARRAZA,JESUS C AND BLANCA L	1545	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19490 as Business Use, owned by Jesus C and Blanca L Barraza. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19490 consists of APN 5241-030-012. Based on a review of on-line maps and photographs, Parcel #19490 consists of Barraza & Sons (1545 S. Sydney Drive) located west of S. Sydney Drive, west of I-710. This parcel was identified in the EDR Report (EDR ID#170) as Barraza & Sons Inc. in the HAZNET, HAULERS, and FINDS databases. Based on the lack of violations and/or listings in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-32	High
W	Full	19491	19491	1538 SOUTH EASTERN AVENUE	1538 S EASTERN AVE	CITY OF COMMERCE CA	Business	5241030024	1538 SOUTH EASTERN AVENUE	1538	EASTERN AVE	CITY OF COMMERCE CA	The ROW Impact Report identified Parcel #19491 as Business Use (unknown owner). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19491 consists of APN 5241-030-024. Based on a review of on-line maps and photographs, Parcel #19491 consists of the Remco Wholesale Hardware Co. (1538 S. Eastern Avenue) located east of S. Eastern Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#170) as Gobe of California in the Los Angeles County HMS database. Based on the lack of violations and/or listings in other databases indicating a release, these listing is not expected to have created an environmental concern to the ISA Study Area.	5C-32	Medium
W	Full	19492	19492	COVARRUBIAS,ESTHER	1535 S SYDNEY DR	COMMERCE CA	Residential	5241030014	COVARRUBIAS,ESTHER	1535	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19492 as Residential Use (1535 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19492 consists of APN 5241-030-014. Based on a review of on-line maps and photographs, Parcel #19492 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	5C-32	Low
W	Full	19493	19493	RING,MARVIN A AND RICKI C TRS	1531 S SYDNEY DR	COMMERCE CA	Business	5241030015	RING,MARVIN A AND RICKI C TRS	1531	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19493 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19493 consists of APN 5241-030-015. Based on a review of on-line maps and photographs, Parcel #19493 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19493 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	5C-32	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19494	19494	RING,MARVIN A AND RICKI C TRS	1527 S SYDNEY DR	COMMERCE CA	Business	5241030016	RING,MARVIN A AND RICKI C TRS	1527	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19494 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19494 consists of APN 5241-030-016. Based on a review of on-line maps and photographs, Parcel #19494 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19494 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	5C-32	High
W	Full	19495	19495	RING,MARVIN A AND RICKI C TRS	1525 S SYDNEY DR	COMMERCE CA	Business	5241030017	RING,MARVIN A AND RICKI C TRS	1525	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19495 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19495 consists of APN 5241-030-017. Based on a review of on-line maps and photographs, Parcel #19495 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19495 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	5C-32	High
W	Full	19496	19496	RING,MARVIN A AND RICKI C TRS	1517 S SYDNEY DR	COMMERCE CA	Business	5241030018	RING,MARVIN A AND RICKI C TRS	1517	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19496 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19496 consists of APN 5241-030-018. Based on a review of on-line maps and photographs, Parcel #19496 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19496 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	5C-32	High
W	Full	19497	19497	RING,MARVIN A AND RICKI C TRS	_ _ _ _ S SYDNEY DR	COMMERCE CA	Business	5241030025	RING,MARVIN A AND RICKI C TRS	_ _ _ _	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19497 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19497 consists of APN 5241-030-025. Based on a review of on-line maps and photographs, Parcel #19497 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19497 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	5C-32	High
W	Full	19498	19498	RING,MARVIN A AND RICKI C TRS	1511 S SYDNEY DR	COMMERCE CA	Business	5241030026	RING,MARVIN A AND RICKI C TRS	1511	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19498 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19498 consists of APN 5241-030-026. Based on a review of on-line maps and photographs, Parcel #19498 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19498 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	5C-32	High
W	Full	19499	19499	RING,MARVIN A AND RICKI C TRS	1507 S SYDNEY DR	COMMERCE CA	Business	5241030021	RING,MARVIN A AND RICKI C TRS	1507	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19499 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19499 consists of APN 5241-030-021. Based on a review of on-line maps and photographs, Parcel #19499 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19499 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	5C-32	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19500	19500	RAMIREZ,ENRIQUE AND MARTHA E	1501 S SYDNEY DR	COMMERCE CA	Residential	5241030022	RAMIREZ,ENRIQUE AND MARTHA E	1501	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19500 as Residential Use (1501 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19500 consists of APN 5241-030-022. Based on a review of on-line maps and photographs, Parcel #19500 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	5C-32	Low
W	Full	19501	19501	RING,MARVIN A AND RICKI C TRS	1528 S EASTERN AVE	COMMERCE CA	Business	5241030006	RING,MARVIN A AND RICKI C TRS	1528	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19501 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19501 consists of APN 5241-030-021. Based on a review of on-line maps and photographs, Parcel #19501 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19501 is located east of S.Eastern Avenue, west of I-710. No EDR listings were identified in this area.	5C-32	High
W	Full	19502	19502	RING,MARVIN A AND RICKI C TRS	1522 S EASTERN AVE	COMMERCE CA	Business	5241030005	RING,MARVIN A AND RICKI C TRS	1522	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19502 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19502 consists of APN 5241-030-005. Based on a review of on-line maps and photographs, Parcel #19502 is developed with a residential structure associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19502 is located east of S.Eastern Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-32	High
W	Full	19503	19503	GONZALEZ,LUIS	1459 S SYDNEY DR	COMMERCE CA	Residential	5241029001	GONZALEZ,LUIS	1459	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19503 as Residential Use (1459 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09503 consists of APN 5241-029-001. Based on a review of on-line maps and photographs, Parcel #09503 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	5C-32	Low
W	Full	19504	19504	ALATORRE,CATHY	1455 S SYDNEY DR	COMMERCE CA	Residential	5241029002	ALATORRE,CATHY	1455	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19504 as Residential Use (1455 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19504 consists of APN 5241-029-002. Based on a review of on-line maps and photographs, Parcel #19504 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	5C-32	Low
W	Full	19505	19505	RAMIREZ,JUAN AND ELMA	1451 S SYDNEY DR	COMMERCE CA	Residential	5241029003	RAMIREZ,JUAN AND ELMA	1451	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19505 as Residential Use (1451 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19505 consists of APN 5241-029-003. Based on a review of on-line maps and photographs, Parcel #19505 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	5C-32	Low
W	Full	19506	19506	SANCHEZ,SALVADOR TR	1449 S SYDNEY DR	COMMERCE CA	Residential	5241029004	SANCHEZ,SALVADOR TR	1449	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19506 as Residential Use (1449 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19506 consists of APN 5241-029-003. Based on a review of on-line maps and photographs, Parcel #19506 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	5C-32	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19507	19507	HARNETT,BEATRICE	1445 S SYDNEY DR	COMMERCE CA	Residential	5241029005	HARNETT,BEATRICE	1445	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19507 as Residential Use (1445 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19507 consists of APN 5241-029-005. Based on a review of on-line maps and photographs, Parcel #19507 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	5C-32	Low
W	Full	19508	19508	HURTADO,CARMEN TR	1441 S SYDNEY DR	COMMERCE CA	Residential	5241029006	HURTADO,CARMEN TR	1441	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19508 as Residential Use (1441 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19508 consists of APN 5241-029-006. Based on a review of on-line maps and photographs, Parcel #19508 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	5C-32	Low
W	Full	19509	19509	PEREIDA,THOMAS AND PAULINE	1433 S SYDNEY DR	COMMERCE CA	Residential	5241029007	PEREIDA,THOMAS AND PAULINE	1433	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19509 as Residential Use (1433 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19509 consists of APN 5241-029-007. Based on a review of on-line maps and photographs, Parcel #19509 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	5C-32	Low
W	Full	19510	19510	CUEVAS,FRANCISCA	1431 S SYDNEY DR	CITY OF COMMERCE CA	Residential	5241029008	CUEVAS,FRANCISCA	1431	SYDNEY DR	CITY OF COMMERCE CA	The ROW Impact Report identifies Parcel #19510 as Residential Use (1431 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19510 consists of APN 5241-029-008. Based on a review of on-line maps and photographs, Parcel #19510 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	5C-32	Low
W	Full	19511	19511	VERA,MANUEL AND ELVIRA TRS	1427 S SYDNEY DR	COMMERCE CA	Residential	5241029009	VERA,MANUEL AND ELVIRA TRS	1427	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19511 as Residential Use, owned by VERA,MANUEL AND ELVIRA TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19511 consists of APN 5241-029-011. Based on review of on-line maps and photographs, Parcel #19511 consists of land currently occupied by residential buildings (1421 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	5C-32	Low
W	Full	19512	19512	CARVAJAL,ALBERTO AND ALICIA E	1421 S SYDNEY DR	COMMERCE CA	Residential	5241029010	CARVAJAL,ALBERTO AND ALICIA E	1421	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19512 as Residential Use, owned by CARVAJAL,ALBERTO AND ALICIA E. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19512 consists of APN 5241-029-011. Based on review of on-line maps and photographs, Parcel #19512 consists of land currently occupied by residential buildings (1421 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	5C-32	Low
W	Full	19513	19513	LIMON,DANIEL G AND MARTHA A	1415 S SYDNEY DR	COMMERCE CA	Residential	5241029011	LIMON,DANIEL G AND MARTHA A	1415	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19513 as Residential Use, owned by LIMON,DANIEL G AND MARTHA A. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19513 consists of APN 5241-029-011. Based on review of on-line maps and photographs, Parcel #19513 consists of land currently occupied by residential buildings (1415 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	5C-32	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19514	19514	O NEILL,MARTIN AND RAQUEL ET AL	1411 S SYDNEY DR	COMMERCE CA	Residential	5241029012	O NEILL,MARTIN AND RAQUEL ET AL	1411	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19514 as Residential Use, owned by O NEILL,MARTIN AND RAQUEL ET AL. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19514 consists of APN 5241-029-012. Based on review of on-line maps and photographs, Parcel #19514 consists of land currently occupied by residential buildings (1411 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	5C-32	Low
W	Full	19515	19515	JAURIGUI,ELEANOR L TR	4514 TRIGGS ST	COMMERCE CA	Residential	5241029013	JAURIGUI,ELEANOR L TR	4514	TRIGGS ST	COMMERCE CA	The ROW Impact Report identified Parcel #19515 as Residential Use, owned by JAURIGUI,ELEANOR L TR. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19515 consists of APN 5241-029-013. Based on review of on-line maps and photographs, Parcel #19515 consists of land currently occupied by residential buildings (4514 Triggs St.) located adjacent to the west of the I-710 and southwest of the intersection of Triggs Street and S. Sydney Drive. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	5C-32	Low

TRIGGS STREET

W	Full	19516	19516	LOS JARDINES LLC	45 _ _ TRIGGS ST	COMMERCE CA	Business	5241013018	LOS JARDINES LLC	45 _ _	TRIGGS ST	COMMERCE CA	The ROW Impact Report identified Parcel #19516 as Business Use, owned by LOS JARDINES LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19516 consists of APN 5241-013-018. Based on review of on-line maps and photographs, Parcel #19516 consists of a strip of vacant land located adjacent to the south of the I-5 and I-710 interchange and a portion of the I-5 South to I-710 South ramp. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	5C-32	High
W	Partial	19517	19517	LOS JARDINES LLC	1350 S EASTERN AVE	COMMERCE CA	Business	5241013019	LOS JARDINES LLC	1350	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19517 as Business Use, owned by LOS JARDINES LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19517 consists of APN 5241-013-019. Based on review of on-line maps and photographs, Parcel #19517 consists of a strip of vacant land (1350 S. Eastern Avenue) located adjacent to the south of the I-5 and I-710 interchange and a portion of the I-5 South to I-710 South ramp. A review of the EDR Report identified Specific Plating Co. Inc. (1350 S. Eastern Avenue) (EDR ID# 161) in the RCRA-SQG, CA HIST UST, CA VCP, CA ENVIROSTOR, CA UST, CA SWEEPS UST, CA LOS ANGELES CO. HMS, and CA EMI databases. According the online GeoTracker database, the CA VCP status is listed as "ACTIVE AS OF 12/12/2013". The Site was occupied by Specific Plating, an electroplating company from the 1960s. In February 2012, DTSC conducted soil and soil gas sampling at the Site as part of a discovery project. Sampling data indicated elevated levels of volatile organic compounds (PCE and TCE). DTSC determined that additional sampling and remediation is required at this Site. The Site is undergoing litigation currently to identify the legal owner, causing a delay in evaluation and cleanup of the Site. Based on the active regulatory status and on-going investigations, this site is considered to represent an environmental concern to the proposed I-710 Corridor Project.	5C-32	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington

	IMPACT	Private Use ID #	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19518	19518	COMMUNITY DEV COMMISSION	1338 S EASTERN AVE	COMMERCE CA	Residential	5241013904	COMMUNITY DEV COMMISSION	1338	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19518 as Residential Use, owned by COMMUNITY DEV COMMISSION. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19518 consists of APN 5241-013-904. Based on review of on-line maps and photographs, Parcel #19518 consists of land currently occupied by residential building (1338 S. Eastern Avenue) located adjacent to the south of the I-5 and I-170 interchange and a portion of the I-5 South to I-710 South ramp. No EDR listings were identified associated with this address. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	5C-32	Low
W	Full	19519	19519	PEREZ,LUCILLE F TR	1334 S EASTERN AVE	COMMERCE CA	Residential	5241013001	PEREZ,LUCILLE F TR	1334	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19519 as Residential Use, owned by PEREZ,LUCILLE F TR. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19519 consists of APN 5241-013-001. Based on review of on-line maps and photographs, Parcel #19519 consists of land currently occupied by residential building (1334 S. Eastern Avenue) located adjacent to the south of the I-5 and I-170 interchange and a portion of the I-5 South to I-710 South ramp. No EDR listings were identified associated with this address. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	5C-32	Low
W	Full	19520	19520	STATE OF CALIFORNIA			Business		STATE OF CALIFORNIA				The ROW Impact Report identified Parcel #19520 as Business Use, owned by STATE OF CALIFORNIA. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19520 consists of unknown APN. Based on review of on-line maps and photographs, Parcel #19520 consists of land currently occupied by multiple businesses (4711-4727 E. Washington Boulevard) located south of Hepworth Avenue and adjacent to the east of I-710. No EDR listings were identified in this area. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.		High

I-5

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
I5-SR60

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
I-5																
W	TCE	20101		20101	EASTERN AVENUE ENTERPRISES	946 S EASTERN AVE	LOS ANGELES CA	BUSINESS	5236012035	EASTERN AVENUE ENTERPRISES	946	EASTERN AVE	LOS ANGELES CA	The ROW Impact Report identified Parcel #20101 as Business use owned by Eastern Avenue Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20101 consists of APN 5236-012-035. Based on review of on-line maps and photographs, Parcel #20101 consists of DaVita Doctors Dialysis Of East Los Angeles (950 S. Eastern Avenue) located east of S. Eastern Avenue and adjacent to the west of the Eastern off-ramp of I-710. No EDR listings were identified associated with this address.	5C-34	Low
E	Partial	20202		20202	STERLING STORAGE LLC	4550 E OLYMPIC BLVD	LOS ANGELES CA	BUSINESS	5246003020	STERLING STORAGE LLC	4550	OLYMPIC BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #20102 as Business use owned by Eastern Avenue Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20102 consists of APN 5236-003-020. Based on review of on-line maps and photographs, Parcel #20102 consists of Sterling Van Lines (4550 E. Olympic Boulevard) located adjacent to the east of Olympic Boulevard exit of I-710 and south of E. Olympic Boulevard. No EDR listings were identified associated with this address.	5C-33	Low
WHITTIER BLVD																
W	TCE	20403		20403	DELACERDA,RAMON CO TR	716 S SYDNEY DR	LOS ANGELES CA	RESIDENTIAL	5236012025	DELACERDA,RAMON CO TR	716	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20403 as Residential Use (716 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20403 consists of APN 5236-012-025. Based on a review of on-line maps and photographs, Parcel #20403 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34	Low
W	TCE	20404		20404	DELACERDA,ISAAC AND ESPERANZA H	710 S SYDNEY DR	LOS ANGELES CA	RESIDENTIAL	5236012024	DELACERDA,ISAAC AND ESPERANZA H	710	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20404 as Residential Use (710 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20404 consists of APN 5236-012-024. Based on a review of on-line maps and photographs, Parcel #20404 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34	Low
W	TCE	20405		20405	ALCARAZ,ROSALINDA	700 S SYDNEY DR	LOS ANGELES CA	RESIDENTIAL	5236013033	ALCARAZ,ROSALINDA	700	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20405 as Residential Use (700 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20405 consists of APN 5236-013-033 Based on a review of on-line maps and photographs, Parcel #20405 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34	Low
W	TCE	20406		20406	CAUDILLO,MARIA	680 S SYDNEY DR	LOS ANGELES CA	RESIDENTIAL	5236013032	CAUDILLO,MARIA	680	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20406 as Residential Use (680 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20406 consists of APN 5236-013-032 Based on a review of on-line maps and photographs, Parcel #20406 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34	Low
W	TCE	20407		20407	ZAPATA,RAFAEL AND HERMELINDA	656 S SYDNEY DR	LOS ANGELES CA	RESIDENTIAL	5236013031		656	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20407 as Residential Use (656 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20407 consists of APN 5243-013-031 Based on a review of on-line maps and photographs, Parcel #20407 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34	Low
SR-60																

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
LA JUNCTION																				
W	Partial	18101		18101	N	0	0	VERNON CA	Business	0.9345			6314033002		0			The ROW Impact Report identified Parcel #18101 as Business use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18101 consists of APN 6314-033-002. Based on review of on-line maps and photographs, Parcel #18101 consists of a vacant commercial building (3030 S. Atlantic Boulevard). This parcel was identified in the EDR Report (EDR ID# 340) as International Paper Company in the HAZNET and TSCA databases; as Box USA Group in the Los Angeles County HMS, HAZNET, and WDS databases; and as Magellan Group in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-30b	Low
W	TCE	81802		81802	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad	1.0425	0.0267		6314033801	L A JUNCTION RY CO	0			The ROW Impact Report identified Parcel #81802 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81802 consists of APN 6314-033-801. Based on a review of on-line maps and photographs, Parcel #81802 consists of rail spurs extending from Atchison & Topeka and Santa Fe Railroad tracks located west of I-710, and south of Parcel #18102. No EDR listings were identified in this area.	5C-30b	Medium
W	TCE	61803		61803	N	L A CITY DEPT OF WATER AND POWER	LADWP	VERNON CA	Utility		1.3		6314033271	L A CITY DEPT OF WATER AND POWER	0			The ROW Impact Report identified Parcel #61803 as Utility Use, owned by LADWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61803 consists of APN 6314-033-271 and located west of I-710, and adjacent to the east of the LA River. Based on a review of on-line maps and photographs, Parcel #61803 is occupied by transmission power lines. No EDR listings were identified in this area.	5C-30b	Low
W	TCE	81804		81804	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad		0.67		6314033802	L A JUNCTION RY CO	0			The ROW Impact Report identified Parcel #81804 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81804 consists of APN 6314-033-802. Based on a review of on-line maps and photographs, Parcel #81804 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located west of I-710, and south of S. Atlantic Boulevard, adjacent to the east of the LA River. No EDR listings were identified in this area.	5C-30b	Medium
W	TCE	41805		41805	N	L A CO FLOOD CONTROL DIST	LA RIVER	VERNON CA	Flood Control		0.24		6314033901	L A CO FLOOD CONTROL DIST	0			The ROW Impact Report identifies Parcel #41805 as Flood Control Use, owned by the LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41805 consists of APN 6314-033-901. Based on a review of on-line maps and photographs, Parcel #41805 consists of a segment of the LA River located south of S. Atlantic Boulevard, west of I-710. No EDR listings were identified in this area.	5C-30b	Low
W	TCE	81841		81841	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad		0.10		6314034804	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81841 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81841consists of APN 6314-034-804. Based on a review of on-line maps and photographs, Parcel #81841 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located west of I-710, and south of S. Atlantic Boulevard, adjacent to the east of the LA River. No EDR listings were identified in this area.		Medium
W	TCE	81842		81842	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad		0.15		6314033803	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81842 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81842consists of APN 6314-033-803. Based on a review of on-line maps and photographs, Parcel #81842 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located west of I-710, and south of S. Atlantic Boulevard, adjacent to the east of the LA River. No EDR listings were identified in this area.		Medium
ATLANTIC BLVD																				
W	Partial	18106		18106	N	FEDEX NATIONAL LTL INC	0	LOS ANGELES CA	Business	0.0017			6304030002	FEDEX NATIONAL LTL INC	0			The ROW Impact Report identified Parcel #18106 as Business use, owned by FedEx National LTL INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18106 consists of APN 6304-030-002. Based on review of on-line maps and photographs, Parcel #18106 composes the western portion of the FedEx Freight facility (Parcel #18107-4500 Bandini Boulevard). EDR listings associated with this parcel are discussed in Parcel#18107.	5C-30b	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial	18107		18107	N	FEDEX NATIONAL LTL INC	3939 S ATLANTIC BLVD	LOS ANGELES CA	Business	0.19			6304030001	FEDEX NATIONAL LTL INC	3939	ATLANTIC BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #18107 as Business use, owned by FedEx National LTL INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18106 consists of APN 6304-030-002. Based on review of on-line maps and photographs, Parcel #18107 consists of the FedEx Freight facility (4500 Bandini Boulevard) located north of S. Atlantic Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID# 311) as 4500 Bandini Boulevard in the CHMIRS database; as FedEx Freight Inc. in the RCRA-SQG, WDS, SWEEPS UST, NPDES, HIST CORTESE, and LUST databases; as Watkins Motor Lines, Inc. in the LUST and FINDS databases. According to GeoTracker, the facility is listed with a status of "Completed-case closed" as of 09/01/1999 for a release of gasoline to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-30b	High
W	Full	18108		18108	Y	REDEVELOPMENT AGENCY OF	4528 BANDINI BLVD	VERNON CA	Business	0.08		0.87	6304030906	REDEVELOPMENT AGENCY OF	4528	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18108 as Business use, owned by Redevelopment Agency. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18108 consists of APN 6304-030-906. Based on review of on-line maps and photographs, Parcel #18108 composes the parking lot portion of the Vernon Fire Department, Station #4(Parcel #18109-4530 Bandini Boulevard), located south of Bandini Boulevard and adjacent to the southwest of the S. Atlantic Boulevard onramp to I-710. This parcel was identified in the EDR Report (EDR ID# 316) with the address 4528 Bandini Boulevard as Dewitt Mail Service in the LUST, SWEEPS UST, HIST CORTESE, and HIST UST databases; and as DeWitt Trans and Storage in the RCRA-SQG and FINDS databases. According to GeoTracker, the site is listed with a status of "Completed-case closed" as of 01/01/2000 for a release of diesel to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-30b	Medium
W	Full	18109		18109	Y	VERNON CITY	0	VERNON CA	Business	0.06		0.18	6304030903	VERNON CITY	0			The ROW Impact Report identified Parcel #18109 as Business use, owned by City of Vernon (Vernon Fire Department Station). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18109 consists of APN 6304-030-903. Based on review of on-line maps and photographs, Parcel #18109 consists of the Vernon Fire Department, Station #4, located south of Bandini Boulevard and adjacent to the southwest of the Atlantic onramp to I-710. This parcel was identified in the EDR report (EDR ID#311) as Vernon Fire Station #4 in the HIST UST, SWEEP UST, and CHMIRS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area. Based on the proximity to the LUST listing (Parcel#18109), there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-30b	Medium
W	Full	81810		81810	N	L A JUNCTION RY CO	RAIL OPS	BELL CA	Railroad	0.12			6314033800	L A JUNCTION RY CO	0			The ROW Impact Report identified Parcel #81810 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81810 consists of APN 6314-033-800. Based on a review of on-line maps and photographs, Parcel #81810 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks which travels beneath I-710, south of S. Atlantic Boulevard. No EDR listings were identified in this area.	5C-30b	Medium

BANDINI BLVD

LA JUNCTION

E	Partial	18211		18211	N	L A UNIFIED SCHOOL DISTRICT	0	BELL CA	Business	0.36			6332002966	L A UNIFIED SCHOOL DISTRICT	0			The ROW Impact Report identified Parcel #18211 as Business use, owned by LA Unified School District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18211 consists of APN 6332-002-996. Based on review of on-line maps and photographs, Parcel #18211 consists of the Richard N. Slauson Southeast Occupational Center (Rickenbacker Road) located east of I-710 and south of Rickenbacker Road. This parcel was identified in the EDR report (EDR ID#419) as Slawson Southeast Occupational Center in the HAZNET, FINDS, and RCRA-LQG databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-30b	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial	18212		18212	N	SHELTER PARTNERSHIP INC	0	BELL CA	Business	0.1			6332002035	SHELTER PARTNERSHIP INC	0			The ROW Impact Report identified Parcel #18212 as Business use, owned by Shelter Partnership Inc. (Salvation Army). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18212 consists of APN 6332-002-035. Based on review of on-line maps and photographs, Parcel #18212 consists of a large commercial facility (5600 Rickenbacker Road) occupied by The Salvation Army Wellness Center located east of I-710. This parcel was identified in the EDR Report (EDR ID#419) as LAUSD Bell Education and Career Center in the HAZNET,SCH, NPDES, ENVIROSTOR, FINDS, RCRA-LQG databases; as FBI Warehouse in the HAZNET database; as Salvation Army in the HAZNET database; as Jet Propulsion Lab in the HAZNET database; as Bell Federal Building in the HAZNET database; as Shelter Partnership in the HAZNET database; as General Service Administration in the HAZNET database; as Bell Armed Forces Reserve Center in the HAZNET and NPDES databases; Federal Service Center in the HIST UST and Los Angeles County HMS databases. The ENVIROSTOR database lists the cleanup status as "Certified as of 10/11/2012" indicating that the DTSC-approved response action has been completed. This site comprises over 13 acres and during the PEA, in 2009, elevated levels of PAHs and arsenic were found in soils to a depth of 4-feet bgs, which required removal. Approximately 1,000 cubic yards of contaminated soil was subsequently removed and documented in a report dated 2010. Based on the certified status, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-30b	High
E	Full	18213		18213	Y	BELL CITY	0	BELL CA	Business	1.55		1.28	6332002086	BELL CITY	0			The ROW Impact Report identified Parcel #18213 as Business use, owned by the City of Bell. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18213 consists of APN 6332-002-086. Based on review of on-line maps and photographs, Parcel #18213 consists of a vacant parcel (5390 Rickenbacker Road) located adjacent to the east of I-710 and south of Rickenbacker Road. No EDR listings were identified associated with this address.	5C-30b	Low
E	Partial, TCE	18214		18214	N	BELL CITY	0	BELL CA	Business	1.13	0.24		6332002081	BELL CITY	0			The ROW Impact Report identified Parcel #18214 as Business use, owned by the City of Bell. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18214 consists of APN 6332-002-081. Based on review of on-line maps and photographs, Parcel #18214 consists of a vacant parcel (5391 Rickenbacker Road) located east of I-710 and north of Rickenbacker Road. This parcel was identified in the EDR Report (EDR ID#421) as RedEx Home Delivery Los Angeles in the FINDS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-30b	Low
E	Partial, TCE	81815		81815	N	L A JUNCTION RY CO	RAIL OPS	BELL CA	Railroad	0.2492	0.728		6332002800	L A JUNCTION RY CO	0			The ROW Impact Report identified Parcel #81815 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81815 consists of APN 6332-002-800. Based on a review of on-line maps and photographs, Parcel #81815 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located adjacent to the east of I-710. No EDR listings were identified in this area.	5C-30b	Medium
E	Partial, TCE	18216		18216	Y	PERRIN BERNARD SUPOWITZ INC	5400 LINDBERGH LN	BELL CA	Business	0.7587	0.1441		6332002020	PERRIN BERNARD SUPOWITZ INC	5400	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18216 as Business use, owned by Perrin Bernard Supowitz Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18216 consists of APN 6332-002-020. Based on review of on-line maps and photographs, Parcel #18216 consists of the western portion of a large commercial building occupied by The Individual Group-Fergadis Wholesale (5496 Lindbergh Lane) located east of I-710 and south of Lindbergh Lane. No EDR listings were identified associated with this address.	5C-30b	Low
E	Full	18217		18217	Y	BELL PUBLIC FINANCING AUTHORITY	0	0	Business	4.8312		10.9668	6332002089	BELL PUBLIC FINANCING AUTHORITY	0			The ROW Impact Report identified Parcel #18217 as Business use, owned by Bell Public Financing Authority. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18217 consists of APN 6332-002-089. Based on review of on-line maps and photographs, Parcel #18217 consists of a paved lot utilized for trailer storage (unknown Leasee), and a strip of land along J and K Streets, east of I-710. No EDR listings were identified in this area.	5C-30b	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18218		18218	Y	CHELI DISTRIBUTION CENTER INC	5350 LINDBERGH LN	BELL CA	Business	3.92		1.94	6332002021	CHELI DISTRIBUTION CENTER INC	5350	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18218 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18218 consists of APN 6332-002-021. Based on review of on-line maps and photographs, Parcel #18218 consists of a large commercial building occupied by Vernon Sanitary Supply (5350 Lindbergh Lane) and Allied Plastics (5380 Lindbergh Lane) located west of Lindbergh Lane and east of I-710. No EDR listings were identified in this area. This parcel was identified in the EDR Report (EDR ID#345) as Individual Food Service in the VCP and ENVIROSTOR databases. According to the ENVIROSTOR database, the site is a slab on grade tilt up building comprised of about a 146,000 square foot structure located on a 255,101 square foot lot. The building is divided into different suites, used for warehousing and distribution. This Site is located near what was formerly the Cheli Air Force Base. To the west and south are the 710 Freeway and Los Angeles River. The nearest residential land use is on the opposite side of the Los Angeles River, about 0.25 miles from the site. Based on the information available to DTSC and Proponent, the Site is or may be contaminated with hazardous substances, including poly-aromatic hydrocarbons (PAHs), volatile organic compounds, and petroleum hydrocarbons. The site is listed with a status of "Certified O&M-Land Use Restrictions Only" as of 03/17/2016. Based on the regulatory agency status, these listings are expected to have created an environmental concern to the ISA Study Area. Additionally, there is potential for soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-30b	High
E	Full	18219		18219	Y	CHELI DISTRIBUTION CENTER INC	5300 LINDBERGH LANE	BELL CA	Business	0.55		0	6332002039	CHELI DISTRIBUTION CENTER INC	5300	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18219 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18219 consists of APN 6332-002-039, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30b	High
E	Full	18220		18220	Y	CHELI DISTRIBUTION CENTER INC	5300 LINDBERGH LANE	BELL CA	Business	0.11		0	6332002040	CHELI DISTRIBUTION CENTER INC	5300	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18220 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18220 consists of APN 6332-002-040, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30b	High
E	Full	18221		18221	Y	CHELI DISTRIBUTION CENTER INC	5304 LINDBERGH LANE	BELL CA	Business	0.08		0.03	6332002041	CHELI DISTRIBUTION CENTER INC	5304	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18221 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18221 consists of APN 6332-002-041,which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30b	High
E	Full	18222		18222	Y	CHELI DISTRIBUTION CENTER INC	5304 LINDBERGH LANE	BELL CA	Business	0.05		0.06	6332002042	CHELI DISTRIBUTION CENTER INC	5304	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18222 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18222 consists of APN 6332-002-042, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30b	High
E	Full	18223		18223	Y	CHELI DISTRIBUTION CENTER INC	5306 LINDBERGH LANE	BELL CA	Business	0.04		0.07	6332002043	CHELI DISTRIBUTION CENTER INC	5306	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18223 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18223 consists of APN 6332-002-043, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30b	High
E	Full	18224		18224	Y	CHELI DISTRIBUTION CENTER INC	5306 LINDBERGH LANE	BELL CA	Business	0.03		0.08	6332002044	CHELI DISTRIBUTION CENTER INC	5306	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18224 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18224 consists of APN 6332-002-044, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30b	High
E	Full	18225		18225	Y	CHELI DISTRIBUTION CENTER INC	5306 LINDBERGH LANE	BELL CA	Business	0.02		0.09	6332002045	CHELI DISTRIBUTION CENTER INC	5306	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18225 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18225 consists of APN 6332-002-045, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30b	High
E	Full	18226		18226	Y	CHELI DISTRIBUTION CENTER INC	5310 LINDBERGH LANE	BELL CA	Business	0.009		0.105	6332002046	CHELI DISTRIBUTION CENTER INC	5310	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18226 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18226 consists of APN 6332-002-046, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30b	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18227		18227	Y	U S GOVT	0	0	Business	5.1902		9.4033	6332002920	U S GOVT	0			The ROW Impact Report identified Parcel #18227 as Business use, owned by US Government (Dept. of the Army). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18227 consists of APN 6332-002-920. Based on review of on-line maps and photographs, Parcel #18227 consists of the Department of the Army facility located adjacent to the east of the S. Atlantic Boulevard off-ramp of I-710, south of Bandini Boulevard. This parcel was listed in the EDR Report (EDR ID#322) in the FINDS database; as Office of Adjutant General in the UST database; as US Government in the HIST CORTESE, LUST, SWEEPS UST databases; as CA Army National Guard in the LUST, Los Angeles County HMS; as Bell Organizational Maintenance #6 in the CERLIS, HAZNET, and RCRA-LQG databases. According to GeoTracker, three cases are associated with the site. Patton US Army Reserve Center (5340 Bandini Boulevard) is listed with a status of "Completed-case closed" as of 11/14/1999 for a release of diesel to soil. US Government (5300 Bandini Boulevard) is listed with a status of "Completed-case closed" as of 02/05/2009 for a release of gasoline to soil. CA Army National Guard is listed with a status of "Completed-case closed" as of 03/03/2015 for a release of diesel, gasoline, MTBE/TBA/other fuel oxygenates, toluene, waste oil/motor/hydraulic/lubricating, xylenes. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-30b	High
E	Full	18228		18228	N	U S GOV'T	0	0	Business	0.0014		6.3928	6332002934	U S GOV'T	0			The ROW Impact Report identified Parcel #18228 as Business use, owned by US Government. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18228 consists of APN 6332-002-934. This parcel is the eastern half of Parcel #18227. See Parcel#18227 for EDR information.	5C-30b	High
E	Full	18243		18243	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LN	BELL CA	Business	0.0006		0.1088	6332002047	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18243 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18243 consists of APN 6332-002-047, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18244		18244	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1094	6332002048	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18244 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18244 consists of APN 6332-002-048, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18245		18245	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1094	6332002049	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18245 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18245 consists of APN 6332-002-049, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18246		18246	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1095	6332002050	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18246 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18246 consists of APN 6332-002-050, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18247		18247	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1095	6332002051	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18247 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18247 consists of APN 6332-002-051, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18248		18248	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1096	6332002052	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18248 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18248 consists of APN 6332-002-052, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18249		18249	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1096	6332002053	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18249 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18249 consists of APN 6332-002-053, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18250		18250	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1096	6332002054	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18250 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18250 consists of APN 6332-002-054, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18251		18251	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LN	BELL CA	Business			0.1097	6332002055	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18251 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18251 consists of APN 6332-002-055, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18252		18252	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1097	6332002056	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18252 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18252 consists of APN 6332-002-056, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18253		18253	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1098	6332002057	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18253 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18253 consists of APN 6332-002-057, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18254		18254	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1098	6332002058	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18254 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18254 consists of APN 6332-002-058, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18255		18255	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1099	6332002059	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18255 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18255 consists of APN 6332-002-059, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18256		18256	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1099	6332002060	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18256 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18256 consists of APN 6332-002-060, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18257		18257	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.11	6332002061	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18257 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18257 consists of APN 6332-002-061, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18258		18258	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.11	6332002062	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18258 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18258 consists of APN 6332-002-062, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18259		18259	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1101	6332002063	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18259 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18259 consists of APN 6332-002-063, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18260		18260	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1102	6332002064	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18260 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18260 consists of APN 6332-002-064, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18261		18261	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LN	BELL CA	Business			0.1102	6332002065	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18261 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18261 consists of APN 6332-002-065, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18262		18262	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1103	6332002066	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18262 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18262 consists of APN 6332-002-066, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18263		18263	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1103	6332002067	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18263 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18263 consists of APN 6332-002-067, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18264		18264	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1104	6332002068	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18264 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18264 consists of APN 6332-002-068, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18265		18265	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1104	6332002069	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18265 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18265 consists of APN 6332-002-069, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18266		18266	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1105	6332002070	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18266 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18266 consists of APN 6332-002-070, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18267		18267	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1105	6332002071	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18267 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18267 consists of APN 6332-002-071, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18268		18268	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.6317	6332002072	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18268 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18268 consists of APN 6332-002-072, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
BANDINI BLVD																				
E	Partial	18329		18329	N	BANDINI XC LLC		0	Business	0.01			6332002078	BANDINI XC LLC				The ROW Impact Report identified Parcel #18329 as Business use, owned by Bandini XC LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18329 consists of APN 6332-002-078. Based on review of on-line maps and photographs, Parcel #18329 consists of a paved parking area associated with the California Post office (27 Yeager Way) located east of I-710 and north of Bandini Boulevard. This parcel was identified in the EDR Report (EDR ID#364) as US Postal Service LA East Bell in the NPDES and WDS databases; as US Postal Service East Garage in the UST, HAZNET, and Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-30b	High
E	Partial	18330		18330	N	BANDINI XC LLC		0	Business	0.03			6332002077	BANDINI XC LLC				The ROW Impact Report identified Parcel #18330 as Business use, owned by Bandini XC LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18330 consists of APN 6332-002-077. Based on review of on-line maps and photographs, Parcel #18330 consists of a paved parking area associated with the California Post office (27 Yeager Way). See Parcel #18329 for EDR information.	5C-30b	High
E	Partial	18331		18331	N	KINROSS HOLDING LLC ET AL LESSOR	4901 BANDINI BLVD	VERNON CA	Business	0.02			6332001005	KINROSS HOLDING LLC ET AL LESSOR	4901	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18331 as Business use, owned by Kinross Holding LLC Et Al Lessor. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18331 consists of APN 6332-001-005. Based on review of on-line maps and photographs, Parcel #18331 consists of the Preferred Freezer Services facility (4901 Bandini Boulevard) located in the northeast corner of the intersection of S. Atlantic Boulevard and Bandini Boulevard, east of I-710. This parcel was identified in the EDR Report (EDR Id#323) as Preferred Freezer in the AST and HAZNET databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-30b	Medium
ATLANTIC BLVD																				
E	Full	18332		18332	Y	KBB INVESTMENTS	4720 E 26TH ST	VERNON CA	Business	1.24		0	6332001003	KBB INVESTMENTS	4720	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18332 as Business use, owned by KBB Investments. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18332 consists of APN 6332-001-005. Based on review of on-line maps and photographs, Parcel #18332 consists of G Knit Co Inc. (4720 E. 26th Street) and Yuhang Group USA Inc. (4726 E. 26th Street) located south of E. 26th Street and adjacent to the east of Atlantic Boulevard onramp to I-710. This parcel was identified in the EDR Report (EDR ID# 299) as Canvas Specialty Inc. (4720 E. 26th Street) in the HAZNET database; as Oro Construction in the HIST UST database; as Seven Seas Rattan Mfg Inc. in the EMI database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-30b	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Atlantic-Bandini (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18333		18333	Y	KBB INVESTMENTS	4730 E 26TH ST	VERNON CA	Business	1.61		0	6332001004	KBB INVESTMENTS	4730	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18333 as Business use, owned by KBB Investments. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18333 consists of APN 6332-001-004. Based on review of on-line maps and photographs, Parcel #18333 consists of Gulf Pacific Packing Corporation (4740 E. 26th Street) located south of E. 26th Street and adjacent to the east of Atlantic Boulevard onramp to I-710. This parcel was identified in the EDR Report (EDR ID# 299) as Allways Express Co. (4730 E. 26th Street) in the SWEEPS UST database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-30b	Low
E	Full	18334		18334	Y	KBB INVESTMENTS	4800 E 26TH ST	VERNON CA	Business	0.85		0	6332001002	KBB INVESTMENTS	4800	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18334 as Business use, owned by KBB Investments. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18334 consists of APN 6332-001-002. Based on review of on-line maps and photographs, Parcel #18334 consists of Hoover Supply (4800 E. 26th Street) located south of E. 26th Street and adjacent to the north of Atlantic Boulevard. No EDR listings were identified associated with this address.	5C-30b	Low
26TH STREET																				
BANDINI BLVD																				
W	Partial, TCE	18435		18435	N	WALTER,D N AND E AND CO	4505 BANDINI BLVD	VERNON CA	Business	0.007	0.06		5243017012	WALTER,D N AND E AND CO	4505	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18435 as Business use, owned by D N and E Walter Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18435 consists of APN 5243-017-012. Based on review of on-line maps and photographs, Parcel #18435 consists of the Classic Concepts facility (4505 Bandini Boulevard) located north of Bandini Boulevard, east of Ayers Avenue, west of I-710. This parcel was identified in the EDR Report Orphan List (S113117110) as Impaxx Western Packaging Group Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-30b	Low
W	Full	18436		18436	Y	WALTER,D N AND E AND CO	4651 BANDINI BLVD	VERNON CA	Business	3.24		1.32	5243017011	WALTER,D N AND E AND CO	4651	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18436 as Business use, owned by D N and E Walter Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18436 consists of APN 5243-017-011. Based on review of on-line maps and photographs, Parcel #18436 consists of the Classic Home Outlet warehouse facility (4651 Bandini Boulevard) located north of Bandini Boulevard and adjacent to the west of the Atlantic Boulevard off-ramp from I-710. This parcel was identified in the EDR Report Orphan List (S112915501) as DN&E Walter Company Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-30b	Low
W	Partial, TCE	81837		81837	N	UNION PAC R R CO	0	0	Railroad	0.05	0.003		5243017806	UNION PAC R R CO	0			The ROW Impact Report identified Parcel #81837 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81837 consists of APN 5243-017-806. Based on a review of on-line maps and photographs, Parcel #81837 consists of a railroad spur located adjacent to the north of Parcel# 18435 and 18436, west of I-710. No EDR listings were identified in this area.	5C-30b	Medium
W	Partial, TCE	81838		81838	N	A T&S F RY CO	0	0	Railroad	0.09	0.003		5243017800	A T&S F RY CO	0			The ROW Impact Report identified Parcel #81838 as Railroad Use, owned by AT&S F RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81838 consists of APN 5243-017-800. Based on a review of on-line maps and photographs, Parcel #81838 consists of a railroad spur located adjacent to the north of Parcel# 18436, west of I-710. No EDR listings were identified in this area.	5C-30b	Medium
W	Partial, TCE	81839		81839	N	UNION PAC R R CO	0	0	Railroad	0.05	0.002		5243017804	UNION PAC R R CO	0			The ROW Impact Report identified Parcel #81839 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81839 consists of APN 5243-017-804. Based on a review of on-line maps and photographs, Parcel #81839 consists of a railroad spur located adjacent to the north of Parcel# 18435 and 18436, west of I-710. No EDR listings were identified in this area.	5C-30b	Medium
W	Partial, TCE	18440		18440	N	BURLINGTON NORTHERN AND SF RY CO	4560 E 26TH ST	VERNON CA	Business	0.49	0.04		5243017808	BURLINGTON NORTHERN AND SF RY CO	4560	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18440 as Business use, owned by Burlington Northern and SF RY Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18440 consists of APN 5243-017-808. Based on review of on-line maps and photographs, Parcel #18440 consists of a paved parking area utilized for trailer storage (unknown lessee) located south of E. 26th Street and adjacent to the west of I-710. This parcel was identified in the EDR Report (EDR ID# 296) as Agra Shell Inc. in the FINDS, ERNS, HIST UST, SWEEPS UST, and EMI databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-30b	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red Brown	Green	Red								
26TH STREET																				
W	TCE	81901		81901	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad		0.34		5243013802	A T AND S F RY CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81901 as Railroad Use, owned by A T AND S F RY CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81901 consists of APN 5243-013-802. Based on a review of on-line maps and photographs, Parcel #81901 consists of a portion of the BNSF Hobart Yard located adjacent to the west of the I-710 and north of 26th Street. Several listings was identified in the EDR Report as 4650 East 26th Street, Lot 11, Row 11, Spot 420 (EDR ID# 296) in the CA CHMIRS database; as Agrashell Inc. (EDR ID# 296) in the CA HIST UST, CA SWEEPS UST, FINDS, and CA EMI databases; and as 4650 E. 26th Street (EDR ID# 296) in the ERNS database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	High
W	TCE	81902		81902	N	A T&S F RY CO	RAIL OPS	COMMERCE CA	Railroad		0.42		5243013800	A T&S F RY CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81902 as Railroad Use, owned by A T&S F RY CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81902 consists of APN 5243-013-800. Based on a review of on-line maps and photographs, Parcel #81902 consists of segment of railroad adjacent to the west of the I-710 and north of 26th Street. Adjacent to the northwest of this parcel is the BNSF Hobart Yard. See Parcel #81901 for a discussion on nearby EDR listings.	5C-31C/31	High
W	TCE	81903		81903	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad		2.75		5243014803	A T AND S F RY CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81903 as Railroad Use, owned by A T&S F RY CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81903 consists of APN 5243-014-803. Based on a review of on-line maps and photographs, Parcel #81903 consists of segment of railroad adjacent to the west of the I-710 and north of 26th Street. Adjacent to the west of this parcel is the BNSF Hobart Yard. See Parcel #81901 for a discussion on nearby EDR listings.	5C-31C/31	High
W	TCE	81904		81904	N	FORD MOTOR CO	RAIL OPS	COMMERCE CA	Railroad		1.07		5243014807	FORD MOTOR CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81904 as Railroad Use, owned by FORD MOTOR CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81904 consists of APN 5243-014-807. Based on a review of on-line maps and photographs, Parcel #81904 consists of segment of railroad underneath the I-710 and adjacent to the south of Sheila Street. West of this parcel is the BNSF Hobart Yard. See Parcel #81901 for a discussion on nearby EDR listings.	5C-31C/31	High
SHEILA STREET																				
W	Full	19106		19106	Y	PARKER,JOSEPH AND BERNICE TRS	4635 SHEILA ST	COMMERCE CA	Business	0		0.62	5243029024	PARKER,JOSEPH AND BERNICE TRS	4635	SHEILA ST	COMMERC	The ROW Impact Report identified Parcel #19106 as Business Use and owned by PARKER,JOSEPH AND BERNICE TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19106 consists of APN 5243-029-024. Based on a review of on-line maps and photographs, Parcel #19106 consists of land currently occupied by American Allied Trucking at 4635 Sheila Street, adjacent to the north of Sheila Street and west of the I-710. See Parcel #19116 and #19118 for a discussion on nearby EDR listings of potential environmental concern.	5C-31C/31	High
W	Full	81907		81907	N	BNSF RAILWAY COMPANY	4621 SHEILA ST	COMMERCE CA	Railroad	0.34		0.11	5243029816	BNSF RAILWAY COMPANY	4621	SHEILA ST	COMMERC	The ROW Impact Report identified Parcel #81907 as Railroad Use and owned by BNSF RAILWAY COMPANY. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81907 consists of APN 5243-029-816. Based on a review of on-line maps and photographs, Parcel #81907 consists of paved vacant parking lot at 4621 Sheila Street, adjacent to the north of Sheila Street and west of the I-710. See Parcel #19116 and #19118 for a discussion on nearby EDR listings of potential environmental concern.	5C-31C/31	High
W	Full	19108		19108	Y	NEIMAN,WILLIAM L	4621 SHEILA ST	COMMERCE CA	Business	0.005		0.39	5243029030	NEIMAN,WILLIAM L	4621	SHEILA ST	COMMERC	The ROW Impact Report identified Parcel #19108 as Business Use and owned by NEIMAN, WILLIAM L. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19108 consists of APN 5243-029-030. Based on a review of on-line maps and photographs, Parcel #19108 consists of land currently occupied by Columbia Trophy & Metal Products at 4621 Sheila Street, adjacent to the north of Sheila Street and west of the I-710. See Parcel #19116 and #19118 for a discussion on nearby EDR listings of potential environmental concern.	5C-31C/31	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
W	Partial	81909		81909	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.1401			5243029814	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81909 as Railroad Use and owned by UNION PACIFIC R R CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81909 consists of APN 5243-029-814. Based on a review of on-line maps and photographs, Parcel #81909 consists of a strip of land occupied by several businesses that runs parallel in between Sheila Street and Washington Boulevard, west of the I-710, and east Ayers Avenue. See Parcel #19116 and #19118 for a discussion on nearby EDR listings of potential environmental concern.	5C-31C/31	Medium
W	Full	81910		81910	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.2036			5243029804	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81910 as Railroad Use and owned by UNION PACIFIC R R CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81910 consists of APN 5243-029-804. Based on a review of on-line maps and photographs, Parcel #81910 consists of a strip of land occupied by several businesses that runs parallel in between Sheila Street and Washington Boulevard, west of the I-710, and east Ayers Avenue. See Parcel #19116 and #19118 for a discussion on nearby EDR listings of potential environmental concern.	5C-31C/31	High
W	Partial	81911		81911	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.1568			5243029812	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81911 as Railroad Use and owned by UNION PACIFIC R R CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81911 consists of APN 5243-029-812. Based on a review of on-line maps and photographs, Parcel #81911 consists of a strip of land occupied by several businesses that runs parallel in between Sheila Street and Washington Boulevard, west of the I-710, and east Ayers Avenue. See Parcel #19116 and #19118 for a discussion on nearby EDR listings of potential environmental concern.	5C-31C/31	High
W	Full	19112		19112	Y	JOHNSON,LYMAN H AND	4650 E WASHINGTON BLVD	COMMERCE CA	Business	0.002		0.26	5243029018	JOHNSON,LYMAN H AND	4650	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19112 as Business use owned by Lyman H Johnson. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19112 consists of APN 5243-029-018. Based on review of on-line maps and photographs, Parcel #19112 consists of Auto Dec Inc. (2402 Dennis Avenue) located south of E. Washington Boulevard and adjacent to the west of I-710. This parcel was identified in the EDR Report as USS Bestway Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	Low
W	Full	19113		19113	Y	BUSCH,KENNETH W TR	4646 E WASHINGTON BLVD	COMMERCE CA	Business	0.001		0.34	5243029019	BUSCH,KENNETH W TR	4646	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19113 as Business use owned by Kenneth W Busch Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19113 consists of APN 5243-029-019. Based on review of on-line maps and photographs, Parcel #19113 consists of Rodger's Trucking & Equipment Repair (4646 E. Washington Boulevard) located south of E. Washington Boulevard and west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Rodger's Trucking and Equipment in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	High
W	Full	19114		19114	Y	PATAPOFF,LARRY	4642 E WASHINGTON BLVD	COMMERCE CA	Business	0.0007		0.05	5243029002	PATAPOFF,LARRY	4642	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19114 as Business use owned by Larry Patapoff. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19114 consists of APN 5243-029-002 located south of E. Washington Boulevard and west of I-710. Based on review of on-line maps and photographs, Parcel #19114 composes the western portion of Parcel # 19113. See Parcel #19113 for EDR information.	5C-31C/31	High
W	Full	19115		19115	Y	BUSCH,KENNETH W TR	4638 E WASHINGTON BLVD	COMMERCE CA	Business	0.003		0.17	5243029003	BUSCH,KENNETH W TR	4638	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19115 as Business use owned by Kenneth W Busch Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19115 consists of APN 5243-029-003. Based on review of on-line maps and photographs, Parcel #19115 consists of RDD USA (4638 E. Washington Boulevard) located south of E. Washington Boulevard and west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as KW Busch Electric in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
W	Full	19116		19116	Y	THROGMORTON,DAVID M	2414 CONNOR AVE	COMMERCE CA	Business	0.02		0.2	5243029020	THROGMORTON,DAVID M	2414	CONNOR AVE	COMMERC	The ROW Impact Report identified Parcel #19116 as Business use owned by David M Throgmorton. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19116 consists of APN 5243-029-003. Based on review of on-line maps and photographs, Parcel #19116 consists of Throgmorton's Frame Clinic (2414 Conner Avenue) located east of Conner Avenue, south of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Certified Coatings Prod Co in the RCRA-SQG, FINDS, Los Angeles County HMS, EMI, CA FID UST, SLIC, LUST, UST,HIST UST, HIST CORETESE, and SWEEPS UST databases; as Throgmortons Frame Clinic in the Los Angeles County HMS and HAZNET databases . According to the GeoTracker database, two cases are associated with this parcel. Certified Coatings Products is listed with a status of "Completed-case closed" as of 06/27/1991 for a release of acetone to soil. Throgmorton's Frame Clinic is listed with a status of "open-inactive" as of 01/29/2015. A Phase II Environmental Assessment Report dated May 2008 indicated that fifteen (15) soil borings were advanced onsite to delineate the extent of soil contamination resulting from existing USTs. The report concluded that petroleum hydrocarbon and VOC contamination is generally located between 20 and 105 feet below ground surface (bgs). The consultant then recommended that all existing USTs be removed, and all residual contamination be treated by vapor extraction. No additional information was available on the GeoTracker website. Based on the regulatory status, this listing has the potential to create an environmental concern to the ISA Study Area.	5C-31C/31	High
W	Full	19117		19117	Y	BUSCH,KENNETH W TR	4630 E WASHINGTON BLVD	COMMERCE CA	Business	0.03		0.11	5243029004	BUSCH,KENNETH W TR	4630	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19117 as Business use owned by Kenneth W Busch Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19117 consists of APN 5243-029-004. Based on review of on-line maps and photographs, Parcel #19117 consists of a commercial property (4630 E. Washington Boulevard) located at the southeast corner of Connor Avenue and E. Washington Boulevard, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	High
W	Full	19118		19118	Y	CRITERION ENTERPRISES LLC	2415 CONNOR AVE	COMMERCE CA	Business			0.22	5243029021	CRITERION ENTERPRISES LLC	2415	CONNOR AVE	COMMERC	The ROW Impact Report identified Parcel #19118 as Business use owned by Criterion Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19118 consists of APN 5243-029-021. Based on review of on-line maps and photographs, Parcel #19118 consists of a vacant commercial property (2415 Connor Avenue) located west of Connor Avenue and south of E. Washington Boulevard, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	High
W	Full	19119		19119	Y	CRITERION ENTERPRISES LLC	4614 E WASHINGTON BLVD	COMMERCE CA	Business	0.002		0.13	5243029007	CRITERION ENTERPRISES LLC	4614	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19119 as Business use owned by Criterion Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19119 consists of APN 5243-029-007. Based on review of on-line maps and photographs, Parcel #19119 consists of Pacific Signs & Supplies (4618 E. Washington Boulevard) located at the southwest corner of the intersection of E. Washington Boulevard and Connor Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Criterion Gates and Mfg Co in the Los Angeles HMS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	High
W	Full	19120		19120	Y	CRITERION ENTERPRISES LLC	4614 E WASHINGTON BLVD	COMMERCE CA	Business	0.002		0.11	5243029008	CRITERION ENTERPRISES LLC	4614	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19120 as Business use owned by Criterion Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19120 consists of APN 5243-029-007. Based on review of on-line maps and photographs, Parcel #19120 consists of Universal Neon Plus (4614 E. Washington Boulevard) located south of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Criterion Gate in the UST database; as Criterion Products Inc. in the HAZNET, EMI, and FINDS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
W	Partial	19121		19121	N	4600 WASHINGTON LLC	4600 E WASHINGTON BLVD	COMMERCE CA	Business	0.004			5243029009	4600 WASHINGTON LLC	4600	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19121 as Business use owned by4600 Washington LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19121 consists of APN 5243-029-009. Based on review of on-line maps and photographs, Parcel #19121 consists of J R's Tire Service (4600 E. Washington Boulevard) located south of E. Washington Boulevard, west of I-710.This parcel was identified in the EDR Report (EDR ID#214) as 4600 Super Service in the SWEEPS UST, CA FID UST, Los Angeles County HMS, LUST, HIST CORTESE, HIST UST databases; as 1xHarrison Gas & Oil in the HAZNET database. According to the GeoTracker database, this site is listed with a status of "Completed-case closed" as of 10/21/2009 for a release of gasoline to an aquifer used for drinking water supply. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-31C/31	High
W	Partial, TCE	19122		19122	N	SARAKBE,RON M ET AL LESSEE	4560 E WASHINGTON BLVD	COMMERCE CA	Business	0.005	0.0006		5243026024	SARAKBE,RON M ET AL LESSEE	4560	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19122 as Business use owned by Ron M Sarake Et Al Lessee. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19122 consists of APN 5243-026-024. Based on review of on-line maps and photographs, Parcel #19122 consists of Commerce Truck Stop (4650 E. Washington Boulevard) located south of E. Washington Boulevard, east of Ayers Avenue, west of I-710.This parcel was identified in the EDR Report (EDR ID#214) as Commerce Truck Stop in the Los Angeles County HMS, LUST, UST, and HAZNET databases. According to the GeoTracker database, this site is listed with a status of "Completed-case closed" as of 02/06/2012 for a release of gasoline to other groundwater. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-31C/31	High
W	Partial, TCE	19123		19123	N	LAUFER,ARON	4546 E WASHINGTON BLVD	COMMERCE CA	Business	0.0007	0.004		5243004011	LAUFER,ARON	4546	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19123 as Business use owned by Aron Laufer. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19123 consists of APN 5243-004-011. Based on review of on-line maps and photographs, Parcel #19123 consists of Quality Diesel Parts (4648 E. Washington Boulevard) located south of E. Washington Boulevard, west of Ayers Avenue, west of I-710.No EDR listings were identified associated with this address.	5C-31C/31	Medium
W	TCE	19124		19124	N	CALIF WATER SERVICE CO	4540 E WASHINGTON BLVD	COMMERCE CA	Business		0.02		5243004012	CALIF WATER SERVICE CO	4540	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19124 as Business use owned by Calif Water Service Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19124 consists of APN 5243-004-012. Based on review of on-line maps and photographs, Parcel #19124 consists of the Cal Water Services facility (4540 E. Washington Boulevard) located south of E. Washington Boulevard, west of Ayers Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Cal Water Service East LA in the Los Angeles County HMS and FINDS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	Low
W	Full	81925		81925	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0428			5243029810	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81925 as Railroad Use, owned by Union Pacific RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81925 consists of APN 5243-029-810. Based on a review of on-line maps and photographs, Parcel #81925 consists of a segment of the Union Pacific railroad tracks extending beneath I-710 from the east, south of E. Washington Boulevard. No EDR listings were identified in this area.	5C-31C/31	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
W	Full	81926		81926	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0578			5243029806	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81926 as Railroad Use, owned by Union Pacific RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81926 consists of APN 5243-029-806. Based on a review of on-line maps and photographs, Parcel #81926 consists of a segment of the Union Pacific railroad tracks extending beneath I-710 from the west, south of E. Washington Boulevard. No EDR listings were identified in this area.	5C-31C/31	Medium
W	Full	81927		81927	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0448			5243029808	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81927 as Railroad Use, owned by Union Pacific RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81927 consists of APN 5243-029-808. Based on a review of on-line maps and photographs, Parcel #81927 consists of a segment of the Union Pacific railroad tracks extending beneath I-710 from the west, south of E. Washington Boulevard. No EDR listings were identified in this area.	5C-31C/31	Medium
WASHINGTON BLVD																				
E	TCE	81928		81928	N	A T&S F RY CO	RAIL OPS	COMMERCE CA	Railroad		0.28		6332001801	A T&S F RY CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81928 as Railroad Use, owned by AT&S RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81928 consists of APN 6332-001-801. Based on a review of on-line maps and photographs, Parcel #81928 consists of a segment of the Atchison Topeka & Santa Fe railroad tracks located east of I-710, west of S. Atlantic Avenue, and north E. 26th Street . No EDR listings were identified in this area.	5C-31C/31	Medium
E	TCE	81929		81929	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad		0.29		6332001802	A T AND S F RY CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81929 as Railroad Use, owned by AT&S RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81929 consists of APN 6332-001-802. Based on a review of on-line maps and photographs, Parcel #81929 consists of a segment of the Atchison Topeka & Santa Fe railroad tracks located east and beneath I-710, and north E. 26th Street . No EDR listings were identified in this area.	5C-31C/31	Medium
E	TCE	81930		81930	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad		1.1		5244035800	A T AND S F RY CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81930 as Railroad Use, owned by AT&S RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81930 consists of APN 5224-035-800. Based on a review of on-line maps and photographs, Parcel #81930 consists of several lines of the Atchison Topeka & Santa Fe railroad tracks located east of I-710, west of S. Atlantic Avenue, and north E. 26th Street . No EDR listings were identified in this area.	5C-31C/31	Medium
E	TCE	81931		81931	N	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS	COMMERCE CA	Railroad		0.53		5244035802	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81931 as Railroad Use, owned by Burlington Northern and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81931 consists of APN 5224-035-802. Based on a review of on-line maps and photographs, Parcel #81931 consists of the Parsec Inc. facility (4940 Sheila Street) located southwest of the intersection of Sheila Street and S. Atlantic Avenue. This parcel was identified in the EDR Report (EDR ID# 214) as Southern California Gas Co in the DOT OPS database, ERNS, and CHMIRS databases; as Ford Motor Co in the HAZNET and CHMIRS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	Medium
E	TCE	81932		81932	N	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS	COMMERCE CA	Railroad		0.05		5244035804	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81932 as Railroad Use, owned by Burlington Northern and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81932 consists of APN 5224-035-804. Based on a review of on-line maps and photographs, Parcel #81932 consists of a vacant strip of land located in the trailer parking area of Parcel #81931. No EDR listings were identified in this area.	5C-31C/31	Low
E	TCE	81933		81933	N	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS	COMMERCE CA	Railroad		1.17		5244035803	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81933 as Railroad Use, owned by Burlington Northern and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81933 consists of APN 5224-035-804. Based on a review of on-line maps and photographs, Parcel #81933 consists of the western portion of the trailer parking area of Parcel #81931. No EDR listings were identified in this area.	5C-31C/31	Low
SHEILA STREET																				

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
E	Partial	19234		19234	N	GATWICK GROUP LLC	4815 SHEILA ST	COMMERCE CA	Business	0.35			5244033018	GATWICK GROUP LLC	4815	SHEILA ST	COMMERC	The ROW Impact Report identified Parcel #19234 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19234 consists of APN 5224-033-018. Based on review of on-line maps and photographs, Parcel #19234 consists of Best Premium Logistics Inc. facility (4817 Sheila Street). According to the ENVIROSTOR database, Gatwick Group LLC owns 19 buildings in the area that are under investigation for historical uses. In 2014, DTSC entered into a VCP with Gatwick Group to oversee investigation and any cleanup work. To date, the sites have gone through soil matrix, soil vapor and groundwater remedial investigation. The properties owned By Gatwick Group are located in area bounded by Atlantic Avenue, Sheila Street, Washington Boulevard, and I-710 and include the addresses 4720, 4814, 4900, 4920, 5010-5020 WASHINGTON BOULEVARD, 2451 HEPWORTH AVENUE, 4817, 4915 SHEILA STREET, and 2448 COUTES AVENUE. Based on this information, this site is considered to represent an environmental concern to the proposed I-710 Corridor Project. Other parcels associated with Gatwick Group include Parcel #19235, 19242-19244, and 19246-19248.	5C-31C/31	High
E	Full	19235		19235	Y	GATWICK GROUP LLC	4801 SHEILA ST	COMMERCE CA	Business	0.41			5244033019	GATWICK GROUP LLC	4801	SHEILA ST	COMMERC	The ROW Impact Report identified Parcel #19235 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19235 consists of APN 5224-033-019. Based on review of on-line maps and photographs, Parcel #19235 consists of western portion of Parcel #19234, which is one of the parcels owned by Gatwick Group under DTSC investigation. See Parcel #19234 for additional information.	5C-31C/31	High
E	Partial	81936		81936	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.061			5244033810	UNION PAC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81936 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81936 consists of APN 5224-033-810. Based on a review of on-line maps and photographs, Parcel #81936 consists of a segment of railroad tracks located adjacent to the north of Parcel#s 19234 and 19235 that appears to be a former railroad spur. No EDR listings were identified in this area.	5C-31C/31	Medium
E	Partial	81937		81937	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad	0.0716			5244033802	A T AND S F RY CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81937 as Railroad Use, owned by AT and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81937 consists of APN 5244-033-802. Based on a review of on-line maps and photographs, Parcel #81937 consists of a segment of railroad tracks located adjacent to the north of Parcel#s 19234 and 19235. No EDR listings were identified in this area.	5C-31C/31	Medium
E	Partial	81938		81938	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0579			5244033808	UNION PAC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81938 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81938 consists of APN 5244-033-808. Based on a review of on-line maps and photographs, Parcel #81938 consists of a segment of railroad tracks located adjacent to the north of Parcel#81938, extending across the rear of various commercial properties. No EDR listings were identified in this area.	5C-31C/31	Medium
E	Full	81939		81939	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0427			5244033812	UNION PAC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81939 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81939 consists of APN 5244-033-812. Based on a review of on-line maps and photographs, Parcel #81939 consists of a strip of land extending beneath I-710 from the east. No EDR listings were identified in this area.	5C-31C/31	Medium
E	Full	81940		81940	N	UNION PACIFIC RY CO	RAIL OPS	COMMERCE CA	Railroad	0.0521			5244033804	UNION PACIFIC RY CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81940 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81940 consists of APN 5244-033-804. Based on a review of on-line maps and photographs, Parcel #81940 consists of a segment of railroad tracks extending beneath I-710 from the east. No EDR listings were identified in this area.	5C-31C/31	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
E	Full	81941		81941	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0382			5244033806	UNION PAC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81941 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81941 consists of APN 5244-033-806. Based on a review of on-line maps and photographs, Parcel #81941 consists of a segment of railroad tracks extending beneath I-710 from the east. No EDR listings were identified in this area.	5C-31C/31	Medium
E	Partial	19242		19242	N	GATWICK GROUP LLC	4900 E WASHINGTON BLVD	COMMERCE CA	Business	0.02			5244033013	GATWICK GROUP LLC	4900	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19242 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19242 consists of APN 5244-033-013. Based on review of on-line maps and photographs, Parcel #19242 consists of Continental Chemical (4920 E. Washington Boulevard) and a vacant commercial building (4900 E. Washington Boulevard) located south of E. Washington Boulevard, between Ransom Street and Couts Avenue, east of I-710. This parcel is listed in the EDR Report (EDR ID# 214) as HJB Inc. DBA Continental Chemical in the FINDS, EMI, Los Angeles County HMS, FTTS, and HAZNET databases; and as DK Cabel in the SWEEPS UST and Los Angeles County HMS databases. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	5C-31C/31	High
E	Full	19243		19243	N	GATWICK GROUP LLC	4814 E WASHINGTON BLVD	COMMERCE CA	Business	0.009		0.17	5244033002	GATWICK GROUP LLC	4814	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19243 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19243 consists of APN 5244-033-002. Based on review of on-line maps and photographs, Parcel #19243 consists of Nikko Marketing Association (4814 E. Washington Boulevard) located south of E. Washington Boulevard and west of Ransom Street, east of I-710. This parcel is listed in the EDR Report (EDR ID# 214) as Zauss Trucking Company in the SWEEPS UST and Los Angeles County HMS databases; and as Fast Deer Bus Charter in the HAZNET database. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	5C-31C/31	High
E	Full	19244		19244	N	GATWICK GROUP LLC	4814 E WASHINGTON BLVD	COMMERCE CA	Business	0.003		0.05	5244033003	GATWICK GROUP LLC	4814	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19244 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19244 consists of APN 5244-033-003. Based on review of on-line maps and photographs, Parcel #19244 consists of western portion of Parcel# 19244 located south of E. Washington Boulevard and west of Ransom Street, east of I-710. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	5C-31C/31	High
E	Partial	19245		19245	N	REDEVELOPMENT AGENCY OF	4800 E WASHINGTON BLVD	COMMERCE CA	Business	0.03			5244033900	REDEVELOPMENT AGENCY OF	4800	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19245 as Business use owned by the Agency of Redevelopment. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19245 consists of APN 5244-033-900. Based on review of on-line maps and photographs, Parcel #19245 consists of a vacant parcel of land located at the southeast corner of Hepworth and E. Washington Boulevard and west of Ransom Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Triangle Cold in the RCRA-SQG, FINDS, and the Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	High
E	Full	19246		19246	Y	GATWICK GROUP LLC	2451 HEPWORTH AVE	COMMERCE CA	Business	0.26		0	5244033016	GATWICK GROUP LLC	2451	HEPWORTH AVE	COMMERC	The ROW Impact Report identified Parcel #19246 as Business use owned by the Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19246 consists of APN 5244-033-016. Based on review of on-line maps and photographs, Parcel #19246 consists of a commercial property that appears to be associated with Parcel# 19247, located west of Hepworth Avenue and east of I-710. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	5C-31C/31	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
E	Full	19247		19247	N	GATWICK GROUP LLC	4720 E WASHINGTON BLVD	COMMERCE CA	Business	0.11		0	5244033007	GATWICK GROUP LLC	4720	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19247 as Business use owned by the Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19247 consists of APN 5244-033-007. Based on review of on-line maps and photographs, Parcel #19247 consists of the Dura Flooring facility (4720 E. Washington Boulevard) located south of E. Washington Boulevard, east of I-710 and west of Hepworth Avenue. This parcel was identified in the EDR Report (EDR ID#214) by street address in the CDL database; and as Kraloy Plastic Pipe Co. in the Los Angeles County HMS database. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	5C-31C/31	High
E	Full	19248		19248	N	GATWICK GROUP LLC	4720 E WASHINGTON BLVD	COMMERCE CA	Business	0.17		0	5244033008	GATWICK GROUP LLC	4720	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19248 as Business use owned by the Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19248 consists of APN 5244-033-008. Based on review of on-line maps and photographs, Parcel #19248 consists of the western portion of Parcel# 19247. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	5C-31C/31	High
WASHINGTON BLVD																				
E	Full	19349		19349	N	REDEVELOPMENT AGENCY OF	49_ _ E WASHINGTON BLVD	COMMERCE CA	Business	0.001		0.1	5244032900	REDEVELOPMENT AGENCY OF	49_ _	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19349 as Business use owned by the Agency of Redevelopment. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19349 consists of APN 5244-032-900. Based on review of on-line maps and photographs, Parcel #19349 consists of a vacant parcel of land located in the northwest corner of E. Washington Boulevard and Couts Avenue, east of I-710. No EDR listings were identified in this area.	5C-31C/31	Medium
E	Full	19350		19350	N	REDEVELOPMENT AGENCY OF	49_ _ E WASHINGTON BLVD	COMMERCE CA	Business	0.002		0.05	5244032901	REDEVELOPMENT AGENCY OF	49_ _	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19350 as Business use owned by the Agency of Redevelopment. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19350 consists of APN 5244-032-901. Based on review of on-line maps and photographs, Parcel #19350 consists of a vacant parcel of land located in the northwest corner of E. Washington Boulevard and Couts Avenue, east of I-710. No EDR listings were identified in this area.	5C-31C/31	Medium
E	Full	19351		19351	Y	COMMUNITY DEV COMMISSION OF	4909 E WASHINGTON BLVD	COMMERCE CA	Business	0.06		0.2	5244032902	COMMUNITY DEV COMMISSION OF	4909	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19351 as Business use owned by the Commission of Community Development. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19351 consists of APN 5244-032-902. Based on review of on-line maps and photographs, Parcel #19351 consists of Advanced Welder Repair (4903 E. Washington Boulevard) and Cal-Best Portable Welder Repair Inc. (4909 E. Washington Boulevard) located north of E. Washington Boulevard and east of Ransom Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Advanced Welder Repair in the EMI database; as Cal-Best Portable Welder Repair Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	Medium
E	Full	19352		19352	Y	SHUKEN,DAVID AND JULIA TRS	4821 E WASHINGTON BLVD	COMMERCE CA	Business	0.06		0.05	5244032029	SHUKEN,DAVID AND JULIA TRS	4821	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19352 as Business use owned by David and Julia Shuken Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19352 consists of APN 5244-032-029. Based on review of on-line maps and photographs, Parcel #19352 consists of a vacant commercial building (4821 E. Washington Boulevard) located north of E. Washington Boulevard and west of Ransom Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as B&O Body Paint Shop in the EMI database; as Jensan Body Paint Shop in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
E	Full	19353		19353	Y	MONTANO,ARTURO AND MARIA E	4809 E WASHINGTON BLVD	COMMERCE CA	Business	0.12		0.16	5244032030	MONTANO,ARTURO AND MARIA E	4809	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19353 as Business use owned by Arturo and Maria E Montano. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19353 consists of APN 5244-032-030. Based on review of on-line maps and photographs, Parcel #19353 consists of El Relampago (4809 E. Washington Boulevard) located north of E. Washington Boulevard and east of Hepworth Avenue, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Maria Esther Montano in the Los Angeles County HMS database; as Tune-up Masters in the Los Angeles County HMS database; as Montano Auto Center in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	Medium
E	Partial, TCE	71954		71954	N	COMMERCE CITY - BANDINI PARK	4725 ASTOR AVE	COMMERCE CA	Public	0.21	0.03		5244008900	COMMERCE CITY - BANDINI PARK	4725	ASTOR AVE	COMMERC	The ROW Impact Report identified Parcel #71954 as Public Use, owned by Commerce City (Bandini Park). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #71954 consists of a portion of APN 5244-008-900. Based on a review of on-line maps and photographs, Parcel #71954 consists of a City park known as Bandini Park, located west of Hepworth Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	5C-31C/31	Low
E	TCE	81955		81955	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		0.64		5244008806	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81955 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81955 consists of APN 5244-008-806. Based on a review of on-line maps and photographs, Parcel #81955 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	5C-31C/31	Medium
E	TCE	81956		81956	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		1.03		5244008804	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81956 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81956 consists of APN 5244-008-804. Based on a review of on-line maps and photographs, Parcel #81956 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	5C-31C/31	Medium
E	TCE	81957		81957	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		0.23		5244008801	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81957 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81957 consists of APN 5244-008-801. Based on a review of on-line maps and photographs, Parcel #81957 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	5C-31C/31	Medium
E	TCE	81958		81958	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		0.34		5244008802	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81958 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81958 consists of APN 5244-008-802. Based on a review of on-line maps and photographs, Parcel #81958 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	5C-31C/31	Medium
W	Full	19459		19459	Y	HILANDS,JAMES H AND LUCY L TRS	4645 E WASHINGTON BLVD	COMMERCE CA	Business	0.86		0	5243028001	HILANDS,JAMES H AND LUCY L TRS	4645	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19459 as Business use owned by James H and Lucy L Hiland Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19459 consists of APN 5243-028-001. Based on review of on-line maps and photographs, Parcel #19459 consists of US Roofing Supply (4647 E. Washington Boulevard) located north of E. Washington Boulevard and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19460		19460	N	OCEGUEDA,JESUS AND NANCY M TRS	4615 E WASHINGTON BLVD	COMMERCE CA	Business	0.03		0.08	5243027001	OCEGUEDA,JESUS AND NANCY M TRS	4615	WASHINGTON BL	COMMERC	The ROW Impact Report identified Parcel #19460 as Business use owned by Jesus and Nancy M Ocegueda Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19460 consists of APN 5243-027-001. Based on review of on-line maps and photographs, Parcel #19460 consists of a paved parking lot associated with Parcel#19461 located north of E. Washington Boulevard and adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
W	Full	19461		19461	Y	OCEGUEDA,JESUS AND NANCY M TRS	4615 E WASHINGTON BLVD	COMMERCE CA	Business	0.03		0.16	5243027025	OCEGUEDA,JESUS AND NANCY M TRS	4615	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19461 as Business use owned by Jesus and Nancy M Ocegueda Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19461 consists of APN 5243-027-025. Based on review of on-line maps and photographs, Parcel #19461 consists of Magic Truck Supply/ Chrome Shop (4615 E. Washington Boulevard) located north of E. Washington Boulevard and west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Medium
W	Full	19462		19462	Y	BETHEL,DENNIS AND BONNIE TRS	4601 E WASHINGTON BLVD	COMMERCE CA	Business	0.03		0.08	5243027026	BETHEL,DENNIS AND BONNIE TRS	4601	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19462 as Business use owned by Dennis and Bonnie Bethel Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19462 consists of APN 5243-027-026. Based on review of on-line maps and photographs, Parcel #19462 consists of Speedo Electric (4601 E. Washington Boulevard) located north of E. Washington Boulevard and west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19463		19463	Y	LAFRANCHI,ANNETTE TR	4575 E WASHINGTON BLVD	COMMERCE CA	Business	0.03		0.13	5243025030	LAFRANCHI,ANNETTE TR	4575	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19463 as Business use owned by Annette Lafranchi Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19463 consists of APN 5243-025-030. Based on review of on-line maps and photographs, Parcel #19463 consists of Commerce Hose & Industrial Product Supply (4575 E. Washington Boulevard) located north of E. Washington Boulevard, west of I-710.This parcel was identified in the EDR Report (EDR ID#214) as WCP Color Graphics Inc. in the HAZNET and Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	Low
W	Full	19464		19464	Y	LAFRANCHI,ANNETTE TR	4559 E WASHINGTON BLVD	CITY OF COMMERCE CA	Business	0.05		0.21	5243025031	LAFRANCHI,ANNETTE TR	4559	WASHINGTON BI	CITY OF CO	The ROW Impact Report identified Parcel #19464 as Business use owned by Annette Lafranchi Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19464 consists of APN 5243-025-031. Based on review of on-line maps and photographs, Parcel #19464 consists of Lift Parts Service Corporation (4559 E. Washington Boulevard) located north of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report (EDRID# 214) as Reborn Forklift in the HAZNET database; and as James P Kinney Co in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	Medium
W	Full	19465		19465	Y	MAHONEY,SUZANNE R TR	4545 E WASHINGTON BLVD	COMMERCE CA	Business	0.06		0.21	5243024903	MAHONEY,SUZANNE R TR	4545	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19465 as Business use owned by Suzanne R Mahoney Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19465 consists of APN 5243-024-903. Based on review of on-line maps and photographs, Parcel #19465 consists of Drake Supply (4545 E. Washington Boulevard) located north of E. Washington Boulevard and east of Ayers Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID# 214) as Well Color Pres Inc. in the RCRA-SQG and FINDS databases; as Colorex Lithographers in Los Angeles County HMS database; and as Service Gas Oil Company in the EDR Historical Auto Station database for the year 1942. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	Low
W	Partial, TCE	81966		81966	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0159	0.0187		5243001812	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81966 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81966 consists of APN 5243-001-812. Based on a review of on-line maps and photographs, Parcel #81966 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	5C-31C/31	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
W	Partial	19467		19467	N	DART EQUIPMENT CORP	4501 E WASHINGTON BLVD	COMMERCE CA	Business	0.02			5243001002	DART EQUIPMENT CORP	4501	WASHINGTON BI	COMMERC	The ROW Impact Report identified Parcel #19467 as Business Use, owned by Dart Equipment Corp. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19467 consists of APN 5243-001-002. Based on a review of on-line maps and photographs, Parcel #19467 consists of the Road Runner Transportation Inc. facility (4501 E. Washington Boulevard) located north of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report orphan list as Bullet Freight System in the HAZNET and CHMIRS databases. By EDR ID#214 as Road Runner Freight Systems in the HAZNET database; Dawes Transportation Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-31C/31	Low
W	Full	19468		19468	Y	MONTES,LORENA AND	2347 CONNOR AVE	COMMERCE CA	Residential	0.004		0.09	5243027002	MONTES,LORENA AND	2347	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19468 as Residential Use (2347 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19468 consists of APN 5243-027-002. Based on a review of on-line maps and photographs, Parcel #19468 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19469		19469	Y	VASQUEZ,AGAPITA E AND	2343 CONNOR AVE	COMMERCE CA	Residential	0.001		0.1	5243027003	VASQUEZ,AGAPITA E AND	2343	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19469 as Residential Use (2343 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19469 consists of APN 5243-027-003. Based on a review of on-line maps and photographs, Parcel #19469 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19470		19470	Y	MOSQUEDA,MARGARET AND ALEX	2339 CONNOR AVE	COMMERCE CA	Residential	0		0.1	5243027004	MOSQUEDA,MARGARET AND ALEX	2339	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19470 as Residential Use (2339 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19470 consists of APN 5243-027-003. Based on a review of on-line maps and photographs, Parcel #19470 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19471		19471	N	STATE OF CALIFORNIA	2330 CONNOR AVE	COMMERCE CA	Residential	0.08		0.005	5243028901	STATE OF CALIFORNIA	2330	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19471 as Residential Use (2330 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19471 consists of APN 5243-028-901. Based on a review of on-line maps and photographs, Parcel #19471 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19472		19472	Y	ZESATI,ROSA M	2326 CONNOR AVE	COMMERCE CA	Residential	0.1		0.02	5243028023	ZESATI,ROSA M	2326	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19472 as Residential Use (2326 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19472 consists of APN 5243-028-023. Based on a review of on-line maps and photographs, Parcel #19472 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19473		19473	Y	PENA,JOSE M	2320 CONNOR AVE	COMMERCE CA	Residential	0.06		0.04	5243028013	PENA,JOSE M	2320	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19473 as Residential Use (2320 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19473 consists of APN 5243-028-013. Based on a review of on-line maps and photographs, Parcel #19473 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19474		19474	Y	HERNANDEZ,MANUEL AND IRENE	2316 CONNOR AVE	COMMERCE CA	Residential	0.05		0.05	5243028012	HERNANDEZ,MANUEL AND IRENE	2316	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19474 as Residential Use (2316 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19474 consists of APN 5243-028-012. Based on a review of on-line maps and photographs, Parcel #19474 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19475		19475	Y	LOPEZ,PABLO AND MARTHA M	2312 CONNOR AVE	CITY OF COMMERCE CA	Residential	0.05		0.06	5243028011	LOPEZ,PABLO AND MARTHA M	2312	CONNOR AVE	CITY OF CO	The ROW Impact Report identifies Parcel #19475 as Residential Use (2312 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19475 consists of APN 5243-028-011. Based on a review of on-line maps and photographs, Parcel #19475 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
W	Full	19476		19476	Y	LUNA,EDWARD	2308 CONNOR AVE	COMMERCE CA	Residential	0.11		0.06	5243028022	LUNA,EDWARD	2308	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19476 as Residential Use (2308 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19476 consists of APN 5243-028-022. Based on a review of on-line maps and photographs, Parcel #19476 consists of a residential structure located east of Connor Avenue, adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19477		19477	Y	ALBA,JUAN A AND GUILLERMINA	4644 LEONIS ST	COMMERCE CA	Residential	0.08		0	5243028021	ALBA,JUAN A AND GUILLERMINA	4644	LEONIS ST	COMMERC	The ROW Impact Report identifies Parcel #19477 as Residential Use (4644 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19477 consists of APN 5243-028-021. Based on a review of on-line maps and photographs, Parcel #19477 consists of a residential structure located south of Leonis Street, adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19478		19478	Y	DIAZ,JUAN G AND GLORIA L	4642 LEONIS ST	COMMERCE CA	Residential	0.08		0	5243028017	DIAZ,JUAN G AND GLORIA L	4642	LEONIS ST	COMMERC	The ROW Impact Report identifies Parcel #19478 as Residential Use (4642 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19478 consists of APN 5243-028-017. Based on a review of on-line maps and photographs, Parcel #19478 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19479		19479	Y	LOPEZ,RAFAEL AND	4636 LEONIS ST	COMMERCE CA	Residential	0.07		0	5243028007	LOPEZ,RAFAEL AND	4636	LEONIS ST	COMMERC	The ROW Impact Report identifies Parcel #19479 as Residential Use (4636 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19479 consists of APN 5243-028-007. Based on a review of on-line maps and photographs, Parcel #19479 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19480		19480	Y	LOPEZ,RAFAEL AND	4636 LEONIS ST	COMMERCE CA	Residential	0.06		0.004	5243028008	LOPEZ,RAFAEL AND	4636	LEONIS ST	COMMERC	The ROW Impact Report identifies Parcel #19480 as Residential Use (4636 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19480 consists of APN 5243-028-008. Based on a review of on-line maps and photographs, Parcel #19480 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19481		19481	Y	ARMIENTA,JESUS O AND CATALINA O	4632 LEONIS ST	COMMERCE CA	Residential	0.001		0.09	5243028009	ARMIENTA,JESUS O AND CATALINA O	4632	LEONIS ST	COMMERC	The ROW Impact Report identifies Parcel #19481 as Residential Use (4632 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19481 consists of APN 5243-028-009. Based on a review of on-line maps and photographs, Parcel #19481 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19482		19482	Y	FLORES,HERBERT G AND	4645 LEONIS ST	COMMERCE CA	Residential	0.08		0	5243024032	FLORES,HERBERT G AND	4645	LEONIS ST	COMMERC	The ROW Impact Report identifies Parcel #19482 as Residential Use (4645 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19482 consists of APN 5243-024-032. Based on a review of on-line maps and photographs, Parcel #19482 consists of a residential structure located north of Leonis Street, adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19483		19483	Y	ALMANZA,LAZARO AND GUADALUPE	4639 LEONIS ST	COMMERCE CA	Residential	0.19		0.02	5243024039	ALMANZA,LAZARO AND GUADALUPE	4639	LEONIS ST	COMMERC	The ROW Impact Report identifies Parcel #19483 as Residential Use (4639 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19483 consists of APN 5243-024-039. Based on a review of on-line maps and photographs, Parcel #19483 consists of a residential structure located north of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	TCE	19484		19484	N	GARCIA,JOSE AND	4633 LEONIS ST	CITY OF COMMERCE CA	Residential		0.02		5243024028	GARCIA,JOSE AND	4633	LEONIS ST	CITY OF CO	The ROW Impact Report identifies Parcel #19484 as Residential Use (4633 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19484 consists of APN 5243-024-028. Based on a review of on-line maps and photographs, Parcel #19484 consists of a residential structure located north of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	TCE	81985		81985	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		2.26		5243001814	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81985 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81985 consists of APN 5243-001-814. Based on a review of on-line maps and photographs, Parcel #81985 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	5C-31C/31	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
W	TCE	81986		81986	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		1.89		5243001815	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81986 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81986 consists of APN 5243-001-815. Based on a review of on-line maps and photographs, Parcel #81986 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	5C-31C/31	Medium
W	TCE	81987		81987	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		0.96		5243001816	UNION PACIFIC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81987 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81987 consists of APN 5243-001-816. Based on a review of on-line maps and photographs, Parcel #81987 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	5C-31C/31	Medium
W	TCE	81988		81988	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad		0.63		5243001817	UNION PAC R R CO	RAIL OPS		COMMERC	The ROW Impact Report identified Parcel #81988 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81988 consists of APN 5243-001-817. Based on a review of on-line maps and photographs, Parcel #81988 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	5C-31C/31	Medium
W	TCE	19538		19538	N	YBOA,CELERINO B AND MARGARITA N	2335 CONNOR AVE	COMMERCE CA	FALSE		0.007		5243027005	YBOA,CELERINO B AND MARGARITA N	2335	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19538 as Residential Use (2335 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19538 consists of APN 5243-027-005. Based on a review of on-line maps and photographs, Parcel #19538 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	TCE	19539		19539	N	POLIUTO,VIRGINIA A	2329 CONNOR AVE	COMMERCE CA	Residential		0.007		5243027006	POLIUTO,VIRGINIA A	2329	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19539 as Residential Use (2329 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19539 consists of APN 5243-027-006. Based on a review of on-line maps and photographs, Parcel #19539 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	TCE	19540		19540	N	GARCIA,HECTOR M AND SANDRA	2325 CONNOR AVE	COMMERCE CA	Residential		0.008		5243027007	GARCIA,HECTOR M AND SANDRA	2325	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19540 as Residential Use (2325 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19540 consists of APN 5243-027-007. Based on a review of on-line maps and photographs, Parcel #19540 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	TCE	19541		19541	N	POLIUTO,VALERIO A AND VIRGINIA A	2323 CONNOR AVE	COMMERCE CA	Residential		0.008		5243027008	POLIUTO,VALERIO A AND VIRGINIA A	2323	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19541 as Residential Use (2323 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19541 consists of APN 5243-027-008. Based on a review of on-line maps and photographs, Parcel #19541 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	TCE	19542		19542	N	DEL RIO,JOSE AND ROSALINDA	2317 CONNOR AVE	COMMERCE CA	Residential		0.008		5243027009	DEL RIO,JOSE AND ROSALINDA	2317	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19542 as Residential Use (2317 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19542 consists of APN 5243-027-009. Based on a review of on-line maps and photographs, Parcel #19542 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	5C-31C/31	Low
W	Full	19545		19545	N	HERNANDEZ,MANUEL AND IRENE	____ CONNOR AVE	COMMERCE CA	Residential	0.18		0	5243028020	HERNANDEZ,MANUEL AND IRENE	____	CONNOR AVE	COMMERC	The ROW Impact Report identifies Parcel #19545 as Residential Use (no address available) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19545 consists of APN 5243-028-020. Based on a review of on-line maps and photographs, Parcel #19545 consists of a vacant parcel of land located adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified in this area.	5C-31C/31	Low

NOAKES STREET

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
W	Full	19489		19489	Y	GAMBOA,EMIGDIO TR	1549 S SYDNEY DR	COMMERCE CA	Business	0.13		0.07	5241030011	GAMBOA,EMIGDIO TR	1549	SYDNEY DR	COMMERC	The ROW Impact Report identified Parcel #19489 as Business Use, owned by Emigdio Gamboa Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19489 consists of APN 5241-030-011. Based on a review of on-line maps and photographs, Parcel #19489 consists of the Universal Lift Gate Service (1549 S. Sydney Drive) located west of S. Sydney Drive, west of I-710.This parcel was identified in the EDR Report (EDR ID#170) as Yaky Welding Shop in the EMI database; as Universal Liftgte Service in the HAZNET database. Based on the lack of violations and/or listings in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.		High
W	Full	19490		19490	Y	BARRAZA,JESUS C AND BLANCA L	1545 S SYDNEY DR	COMMERCE CA	Business	0.09		0.06	5241030012	BARRAZA,JESUS C AND BLANCA L	1545	SYDNEY DR	COMMERC	The ROW Impact Report identified Parcel #19490 as Business Use, owned by Jesus C and Blanca L Barraza. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19490 consists of APN 5241-030-012. Based on a review of on-line maps and photographs, Parcel #19490 consists of Barraza & Sons (1545 S. Sydney Drive) located west of S. Sydney Drive, west of I-710. This parcel was identified in the EDR Report (EDR ID#170) as Barraza & Sons Inc. in the HAZNET, HAULERS, and FINDS databases. Based on the lack of violations and/or listings in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.		High
W	Full	19491		19491	Y	1538 SOUTH EASTERN AVENUE	1538 S EASTERN AVE	CITY OF COMMERCE CA	Business	0.1		0.4	5241030024	1538 SOUTH EASTERN AVENUE	1538	EASTERN AVE	CITY OF CO	The ROW Impact Report identified Parcel #19491 as Business Use, unknown owner. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19491 consists of APN 5241-030-024. Based on a review of on-line maps and photographs, Parcel #19491 consists of the Remco Wholesale Hardware Co. (1538 S. Eastern Avenue) located east of S. Eastern Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#170) as Gobe of California in the Los Angeles County HMS database. Based on the lack of violations and/or listings in other databases indicating a release, these listing is not expected to have created an environmental concern to the ISA Study Area.		Medium
W	Full	19492		19492	Y	COVARRUBIAS,ESTHER	1535 S SYDNEY DR	COMMERCE CA	Residential	0.08		0.04	5241030014	COVARRUBIAS,ESTHER	1535	SYDNEY DR	COMMERC	The ROW Impact Report identifies Parcel #19492 as Residential Use (1535 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19492 consists of APN 5241-030-014. Based on a review of on-line maps and photographs, Parcel #19492 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.		Low
W	Full	19493		19493	N	RING,MARVIN A AND RICKI C TRS	1531 S SYDNEY DR	COMMERCE CA	Business	0.06		0.03	5241030015	RING,MARVIN A AND RICKI C TRS	1531	SYDNEY DR	COMMERC	The ROW Impact Report identified Parcel #19493 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19493 consists of APN 5241-030-015. Based on a review of on-line maps and photographs, Parcel #19493 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19493 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.		High
W	Full	19494		19494	N	RING,MARVIN A AND RICKI C TRS	1527 S SYDNEY DR	COMMERCE CA	Business	0.07		0.03	5241030016	RING,MARVIN A AND RICKI C TRS	1527	SYDNEY DR	COMMERC	The ROW Impact Report identified Parcel #19494 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19494 consists of APN 5241-030-016. Based on a review of on-line maps and photographs, Parcel #19494 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19494 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.		High
W	Full	19495		19495	N	RING,MARVIN A AND RICKI C TRS	1525 S SYDNEY DR	COMMERCE CA	Business	0.11		0.04	5241030017	RING,MARVIN A AND RICKI C TRS	1525	SYDNEY DR	COMMERC	The ROW Impact Report identified Parcel #19495 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19495 consists of APN 5241-030-017. Based on a review of on-line maps and photographs, Parcel #19495 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19495 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.		High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
W	Full	19496		19496	N	RING,MARVIN A AND RICKI C TRS	1517 S SYDNEY DR	COMMERCE CA	Business	0.09		0.02	5241030018	RING,MARVIN A AND RICKI C TRS	1517	SYDNEY DR	COMMERC	The ROW Impact Report identified Parcel #19496 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19496 consists of APN 5241-030-018. Based on a review of on-line maps and photographs, Parcel #19496 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19496 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.		High
W	Full	19497		19497	N	RING,MARVIN A AND RICKI C TRS	____ S SYDNEY DR	COMMERCE CA	Business	0.08		0.02	5241030025	RING,MARVIN A AND RICKI C TRS	____	SYDNEY DR	COMMERC	The ROW Impact Report identified Parcel #19497 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19497 consists of APN 5241-030-025. Based on a review of on-line maps and photographs, Parcel #19497 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19497 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.		High
W	Full	19498		19498	N	RING,MARVIN A AND RICKI C TRS	1511 S SYDNEY DR	COMMERCE CA	Business	0.07		0.01	5241030026	RING,MARVIN A AND RICKI C TRS	1511	SYDNEY DR	COMMERC	The ROW Impact Report identified Parcel #19498 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19498 consists of APN 5241-030-026. Based on a review of on-line maps and photographs, Parcel #19498 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19498 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.		High
W	Full	19499		19499	N	RING,MARVIN A AND RICKI C TRS	1507 S SYDNEY DR	COMMERCE CA	Business	0.13		0.02	5241030021	RING,MARVIN A AND RICKI C TRS	1507	SYDNEY DR	COMMERC	The ROW Impact Report identified Parcel #19499 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19499 consists of APN 5241-030-021. Based on a review of on-line maps and photographs, Parcel #19499 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19499 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.		High
W	Full	19500		19500	Y	RAMIREZ,ENRIQUE AND MARTHA E	1501 S SYDNEY DR	COMMERCE CA	Residential	0.15		0.01	5241030022	RAMIREZ,ENRIQUE AND MARTHA E	1501	SYDNEY DR	COMMERC	The ROW Impact Report identifies Parcel #19500 as Residential Use (1501 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19500 consists of APN 5241-030-022. Based on a review of on-line maps and photographs, Parcel #19500 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.		Low
W	Full	19501		19501	N	RING,MARVIN A AND RICKI C TRS	1528 S EASTERN AVE	COMMERCE CA	Business	0		0.12	5241030006	RING,MARVIN A AND RICKI C TRS	1528	EASTERN AVE	COMMERC	The ROW Impact Report identified Parcel #19501 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19501 consists of APN 5241-030-021. Based on a review of on-line maps and photographs, Parcel #19501 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19501 is located east of S.Eastern Avenue, west of I-710. No EDR listings were identified in this area.		High
W	Full	19502		19502	Y	RING,MARVIN A AND RICKI C TRS	1522 S EASTERN AVE	COMMERCE CA	Business	0		0.12	5241030005	RING,MARVIN A AND RICKI C TRS	1522	EASTERN AVE	COMMERC	The ROW Impact Report identified Parcel #19502 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19502 consists of APN 5241-030-005. Based on a review of on-line maps and photographs, Parcel #19502 is developed with a residential structure associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19502 is located east of S.Eastern Avenue, west of I-710. No EDR listings were identified associated with this address.		High
W	Full	19503		19503	Y	GONZALEZ,LUIS	1459 S SYDNEY DR	COMMERCE CA	Residential	0.14		0	5241029001	GONZALEZ,LUIS	1459	SYDNEY DR	COMMERC	The ROW Impact Report identifies Parcel #19503 as Residential Use (1459 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #09503 consists of APN 5241-029-001. Based on a review of on-line maps and photographs, Parcel #09503 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.		Low
W	Full	19504		19504	Y	ALATORRE,CATHY	1455 S SYDNEY DR	COMMERCE CA	Residential	0.13		0	5241029002	ALATORRE,CATHY	1455	SYDNEY DR	COMMERC	The ROW Impact Report identifies Parcel #19504 as Residential Use (1455 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19504 consists of APN 5241-029-002. Based on a review of on-line maps and photographs, Parcel #19504 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.		Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
W	Full	19505		19505	Y	RAMIREZ,JUAN AND ELMA	1451 S SYDNEY DR	COMMERCE CA	Residential	0.13		0.0007	5241029003	RAMIREZ,JUAN AND ELMA	1451	SYDNEY DR	COMMERC	The ROW Impact Report identifies Parcel #19505 as Residential Use (1451 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19505 consists of APN 5241-029-003. Based on a review of on-line maps and photographs, Parcel #19505 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.		Low
W	Full	19506		19506	Y	SANCHEZ,SALVADOR TR	1449 S SYDNEY DR	COMMERCE CA	Residential	0.13		0.004	5241029004	SANCHEZ,SALVADOR TR	1449	SYDNEY DR	COMMERC	The ROW Impact Report identifies Parcel #19506 as Residential Use (1449 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19506 consists of APN 5241-029-003. Based on a review of on-line maps and photographs, Parcel #19506 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.		Low
W	Full	19507		19507	Y	HARNETT,BEATRICE	1445 S SYDNEY DR	COMMERCE CA	Residential	0.12		0.006	5241029005	HARNETT,BEATRICE	1445	SYDNEY DR	COMMERC	The ROW Impact Report identifies Parcel #19507 as Residential Use (1445 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19507 consists of APN 5241-029-005. Based on a review of on-line maps and photographs, Parcel #19507 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.		Low
W	Full	19508		19508	Y	HURTADO,CARMEN TR	1441 S SYDNEY DR	COMMERCE CA	Residential	0.12		0.01	5241029006	HURTADO,CARMEN TR	1441	SYDNEY DR	COMMERC	The ROW Impact Report identifies Parcel #19508 as Residential Use (1441 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19508 consists of APN 5241-029-006. Based on a review of on-line maps and photographs, Parcel #19508 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.		Low
W	Full	19509		19509	Y	PEREIDA,THOMAS AND PAULINE	1433 S SYDNEY DR	COMMERCE CA	Residential	0.12		0.01	5241029007	PEREIDA,THOMAS AND PAULINE	1433	SYDNEY DR	COMMERC	The ROW Impact Report identifies Parcel #19509 as Residential Use (1433 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19509 consists of APN 5241-029-007. Based on a review of on-line maps and photographs, Parcel #19509 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.		Low
W	Full	19510		19510	Y	CUEVAS,FRANCISCA	1431 S SYDNEY DR	CITY OF COMMERCE CA	Residential	0.11		0.02	5241029008	CUEVAS,FRANCISCA	1431	SYDNEY DR	CITY OF CO	The ROW Impact Report identifies Parcel #19510 as Residential Use (1433 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #19510 consists of APN 5241-029-008. Based on a review of on-line maps and photographs, Parcel #19510 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.		Low
W	Full	19511		19511	Y	VERA,MANUEL AND ELVIRA TRS	1427 S SYDNEY DR	COMMERCE CA	Residential	0.11		0.02	5241029009	VERA,MANUEL AND ELVIRA TRS	1427	SYDNEY DR	COMMERC	The ROW Impact Report identified Parcel #19511 as Residential use owned by VERA,MANUEL AND ELVIRA TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19511 consists of APN 5241-029-011. Based on review of on-line maps and photographs, Parcel #19511 consists of land currently occupied by residential buildings (1421 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.		Low
W	Full	19512		19512	Y	CARVAJAL,ALBERTO AND ALICIA E	1421 S SYDNEY DR	COMMERCE CA	Residential	0.11		0.02	5241029010	CARVAJAL,ALBERTO AND ALICIA E	1421	SYDNEY DR	COMMERC	The ROW Impact Report identified Parcel #19512 as Residential use owned by CARVAJAL,ALBERTO AND ALICIA E. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19512 consists of APN 5241-029-011. Based on review of on-line maps and photographs, Parcel #19512 consists of land currently occupied by residential buildings (1421 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.		Low
W	Full	19513		19513	Y	LIMON,DANIEL G AND MARTHA A	1415 S SYDNEY DR	COMMERCE CA	Residential	0.11		0.02	5241029011	LIMON,DANIEL G AND MARTHA A	1415	SYDNEY DR	COMMERC	The ROW Impact Report identified Parcel #19513 as Residential use owned by LIMON,DANIEL G AND MARTHA A. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19513 consists of APN 5241-029-011. Based on review of on-line maps and photographs, Parcel #19513 consists of land currently occupied by residential buildings (1415 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.		Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
W	Full	19514		19514	Y	O NEILL,MARTIN AND RAQUEL ET AL	1411 S SYDNEY DR	COMMERCE CA	Residential	0.1		0.03	5241029012	O NEILL,MARTIN AND RAQUEL ET AL	1411	SYDNEY DR	COMMERC	The ROW Impact Report identified Parcel #19514 as Residential use owned by O NEILL,MARTIN AND RAQUEL ET AL. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19514 consists of APN 5241-029-012. Based on review of on-line maps and photographs, Parcel #19514 consists of land currently occupied by residential buildings (1411 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.		Low
W	Full	19515		19515	Y	JAURIGUI,ELEANOR L TR	4514 TRIGGS ST	COMMERCE CA	Residential	0.11		0.03	5241029013	JAURIGUI,ELEANOR L TR	4514	TRIGGS ST	COMMERC	The ROW Impact Report identified Parcel #19515 as Residential use owned by JAURIGUI,ELEANOR L TR. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19515 consists of APN 5241-029-013. Based on review of on-line maps and photographs, Parcel #19515 consists of land currently occupied by residential buildings (4514 Triggs St.) located adjacent to the west of the I-710 and southwest of the intersection of Triggs Street and S. Sydney Drive. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.		Low

TRIGGS STREET

W	Full	19516		19516	N	LOS JARDINES LLC	45 _ _ TRIGGS ST	COMMERCE CA	Business	0.11		0.02	5241013018	LOS JARDINES LLC	45 _ _	TRIGGS ST	COMMERC	The ROW Impact Report identified Parcel #19516 as Business use owned by LOS JARDINES LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19516 consists of APN 5241-013-018. Based on review of on-line maps and photographs, Parcel #19516 consists of a strip of vacant land located adjacent to the south of the I-5 and I-710 interchange and a portion of the I-5 South to I-710 South ramp. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.		High
W	Partial	19517		19517	N	LOS JARDINES LLC	1350 S EASTERN AVE	CITY OF COMMERCE CA	Business	0.5658			5241013019	LOS JARDINES LLC	1350	EASTERN AVE	CITY OF CO	The ROW Impact Report identified Parcel #19517 as Business use owned by LOS JARDINES LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19517 consists of APN 5241-013-019. Based on review of on-line maps and photographs, Parcel #19517 consists of a strip of vacant land (1350 S. Eastern Avenue) located adjacent to the south of the I-5 and I-710 interchange and a portion of the I-5 South to I-710 South ramp. A review of the EDR Report identified Specific Plating Co. Inc. (1350 S. Eastern Avenue) (EDR ID# 161) in the RCRA-SQG, CA HIST UST, CA VCP, CA ENVIROSTOR, CA UST, CA SWEEPS UST, CA LOS ANGELES CO. HMS, and CA EMI databases. According the online GeoTracker database, the CA VCP status is listed as "ACTIVE AS OF 12/12/2013". The Site was occupied by Specific Plating, an electroplating company from the 1960s. In February 2012, DTSC conducted soil and soil gas sampling at the Site as part of a discovery project. Sampling data indicated elevated levels of volatile organic compounds (PCE and TCE). DTSC determined that additional sampling and remediation is required at this Site. The Site is undergoing litigation currently to identify the legal owner, causing a delay in evaluation and cleanup of the Site. Based on the active regulatory status and on-going investigations, this site is considered to represent an environmental concern to the proposed I-710 Corridor Project.		High
W	Full	19518		19518	Y	COMMUNITY DEV COMMISSION	1338 S EASTERN AVE	COMMERCE CA	Residential	0.05		0.07	5241013904	COMMUNITY DEV COMMISSION	1338	EASTERN AVE	COMMERC	The ROW Impact Report identified Parcel #19518 as Residential use owned by COMMUNITY DEV COMMISSION. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19518 consists of APN 5241-013-904. Based on review of on-line maps and photographs, Parcel #19518 consists of land currently occupied by residential building (1338 S. Eastern Avenue) located adjacent to the south of the I-5 and I-710 interchange and a portion of the I-5 South to I-710 South ramp. No EDR listings were identified associated with this address. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.		Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Washington (OPT 1A)

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
										Red	Green	Red								
W	Full	19519		19519	Y	PEREZ,LUCILLE F TR	1334 S EASTERN AVE	COMMERCE CA	Residential	0.09		0.08	5241013001	PEREZ,LUCILLE F TR	1334	EASTERN AVE	COMMERC	The ROW Impact Report identified Parcel #19519 as Residential use owned by PEREZ,LUCILLE F TR. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19519 consists of APN 5241-013-001. Based on review of on-line maps and photographs, Parcel #19519 consists of land currently occupied by residential building (1334 S. Eastern Avenue) located adjacent to the south of the I-5 and I-710 interchange and a portion of the I-5 South to I-710 South ramp. No EDR listings were identified associated with this address. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.		Low
	Full	19520		19520	Y	STATE OF CALIFORNIA			Business	0.8051				STATE OF CALIFORNIA				The ROW Impact Report identified Parcel #19520 as Business use owned by STATE OF CALIFORNIA. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19520 consists of unknown APN. Based on review of on-line maps and photographs, Parcel #19520 consists of land currently occupied by multiple businesses (4711-4727 E. Washington Boulevard) located south of Hepworth Avenue and adjacent to the east of I-710. No EDR listings were identified in this area. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.		High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Long Beach Option

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
HSD Ramps																					
W	Partial	70101			70101	N	LONG BEACH CITY	W 10TH ST	LONG BEACH CA	Public	0.1291			7436008916	LONG BEACH CITY		10TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #70101 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70101 consists of a portion of APN 7436-008-916. Based on a review of on-line maps and photographs, Parcel #70101 consist of a strip of land on the west side of I-710, north of Pier B St. No EDR listings were identified in this area.	5C-3d	Low
	Utility TCE	50193			50193	N	LONG BEACH CITY	0	LONG BEACH CA	Utility		0.0103		7436004904	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #50193 as Utility Use, owned by Long Beach City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50193 is part of APN 7436-004-904. Based on a review of on-line maps and photographs, Parcel #50193 consists of a segment of vacant land adjacent to the west of the I-710 and West 10th Street overpass. No EDR listings were identified in this area.		Low
W	Partial, TCE	70102			70102	N	LONG BEACH CITY	1345 W 12TH ST	LONG BEACH CA	Public	0.007	0.05		7436004916	LONG BEACH CITY	1345	12TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #70102 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70102 consists of a portion of APN 7436-004-916. Based on a review of on-line maps and photographs, Parcel #70102 consists of a strip of land along the north portion of the property occupied by Long Beach Health and Human Services property (1301-1327 W. 12th St.). No EDR listings were identified associated with these addresses.	5C-3d	Low
W	Partial, TCE	01103			01103	N	PHILLIPS,DARYL S AND SANDRA TRS	1368 W ANAHEIM ST	LONG BEACH CA	Business	0.0007	0.002		7436004042	PHILLIPS,DARYL S AND SANDRA TRS	1368	ANAHEIM ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01103 as Business Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01103 consists of a portion of APN 7436-004-042, which is currently occupied by Phillips Steel Co. (1368 W. Anaheim St.). Phillips Steel Co. (EDR ID# 3141) was identified in the UST, CA FID UST, SWEEPS UST, and HIST UST databases. Based on a review of on-line maps and photographs, it appears that the address 1202 Harbor Ave. is also associated with APN 7436-004-042, which was identified as Bunkyl and Associates (EDR ID# 3141) in the UST database. Based on the lack of listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-3d	Medium
E	Partial, TCE	40105			40105	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	1.07	2.32		7271003902	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40105 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40105 consists of a portion of APN 7271-003-902. Based on a review of on-line maps and photographs, Parcel #40105 consists of vacant land along the LA River channel and Anaheim St. Parcel #40105 is located adjacent to property occupied by Occidental Petroleum Corporation (Oxy Oil) along the west side of the flood control channel, which contains numerous ASTs and oil wells. Several database listings were identified associated with oil wells operated by Oxy Oil in this area. Based on the use, the adjacent Oxy Oil property is considered to represent an environmental concern to the ISA Study Area and a file review is recommended.	5C-3d	High
E	Full	40106			40106	N	LONG BEACH CITY	0	LONG BEACH CA	Flood Control	0.23			7436004920	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40106 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40106 consists of APN 7436-004-920. Based on a review of on-line maps and photographs, Parcel #40106 appears to be part of the Oxy Oil facilities, which is leased from the City of Long Beach. Several database listings were identified associated with oil wells operated by Oxy Oil in this area. Based on the use, Parcel #40106 is considered to represent an environmental concern to the ISA Study Area.	5C-3d	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Long Beach Option

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	40107			40107	N	LONG BEACH CITY	0	LONG BEACH CA	Flood Control		0.001		7271003903	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40107 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40107 consists of APN 7271-003-903. Based on a review of on-line maps and photographs, Parcel #40107 consists of vacant land between Anaheim St. ramp to I-710 and LA River. No EDR listings were identified in this area.	5C-3d	Low
E	TCE	40108			40108	N	SOU PAC TRANS CO	LA RIVER	LONG BEACH CA	Flood Control		0.08		7271003803	SOU PAC TRANS CO	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40108 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40108 consists of a portion of APN 7271-003-803. Based on a review of on-line maps and photographs, Parcel #40108 consists of vacant land between Anaheim St. ramp to I-710 and LA River. No EDR listings were identified in this area.	5C-3d	Low
E	Partial, TCE	01209			01209	N	AIR PRODUCTS AND CHEMICALS INC	1250 DE FOREST AVE	LONG BEACH CA	Business	0.01	0.02		7271005001	AIR PRODUCTS AND CHEMICALS INC	1250	DE FOREST AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #01209 as Business Use (1250 De Forest Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01209 consists of a portion of APN 7271-005-002, which is currently occupied by Air Products & Chemicals (901 W. 12th Street). No EDR listings were identified associated with either addresses.	5C-3d	Low
ANAHEIM Street																					
E	Partial, TCE	01310			01310	N	0	0	0	Business	0.08	0.09		7271007004		0			The ROW Impact Report identifies Parcel #01310 as Business Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #01310 consists of a portion of APN 7271-007-005 along Anaheim Street. Based on a review of on-line maps and photographs, APN 7271-007-005 is occupied by Petros Tubular Services Inc. (929 W. Anaheim St.) for use as a storage yard. The 929 W. Anaheim St. address was not identified in the EDR Report. The on-line GeoTracker database indicates that the address 901 W. Anaheim St. is also associated with parcel, which is identified as Long Beach City Tow Yard (EDR ID# 3265) in the LUST database with a Closed Case status as of 07/06/2011. Based on the closed case status, available soil and groundwater data, removal of the source (UST), location of the release on the property (north end), and groundwater flow direction (ESE), this release is not expected to represent an environmental concern to the ISA Study Area.	5C-3d	High
E	Partial, TCE	40111			40111	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control	0.2	0.27		7271002910	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40111 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40111 consists of a strip of land on the east side of the LA River, north of Anaheim St. No EDR listings were identified in this area.	5C-3d	Low
E	Partial, TCE	40112			40112	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	2	0.79		7271002908	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40112 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40112 consists of a portion of APN-7271-002-908. Based on a review of on-line maps and photographs, Parcel #40112 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	5C-3d	Low
	Utility TCE	40112			40112	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.4174		7271002908	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40112 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40112 consists of a portion of APN-7271-002-908. Based on a review of on-line maps and photographs, Parcel #40112 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	5C-3a/3b	Low
E	Partial, TCE	40113			40113	N	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER	LONG BEACH CA	Flood Control	0.55	0.64		7271002001	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40113 as Flood Control Use owned by Kempner, James M and Cynthia A. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40113 consists of a portion of APN-7271-002-001. Based on a review of on-line maps and photographs, Parcel #40113 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	5C-3d	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Long Beach Option

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Utility TCE	40113			40113	N	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER	LONG BEACH CA	Flood Control		0.2356		7271002001	KEMPNER,JAMES M AND CYNT	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40113 as Flood Control Use owned by Kempner, James M and Cynthia A. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40113 consists of a portion of APN-7271-002-001. Based on a review of on-line maps and photographs, Parcel #40113 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	5C-3a/3b	Low
E	Partial, TCE	40114			40114	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control	0.07	0.08		7271002909	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40114 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40114 consists of APN 7271-002-909 and a portion of APN-7271-002-001. Based on a review of on-line maps and photographs, Parcel #40114 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	5C-3d	Low
E	Partial, TCE	40115			40115	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control	0.32	0.29		7271002905	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40115 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40115 consists of APN 7271-002-905. Based on a review of on-line maps and photographs, Parcel #40115 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St and south of Pacific Coast Hwy. No EDR listings were identified in this area.	5C-3d	Low
E	Utility TCE	40115			40115	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control		0.0067		7271002905	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40115 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40115 consists of APN 7271-002-905. Based on a review of on-line maps and photographs, Parcel #40115 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St and south of Pacific Coast Hwy. No EDR listings were identified in this area.	5C-3a/3b	Low
E	Full	*40116			*40116	N	KEMPNER,JAMES M AND CYNTHIA A	0	LONG BEACH CA	Railroad	0.05			7271002002	KEMPNER,JAMES M AND CYNTHIA A	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40116 as Flood Control Use owned by Kempner, James M and Cynthia A. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40116 consists of APN 7271-002-002. Based on a review of on-line maps and photographs, Parcel #40116 consists of a strip of land adjacent to the east of the I-710, in between Anaheim St and Pacific Coast Highway. The EDR Report identified Public Service Transfer Station #1 (EDR ID# 76-8) in this location, which is listed in the SWF/LF database. This facility is located between the I-710 and LA River, north of Anaheim St and south of Pacific Coast Hwy. According to the on-line SWIS database (SWIS No. 19-AA-1047), the City of Long Beach operates an active limited volume transfer operation for green materials at this location. The facility permit was issued in October 2001 and it is permitted to handle up to 3,000 tons of green waste per year. The facility is inspected quarterly by the County of Los Angeles and the last inspection was performed on 10/07/2015. No significant violations of State Minimum Standards observed at time of inspection and all records were reported to be in order. The most recent inspection reported that this facility is not open to the public and is currently reserved for street cleaning operations. No enforcement action records were reported in the SWIS database. Based on the use of this property, there is potential for waste materials to exist which may be encountered during construction and/or excavation	5C-3d	High
E	Partial, TCE	40117			40117	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control	0.11	0.12		7271002902	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40117 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40117 consists of APN 7271-002-902. Based on a review of on-line maps and photographs, Parcel #40117 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St and south of Pacific Coast Hwy. No EDR listings were identified in this area.	5C-3d	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Long Beach Option

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Utility TCE	40101			40101	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control		0.1115		7271002906	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40101 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40101 consists of APN 7271-002-906. Based on a review of on-line maps and photographs, Parcel #40101 consists of a segment of the LA River adjacent to the east of the I-710, north of Anaheim St and south of Pacific Coast Hwy. No EDR listings were identified in this area.		Low
E	Utility TCE	01302			01302	N	SAN FRANCISCO YARD LLC	1501 SAN FRANCISCO AVE	LONG BEACH CA	BUSINESS		0.2559		7271012023	SAN FRANCISCO YARD LLC	1501	SAN FRANCISC	LONG BEACH CA	The ROW Impact Report identifies Parcel #01302 as Business Use owned by SAN FRANCISCO YARD LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01302 consists of APN 7271-012-023. Based on a review of on-line maps and photographs, Parcel #01302 consists of a segment of land occupied by a shipping container storage yard located at 1501 San Francisco Avenue, adjacent to the east of Lario Trail, north of West 15th Street, and south of West 17th Street. No EDR listings were identified in this area.		High
W	Partial	01418			01418	N	SFN HOLDINGS LLC	1353 W ANAHEIM ST	LONG BEACH CA	Business	0.0004			7432019023	SFN HOLDINGS LLC	1353	ANAHEIM ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01418 as Business Use owned by SFN Holdings LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01418 consists of a portion of APN 7432-019-023. Based on a review of on-line maps and photographs, Parcel #01418 consists of a strip of land along the western portion of the property occupied by Container Freight/EIT, LLC (1353 W. Anaheim Street). No EDR listings were identified in this area.	5C-3d	Low
W	Full	01419			01419	Y	EXEDRA PROPERTIES LTD	1234 W COWLES ST	LONG BEACH CA	BUSINESS	0.21		1.06	7432019049	EXEDRA PROPERTIES LTD	1234	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01419 as Business Use owned by Exedra Properties LTD (same as Parcel #01420). A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01419 consists of a portion of APN 7432-019-023. Based on a review of on-line maps and photographs, Parcel #01419 consists of a southwestern portion of the property occupied by Speedy Fuel (1234 W Cowles Street), see Parcel #01420 for EDR listings and information.	5C-3d	High
W	Full	01420			01420	Y	EXEDRA PROPERTIES LTD	1234 W COWLES ST	LONG BEACH CA	BUSINESS	0.29		0.14	7432019043	EXEDRA PROPERTIES LTD	1234	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01420 as Business Use, owned by Exedra Properties LTD (same as Parcel #01419). This address was identified as MICOR Energy LLC (EDR ID# S104406362) in the CA LUST database; as MICOR Energy LLC (EDR ID# S103976836) in the CA HIST CORTESE database; as 1234 WEST COWLES ST. in the HMIRS database; as Jerry and Kathleen Glikesman (EDR ID# S101587013) in the CA FID UST and CA SWEEPS UST databases; as MICOR Long Beach LLC (EDR ID# S113076397) in the CA HAZNET database; as MICOR Long Beach (EDR ID# U003779459) in the CA UST database; as McMullen Oil Inc. (EDR ID# S112876293) in the CA HAZNET database; and as Delta Auto Service Inc. (EDR ID# S113113356) in the HAZNET database; as MICOR Energy LLC (EDR ID# S114650987) in the RGA LUST database; as Speedy Fuel (EDR ID# U004220378) in the UST database; as Speedy Fuel (EDR #S113122600) in the CA HAZNET database as 1234 W. COWLES ST. (EDR# 1015189711) in the EDR Hist Auto database. The status of the MICRO Energy LLC LUST case is listed as "Completed - Case Closed" as of 7/1/2015. The RWQCB is the lead agency on this case. The RWQCB issued a "Direction to Take Corrective Action in Response to Unauthorized Underground Storage Tank Release" in a letter dated 3/20/2009. This letter states that the property was a former gasoline/diesel service station and in 2000 three groundwater monitoring wells were installed at the site. These wells were sampled in 2000 and no petroleum	5C-3d	Medium

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Long Beach Option

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	*01438	01421		*01438	Y	NEILL PROPERTIES LLC	1243 W COWLES ST	LONG BEACH CA	BUSINESS			0.23	7432020033	NEILL PROPERTIES LLC	1243	COWLES ST	LONG BEACH CA	The ROW Impact Report identified Parcel #01438 as Business use owned by Neil Properties LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01438 consists of APN 7432-020-033. Based on a review of on-line maps and photographs, Parcel #01438 consists of a property occupied by a Neill Aircraft Co. (1243 W. Cowles Street) located west of I-710. This parcel was identified in the EDR Report (EDR ID# 3141) as Speedy Fuel Inc. and Delta Auto Service Inc. in the Historical Auto Stations database for the years 2004-2012; as Micor Energy LLC in the HIST CORTESE and UST databases; as Delta Auto Service Inc. in the HAZNET database; as Speedy Fuel in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-3d	High
W	Full	01421	01422		01421	Y	NEILL PROPERTIES LLC	1235 W COWLES ST	LONG BEACH CA	BUSINESS			0.11	7432020028	NEILL PROPERTIES LLC	1235	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01421 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01421 consists of APN 743-202-0028. Based on a review of on-line maps and photographs, Parcel #01421 consists of a property occupied by Neil Aircraft (1235 W Cowles Street), see Parcel #01425 for EDR listings and information.	5C-3d	High
W	Full	01422	01423		01422	Y	POGUE,CLARENCE W AND MARGIT M	1233 W COWLES ST	LONG BEACH CA	BUSINESS	0.0006		0.11	7432020029	POGUE,CLARENCE W AND MARGIT M	1233	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01422 as Business Use owned by Pogue, Clarence W. and Margit M. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01422 consists of APN 743-202-0029. Based on a review of on-line maps and photographs, Parcel #01422 consists of a property occupied by an unknown lessee (1233 W Cowles St.). No EDR listings were identified associated with this address.	5C-3d	High
W	Full	01423	01424		01423	Y	NEILL PROPERTIES LLC	1231 W COWLES ST	LONG BEACH CA	BUSINESS	0.11		0.002	7432020030	NEILL PROPERTIES LLC	1231	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01423 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01423 consists of APN 743-202-0030. Based on a review of on-line maps and photographs, Parcel #01423 consists of a property occupied by an Neill Aircraft Co. (1231 W Cowles Street), see Parcel #01425 for EDR listings and information.	5C-3d	High
W	Full	01424	01425		01424	Y	NEILL PROPERTIES LLC	1229 W COWLES ST	LONG BEACH CA	BUSINESS	0.11			7432020031	NEILL PROPERTIES LLC	1229	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01424 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01424 consists of APN 743-202-0031. Based on a review of on-line maps and photographs, Parcel #01424 consists of a property occupied by Neil Aircraft (1229 W. Cowles Street), see Parcel #01425 for EDR listings and information.	5C-3d	High
W	Full	01425	01426		01425	Y	NEILL PROPERTIES LLC	1227 W COWLES ST	LONG BEACH CA	BUSINESS	0.1			7432020032	NEILL PROPERTIES LLC	1227	COWLES ST	LONG BEACH CA	Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01425 consists of APN 7432-020-032. Based on a review of on-line maps and photographs, Parcel #01425 consists of a property occupied by Neill Aircraft Co. (1227 W Cowles St.) which also occupies the entire block bounded by 15th St to the north, Cowles St to the south, I-710 to the east, and Fashion Ave to the west. Neill Aircraft was also identified at 1260 W 15th St in the UST (EDR ID# U003660595), RCRA-SQG (EDR ID# 1000287667), FINDS (EDR# 1000287667), HAZNET (EDR ID# S113016249), NPDES (EDR ID# S108751634) and LUST (EDR# 1000287667) databases. The LUST status is listed as “Completed - Case Closed” as of 07/01/2015. The RWQCB is the lead agency on this case. The on-line GeoTracker database indicates that groundwater impacted with gasoline was detected in grab groundwater samples at this property in 1997. The on-line database indicates that semi-annual groundwater monitoring is required and a “Soil and Groundwater Investigation Report” was prepared in 2009. In 2012, four groundwater monitoring wells were installed and sampled as well as additional soil sampling; high concentrations of TPHg and benzene were detected in both groundwater and soil samples. In September 2013, soil borings were taken to delineate the extent of soil contamination. The most recent groundwater monitoring data from March 2014 showed high concentrations of	5C-3d	High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Long Beach Option

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	01426	01427		01426	Y	NEILL PROPERTIES LLC	W 15TH ST	LONG BEACH CA	BUSINESS	0.1			7432020020	NEILL PROPERTIES LLC		15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01426 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01426 consists of APN 7432-020-020. Based on a review of on-line maps and photographs, Parcel #01426 consists of a property occupied by Neill Aircraft Co. (W 15th Street), see Parcel #01425 for EDR listings and information.	5C-3d	High
W	Full	01427	01428		01427	Y	NEILL PROPERTIES LLC	1226 W 15TH ST	LONG BEACH CA	BUSINESS	0.11			7432020021	NEILL PROPERTIES LLC	1226	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01427 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01427 consists of APN 7432-020-021. Based on a review of on-line maps and photographs, Parcel #01427 consists of a property occupied by Neill Aircraft Co. (1226 W 15th Street), see Parcel #01425 for EDR listings and information.	5C-3d	High
W	Full	01428	01429		01428	Y	RICHMAN,DENIS	1230 W 15TH ST	LONG BEACH CA	BUSINESS	0.11			7432020022	RICHMAN,DENIS	1230	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01428 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01428 consists of APN 7432-020-022. Based on a review of on-line maps and photographs, Parcel #01428 consists of a property occupied by Neill Aircraft Co. (1230 W 15th Street), see Parcel #01425 for EDR listings and information.	5C-3d	High
W	Full	01429	01430		01429	N	NEILL PROPERTIES LLC	W 15TH ST	LONG BEACH CA	BUSINESS	0.01		0.1	7432020023	NEILL PROPERTIES LLC		15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01429 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01429 consists of APN 7432-020-023. Based on a review of on-line maps and photographs, Parcel #01429 consists of a property occupied by Neill Aircraft Co. (W 15th Street), see Parcel #01425 for EDR listings and information.	5C-3d	High
W	Full	01430	01431		01430	Y	NEILL PROPERTIES LLC	1240 W 15TH ST	LONG BEACH CA	BUSINESS			0.11	7432020024	NEILL PROPERTIES LLC	1240	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01430 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01430 consists of APN 7432-020-024. Based on a review of on-line maps and photographs, Parcel #01430 consists of a property occupied by Neill Aircraft Co. (1240 W 15th Street), see Parcel #01425 for EDR listings and information.	5C-3d	High
W	Full	*01440	01432		*01440	Y	NEILL PROPERTIES LLC	1248 W 15TH ST	LONG BEACH CA	BUSINESS			0.11	7432020025	NEILL PROPERTIES LLC	1248	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01440 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01440 consists of APN 7432-020-025. Based on a review of on-line maps and photographs, Parcel #01440 consists of consists of a property occupied by Neill Aircraft Co. (1248 W 15th Street). No EDR listings were identified associated with this portion of the Neill Aircraft property.	5C-3d	High
W	Full	*01439	01433		*01439	Y	NEILL PROPERTIES LLC	1260 W 15TH ST	LONG BEACH CA	BUSINESS			0.11	7432020026	NEILL PROPERTIES LLC	1260	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01439 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01439 consists of APN 7432-020-026. Based on a review of on-line maps and photographs, Parcel #01439 consists of a property occupied by Neill Aircraft Co. (1260 W 15th Street). No EDR listings were identified associated with this address.	5C-3d	High
W	Full	*01441	01434		*01441	Y	NEILL PROPERTIES LLC AND	1241 W 15TH ST	LONG BEACH CA	BUSINESS			0.23	7432021004	NEILL PROPERTIES LLC AND	1241	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01441 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01441 consists of APN 7432-021-004. Based on a review of on-line maps and photographs, Parcel #01441 consists of a property occupied by Neill Aircraft Co. (1241 W 15th Street). No EDR listings were identified associated with this portion of the Neill Aircraft property.	5C-3d	High
W	Full	01431	01435		01431	Y	NEILL PROPERTIES LLC	1239 W 15TH ST	LONG BEACH CA	BUSINESS			0.11	7432021005	NEILL PROPERTIES LLC	1239	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01431 as Business Use owned by Neil Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01431 consists of APN 7432-021-005. Based on a review of on-line maps and photographs, Parcel #01431 consists of a property occupied by Neill Aircraft Co.(1239 W. 15th Street) No EDR listings were identified associated with this portion of the Neill Aircraft property.	5C-3d	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Long Beach Option

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	01432	01436		01432	Y	NEILL AIRCRAFT CO	1233 W 15TH ST	LONG BEACH CA	BUSINESS	0.03		0.08	7432021006	NEILL AIRCRAFT CO	1233	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01432 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01432 consists of APN 7432-021-006. Based on a review of on-line maps and photographs, Parcel #01432 consists of a property occupied by Neill Aircraft Co. (1233 W. 15th Street). No EDR listings were identified associated with this portion of the Neill Aircraft property.	5C-3d	Low
W	Full	01433	01437		01433	Y	NEILL PROPERTIES LLC	1231 W 15TH ST	LONG BEACH CA	BUSINESS	0.11			7432021007	NEILL PROPERTIES LLC	1231	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01433 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01433 consists of APN 7432-021-007. Based on a review of on-line maps and photographs, Parcel #01433 consists of a property occupied by Neill Aircraft Co. (1231 W. 15th Street). No EDR listings were identified associated with this portion of the Neill Aircraft property.	5C-3d	Low
W	Full	01434	01438		01434	Y	NEILL AIRCRAFT CO	1229 W 15TH ST	LONG BEACH CA	BUSINESS	0.2			7432021008	NEILL AIRCRAFT CO	1229	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01434 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01434 consists of APN 7432-021-008. Based on a review of on-line maps and photographs, Parcel #01434 consists of a property occupied by Neill Aircraft Co. (1229 W. 15th Street). No EDR listings were identified associated with this portion of the Neill Aircraft property.	5C-3d	Low
W	Full	01435	01439		01435	Y	NEILL AIRCRAFT CO	1238 W GAYLORD ST	LONG BEACH CA	BUSINESS	0.23			7432021001	NEILL AIRCRAFT CO	1238	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01435 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01435 consists of APN 7432-021-001 . Based on a review of on-line maps and photographs, Parcel #01435 consists of a property occupied by Neill Aircraft Co. (1238 W. Gaylord Street). No EDR listings were identified associated with this portion of the Neill Aircraft property.	5C-3d	Low
W	Full	01436	01440		01436	Y	NEILL AIRCRAFT CO	W GAYLORD ST	LONG BEACH CA	BUSINESS	0.04		0.19	7432021002	NEILL AIRCRAFT CO		GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01436 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01436 consists of APN 7432-021-002, a portion of APN 7432-021-001. Based on a review of on-line maps and photographs, Parcel #01436 consists of a property occupied by Neill Aircraft Co. No EDR listings were identified associated with this portion of the Neill Aircraft property.	5C-3d	Low
W	Full	*01442	01441		*01442	Y	NEILL AIRCRAFT CO	1256 W GAYLORD ST	LONG BEACH CA	BUSINESS			0.23	7432021003	NEILL AIRCRAFT CO	1256	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01442 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01442 consists of APN 7432-021-003. Based on a review of on-line maps and photographs, Parcel #01442 consists of a property occupied by Neill Aircraft Co (1256 W. Gaylord Street). No EDR listings were identified associated with this portion of the Neill Aircraft property.	5C-3d	Low
W	Partial	*01443	01444		*01443	Y	NEILL PROPERTIES LLC	1247 W GAYLORD ST	LONG BEACH CA	BUSINESS	0.05			7432022020	NEILL PROPERTIES LLC	1247	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01443 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01443 consists of APN 7432-022-020. Based on a review of on-line maps and photographs, Parcel #01443 consists of a property occupied by Neill Aircraft Co (1247 W. Gaylord Street). No EDR listings were identified associated with this portion of the Neill Aircraft property.	5C-3d	Low
W	Full	*01444	01445		*01444	N	L A COUNTY S BY S	W GAYLORD ST	LONG BEACH CA	BUSINESS	0.12			7432022901	L A COUNTY S BY S		GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01444 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01444 consists of APN 7432-022-901. Based on a review of on-line maps and photographs, Parcel #01444 consists of a portion of a vacant lot occupied by Neill Aircraft Co. No EDR listings were identified in this area.	5C-3d	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Long Beach Option

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	01437	01446		01437	N	GILBERT,FAYE K ET AL	1345 W GAYLORD ST	LONG BEACH CA	BUSINESS	0.16			7432022006	GILBERT,FAYE K ET AL	1345	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01437 as Business Use owned by Gilbert, Faye K et al. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01437 consists of APN 7432-022-006. Based on a review of on-line maps and photographs, Parcel #01437 consists of a property occupied by Welding Iron Works (1345 W. Gaylord Street). No EDR listings were identified associated with this address.	5C-3d	Low
W	Full	*01445	01447		*01445	Y	CO SANITATION DIST NO 3	1238 W 16 TH ST	LONG BEACH CA	BUSINESS	0.34			7432022900	CO SANITATION DIST NO 3	1238	16 TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01445 as Business Use owned by Co Sanitation District 3. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01445 consists of APN 7432-022-900. Based on a review of on-line maps and photographs, Parcel #01445 consists of an active construction site. No EDR listings were identified in this area.	5C-3d	Low
W	Partial	*01493	01448		*01493	Y	CO SANITATION DIST NO 3	1258 W 16TH ST	LONG BEACH CA	BUSINESS	0.0065			7432022905	CO SANITATION DIST NO 3	1258	16TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01493 as Business Use owned by Co Sanitation District 3. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01493 consists of APN 7432-022-905. Based on a review of on-line maps and photographs, Parcel #01493 consists of an active construction site. No EDR listings were identified in this area.	5C-3d	Low
W	Partial	*01446	01454		*01446	Y	ARGO PROPERTIES LLC	1255 W 16TH ST	LONG BEACH CA	BUSINESS	0.0778			7432023004	ARGO PROPERTIES LLC	1255	16TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01446 as Business Use owned by Argo Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01446 consists of APN 7432-023-004. Based on a review of on-line maps and photographs, Parcel #01446 consists of Long Beach Hose & Couplings, Inc. (1255 16th Street). No EDR listings were identified associated with this address.	5C-3d	Low
W	Full	*01447	01455		*01447	N	ARGO PROPERTIES LLC	W 16TH ST	LONG BEACH CA	BUSINESS	0.11			7432023005	ARGO PROPERTIES LLC		16TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01447 as Business Use owned by Argo Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01447 consists of APN 7432-023-005. Based on a review of on-line maps and photographs, Parcel #01447 consists of the parking area associated with Parcel#01446. No EDR listings were identified in this area.	5C-3d	Low
W	Partial	*01448	01456		*01448	Y	BERNS,GEORGE DECD EST OF	1240 W 17TH ST	LONG BEACH CA	BUSINESS	0.1776			7432023001	BERNS,GEORGE DECD EST OF	1240	17TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01448 as Business Use owned by Argo Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01448 consists of APN 7432-023-001. Based on a review of on-line maps and photographs, Parcel #01448 consists of the Berns Company (1250 W. 17th Street). This parcel was identified in the EDR Report (EDR ID# 3141) as The Berns Company in the NPDES, WDS, and HAZNET databases; as BT Equipment Co in the WDS database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-3d	Low
W	Utility TCE	01496			01496	N	NEILL PROPERTIES LLC	1301 W 15TH ST	LONG BEACH CA	BUSINESS	0.0083			7432021030	NEILL PROPERTIES LLC	1301	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01496 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01496 consists of APN 7432-021-030. Based on a review of on-line maps and photographs, Parcel #01496 consists of a property occupied by Neill Aircraft Co (1301 W. 15th Street). No EDR listings were identified associated with this address.		Low
W	Utility TCE	01495			01495	N	NEILL PROPERTIES LLC	1303 W 15TH ST	LONG BEACH CA	BUSINESS	0.0091			7432021026	NEILL PROPERTIES LLC	1303	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01495 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01495 consists of APN 7432-021-026. Based on a review of on-line maps and photographs, Parcel #01495 consists of a property occupied by Neill Aircraft Co (1303 W. 15th Street). No EDR listings were identified associated with this address.		Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
Long Beach Option

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Utility TCE	01494			01494	N	NEILL PROPERTIES LLC	0	LONG BEACH CA	BUSINESS	0.005			7432021032	NEILL PROPERTIES LLC	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01494 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01494 consists of APN 7432-021-032. Based on a review of on-line maps and photographs, Parcel #01494 consists of a property occupied by Neill Aircraft Co (1303 W. 15th Street). No EDR listings were identified associated with this parcel.		Low
W	Utility TCE	01497			01497	N	GARDNER,RICHARD	1302 W GAYLORD ST	LONG BEACH CA	BUSINESS	0.0009			7432021009	GARDNER,RICHARD	1302	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01497 as Business Use owned by Richard Gardner. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01497 consists of APN 7432-021-009. Based on a review of on-line maps and photographs, Parcel #01497 consists of a property on the southwest corner of W. Gaylord Street and Fashion Avenue (1302 W. Gaylord Street). This address was identified in the HAZNET database as Century Die Casting Inc. (EDR ID# 3141). No significant environmental concerns were associated with this listing.		Low
W	Utility TCE	01498			01498	N	ALALUSI,H R AND DIANA	1324 W GAYLORD ST	LONG BEACH CA	BUSINESS	0.0046			7432021010	ALALUSI,H R AND DIANA	1324	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01498 as Business Use owned by ALALUSI, HR AND DIANA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01498 consists of APN 7432-021-010. Based on a review of on-line maps and photographs, Parcel #01498 consists of a property on the southwest corner of W. Gaylord Street and Fashion Avenue(1324 W. Gaylord Street). No EDR listings were identified associated with this address.		Low
17TH St																						
Full		70149			70149	Y	TIDELANDS OIL PRODUCTION COMPANY	BETWEEN ANAHEIM AND PCH	LONG BEACH CA	BUSINESS	6.7112				TIDELANDS OIL PRODUCTION	BETWEEN	AND PCH	LONG BEACH CA	The ROW Impact Report identifies Parcel #70149 as Business Use owned by Tidelands Oil Production Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70149 consists of approximately 6.7112 acres of land within the existing right-of-way (no APN is associated with this area), east of I-710 between Anaheim Street and PCH. According to a review of on-line database, multiple active oil wells and petroleum pipelines are located in this area. This area was identified in the EDR Report as Public Service Transfer Station #1 (EDR ID# 30-3240) in the CA SWF/LF database, which is discussed in detail in Table 5. Reportedly, the City of Long Beach has an active limited volume transfer operation for green materials at this location. Based on the materials processed, frequent inspections and lack of reported violations or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area. However, the oil production use and petroleum pipelines on this parcel of land are considered to represent an environmental concern to the ISA Study Area.		High

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
ELA Option

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	*20101		*20101	N	EASTERN AVENUE ENTERPRISES	946 S EASTERN AVE	LOS ANGELES CA	Business	0.08		0.56	5236012035	EASTERN AVENUE ENTERPRISES	946	EASTERN AVE	LOS ANGELES CA	The ROW Impact Report identified Parcel #20101 as Business use owned by Eastern Avenue Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20101 consists of APN 5236-012-035. Based on review of on-line maps and photographs, Parcel #20101 consists of DaVita Doctors Dialysis Of East Los Angeles (950 S. Eastern Avenue) located east of S. Eastern Avenue and adjacent to the west of the Eastern off-ramp of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	Partial, TCE	*20108		*20108	N	L A COUNTY CONSOLIDATED FIRE	930 S EASTERN AVE	LOS ANGELES CA	Public	0.05	0.01		5236012906	L A COUNTY CONSOLIDATED FIRE	930	EASTERN AVE	LOS ANGELES CA	The ROW Impact Report identified Parcel #20108 as Public Use, owned by LA County Consolidated Fire. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20108 consists of APN 5236-012-906, which is developed with Los Angeles County Fire Department Station #3 (930 S. Eastern Avenue) located adjacent to the west of I-710 and east of S. Eastern Avenue. This parcel was identified in the EDR Report (EDR ID#23) as LA County Fire Station #003 in the SWEEPS UST, HAZNET, AST, HIST CORTESE, LUST, and HIST UST databases. According to the GeoTracker database, this site is listed with a status of "Completed-Case Closed" as of 10/19/2000 for a release of diesel to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	5C-34b	Medium
W	Full	*20109		*20109	N	RUSSELL L AND LINDA K FOX FAMILY	WHITTIER BLVD	LOS ANGELES CA	Business	0.09		0.09	5236012029	RUSSELL L AND LINDA K FOX FAMILY		WHITTIER BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #20109 as Business use owned by Russell and Linda K Fox Family. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20109 consists of APN 5236-012-029. Based on review of on-line maps and photographs, Parcel #20109 consists of a parking area associated with East Los Angeles Family Dentistry at 4410 Whittier Boulevard, located south of Whittier Boulevard and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
E	Partial, TCE	*20202		*20202	N	STERLING STORAGE LLC	4550 E OLYMPIC BLVD	LOS ANGELES CA	Business	0.12	0.03		5246003020	STERLING STORAGE LLC	4550	OLYMPIC BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #20102 as Business use owned by Eastern Avenue Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20102 consists of APN 5246-003-020. Based on review of on-line maps and photographs, Parcel #20102 consists of Sterling Van Lines (4550 E. Olympic Boulevard) located adjacent to the east of Olympic Boulevard exit of I-710 and south of E. Olympic Boulevard. No EDR listings were identified associated with this address.	5C-33b	Low
E	Full	*20210		*20210	N	J B REALTY	4549 TELEGRAPH RD	LOS ANGELES CA	Business	0.06		0.45	5246003022	J B REALTY	4549	TELEGRAPH RD	LOS ANGELES CA	The ROW Impact Report identified Parcel #20210 as Business use owned by JB Realty. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20210 consists of APN 5246-003-022. Based on review of on-line maps and photographs, Parcel #20210 consists of the LA Probation facility (4549 Telegraph Road) located adjacent to the east of E. Olympic Boulevard off-ramp of I-710 and north of Telegraph Road. No EDR listings were identified associated with this address.	5C-33b	Low
E	Partial, TCE	*20211		*20211	N	PHILIPSON BUSINESS PROPERTIES	4564 E OLYMPIC BLVD	LOS ANGELES CA	Business	0.002	0.006		5246003021	PHILIPSON BUSINESS PROPERTIES	4564	OLYMPIC BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #20211 as Business use owned by Philipson Business Properties. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20211 consists of APN 5246-003-021. Based on review of on-line maps and photographs, Parcel #20211 consists of the East Olympic Funeral Home (4556 E. Olympic Boulevard) located east of I-710 and south of E. Olympic Boulevard No EDR listings were identified associated with this address.	5C-33b	Low
WHITTIER BLVD																				
W	Full	*20412		*20412	Y	MARTINEZ,ANDRES AND CRISTINA	755 S SYDNEY DR	LOS ANGELES CA	Business	0.005		0.17	5236012014	MARTINEZ,ANDRES AND CRISTINA	755	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identified Parcel #20412 as Business use owned by Andres and Cristina Martinez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20412 consists of APN 5236-012-014. Based on review of on-line maps and photographs, Parcel #20412 consists of a vacant suite (4429 Whittier Boulevard), Irma's Income Tax (4433 Whittier Boulevard), Azteca Pet Shop (4431 Whittier Boulevard), and three residential structures located along S. Sydney Drive. Parcel #20412 is located west of I-710. No EDR listings were identified associated with these addresses.	5C-34b	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
ELA Option

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	*20413		*20413	Y	FOX,RUSSELL AND LINDA K	745 S SYDNEY DR	LOS ANGELES CA	Residential	0.16			5236012015	FOX,RUSSELL AND LINDA K	745	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identified Parcel #20413 as Residential use (745 S. Sydney). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20413 consists of APN 5236-012-015. Based on review of on-line maps and photographs, Parcel #20413 consists of a residential structure located west of S. Sydney and west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	Full	*20414		*20414	Y	0	739 S SYDNEY DR	LOS ANGELES CA	Residential	0.15			5236012016		739	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identified Parcel #20414 as Residential use (739). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20414 consists of APN 5236-012-016. Based on review of on-line maps and photographs, Parcel #20414 consists of a residential structure located west of S. Sydney and west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	Full	*20403		*20403	Y	DELACERDA,RAMON CO TR	716 S SYDNEY DR	LOS ANGELES CA	Residential	0.15		0.03	5236012025	DELACERDA,RAMON CO TR	716	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20403 as Residential Use (716 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20403 consists of APN 5236-012-025. Based on a review of on-line maps and photographs, Parcel #20403 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	Full	*20404		*20404	Y	DELACERDA,ISAAC AND ESPERANZA H	710 S SYDNEY DR	LOS ANGELES CA	Residential	0.08		0.03	5236012024	DELACERDA,ISAAC AND ESPERANZA H	710	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20404 as Residential Use (710 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20404 consists of APN 5236-012-024. Based on a review of on-line maps and photographs, Parcel #20404 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	Full	*20405		*20405	Y	ALCARAZ,ROSALINDA	700 S SYDNEY DR	LOS ANGELES CA	Residential	0.08		0.03	5236013033	ALCARAZ,ROSALINDA	700	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20405 as Residential Use (700 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20405 consists of APN 5236-013-033 Based on a review of on-line maps and photographs, Parcel #20405 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	Full	*20406		*20406	Y	CAUDILLO,MARIA	680 S SYDNEY DR	LOS ANGELES CA	Residential	0.08		0.03	5236013032	CAUDILLO,MARIA	680	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20406 as Residential Use (680 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20406 consists of APN 5236-013-032 Based on a review of on-line maps and photographs, Parcel #20406 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	Full	*20407		*20407	Y	ZAPATA,RAFAEL AND HERMELINDA	656 S SYDNEY DR	LOS ANGELES CA	Residential	0.08		0.03	5236013031		656	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20407 as Residential Use (656 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20407 consists of APN 5236-013-031 Based on a review of on-line maps and photographs, Parcel #20407 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	Full	*20415		*20415	Y	ZAPATA,RAFAEL AND HERMELINDA	650 S SYDNEY DR	LOS ANGELES CA	Residential	0.08		0.03	5236013030	VILLARRUEL,CLAUDIA	650	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20415 as Residential Use (650 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20415 consists of APN 5236-013-030 Based on a review of on-line maps and photographs, Parcel #20415 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	Full	*20416		*20416	Y	ZAPATA,RAFAEL AND HERMELINDA	626 S SYDNEY DR	LOS ANGELES CA	Residential	0.35		0.09	5236013029	AGRON,MICHAEL S	626	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20416 as Residential Use (626 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20416 consists of APN 5236-013-029. Based on a review of on-line maps and photographs, Parcel #20416 consists of a multi-family residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	Full	*20417		*20417	Y	ZAPATA,RAFAEL AND HERMELINDA	600 S SYDNEY DR	LOS ANGELES CA	Residential	0.06		0.05	5236023067	GONZALEZ,FERMIN AND ALITA H	600	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20417 as Residential Use (600 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20417 consists of APN 5236-023-067. Based on a review of on-line maps and photographs, Parcel #20417 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	Full	*20418		*20418	Y	ZAPATA,RAFAEL AND HERMELINDA	536 S SYDNEY DR	LOS ANGELES CA	Residential	0.03		0.07	5236023066	GARCIA,JOSE TR	536	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20418 as Residential Use (536 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20418 consists of APN 5236-023-066. Based on a review of on-line maps and photographs, Parcel #20418 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
ELA Option

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	*20419		*20419	N	ZAPATA,RAFAEL AND HERMELINDA	526 S SYDNEY DR	LOS ANGELES CA	Residential		0.02		5236023065	RODRIGUEZ,ISABEL L	526	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20419 as Residential Use (526 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20419 consists of APN 5236-023-065. Based on a review of on-line maps and photographs, Parcel #20419 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	TCE	*20420		*20420	N	ZAPATA,RAFAEL AND HERMELINDA	518 S SYDNEY DR	LOS ANGELES CA	Residential		0.01		5236023064	YBARRA,MODESTA AND	518	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20420 as Residential Use (518 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20420 consists of APN 5236-023-064. Based on a review of on-line maps and photographs, Parcel #20420 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	TCE	*20421		*20421	N	ZAPATA,RAFAEL AND HERMELINDA	514 S SYDNEY DR	LOS ANGELES CA	Residential		0.003		5236023063	LARES,ADOLFO AND ROSARIO	514	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20421 as Residential Use (514 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20421 consists of APN 5236-023-063. Based on a review of on-line maps and photographs, Parcel #20421 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low
W	TCE	*20422		*20422	N	ZAPATA,RAFAEL AND HERMELINDA	510 S SYDNEY DR	LOS ANGELES CA	Residential		0.0001		5236023062	ALVAREZ,MARTIN AND	510	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20422 as Residential Use (510 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20422 consists of APN 5236-023-062. Based on a review of on-line maps and photographs, Parcel #20422 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	5C-34b	Low

SR-60

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project

Term	Definition
Full	= Full Acquisition of identified parcel
Partial	= Partial Acquisition of identified parcel
TCE	= Temporary construction easement of identified parcel
Partial, TCE	= Partial Acquisition and temporary construction easement of identified parcel
AIN	= Assessor's Identification Number
Parcel Identification No.	= Identification Number displayed on the right of way exhibits (**See **Example** Table for details)
Displacement	= Identifies if there is a business or residence that will be displaced/relocated. "Y" for yes and "N" for no
Private Use Parcel	= Identifies parcels that are designated for private use. (For example: Residential, Commercial and Industrial land uses.)
Special Use Parcel	= Identifies parcels that are composed of Flood Control, US Government, County, SCE, LADWP, Parks, School, Fire and City facility

Area	Segment
00	Shoreline/7th
01	Pico-Anaheim
02	PCH
03	Willow
04	I-405
05	405 West
06	405 East
07	Del Amo
08	Long Beach Blvd
09	SR-91
10	91 West
11	91 East
12	Alondra
13	Rosecrans
14	Imperial
15	Firestone
16	Florence
17	Slauson
18	Atlantic/Bandini
19	Washington
20	I-5/SR-60

Quadrants	
1	SW
2	SE
3	NE
4	NW

Special Uses Designations	
4	Flood Control Use (US Govt/County)
5	SCE Use/ SCE Corridor
6	LADWP Use/ DWP Corridor
7	Public Use (Parks, Schools, City Facility)
8	LAMTA/Rail Operations

** Example	
Private Use Parcel ID Number 14237	
14 First two digits	Area
2 3rd digit	Quadrant
37 Last 2 digits	Sequenced 01-99
Special Use Parcel ID Number 51437	
5 First digit	Special Use
14 Digits 2 & 3	Area
37 Last 2 digits	Sequenced 01-99

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Shoreline-7th

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
OCEAN Blvd																					
W	Utility TCE	50028		50028	N	0		0	Utility		0.0052		7436016801					The ROW Impact Report identified Parcel #50028 as Utility Use; ownership unknown. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50028 consists of APN 7436-016-801. Based on a review of on-line maps and photographs, Parcel #50028 is occupied by a utility substation located adjacent to the east of I-710. No EDR listings were identified in this area.		Medium	Risk is based on potential storage tanks associated with utility substation
W	Utility TCE	40029		40029	N	0		0	Flood Control		0.0679		mouth of the river					The ROW Impact Report identified Parcel #40029 as Flood Control Use; ownership unknown. Based on a review of on-line maps and photographs, Parcel #40029 is occupied by a strip of land adjacent to the east of the Los Angeles River, east of I-710. No EDR listings were identified in this area.		Low	
W	Utility TCE	40030		40030	N	0		0	Flood Control		0.2604		7278002910					The ROW Impact Report identified Parcel #40030 as Flood Control Use; ownership unknown. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40030 consists of APN 7278-002-910. Based on a review of on-line maps and photographs, Parcel #40030 consists of a segment of the Los Angeles River located to the east of I-710. No EDR listings were identified in this area.		Low	
W	Utility TCE	40031		40031	N	0		0	Flood Control		0.019		7278002911					The ROW Impact Report identified Parcel #40031 as Flood Control Use; ownership unknown. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40031 consists of APN 7278-002-911. Based on a review of on-line maps and photographs, Parcel #40031 consists of a segment of the Los Angeles River located to the east of I-710. No EDR listings were identified in this area.		Low	
W	Partial, TCE	40001		40001	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	3.3338	4.8985		7278011908	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40001 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40001 is part of APN 7278-011-908. Based on a review of on-line maps and photographs, Parcel #40001 consists of a strip of land between LA River and Shoreline Dr. (Lario Trail) and a portion of the LA River channel for the new construction of Shoemaker Bridge. No EDR listings were identified in this area.	7-02	Low	
W	Utility TCE	40001		40001	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.8619		7278011908	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40001 as Flood Control Use; ownership unknown. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40031 consists of APN 7278-011-908. Based on a review of on-line maps and photographs, Parcel #40001 consists of a segment of the Los Angeles River located to the east of I-710. No EDR listings were identified in this area.	7-02	Low	
W	TCE	40003		40003	N	SOU PAC TRANS CO	LA RIVER	LONG BEACH CA	Flood Control		0.2008		7278011811	SOU PAC TRANS CO	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40003 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40003 consists of APN 7278-011-811. Based on a review of on-line maps and photographs, Parcel #40003 consists of a strip of land between LA River and Shoreline Dr. (Lario Trail). No EDR listings were identified in this area.	7-02	Low	
W	TCE	40004		40004	N	SOU PAC TRANS CO	LA RIVER	LONG BEACH CA	Flood Control		0.9292		7278011810	SOU PAC TRANS CO	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40004 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40004 consists of APN 7278-011-810. Based on a review of on-line maps and photographs, Parcel #40004 consists of a strip of land between LA River and Shoreline Dr. (Lario Trail). No EDR listings were identified in this area.	7-02	Low	
W	TCE	40006		40006	N	SOU PAC TRANS CO	LA RIVER	LONG BEACH CA	Flood Control		0.198		7278011805	SOU PAC TRANS CO	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40006 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40006 is part of APN 7278-011-805. Based on a review of on-line maps and photographs, Parcel #40006 consists of a strip of land between LA River and Shoreline Dr. (Lario Trail). No EDR listings were identified in this area.	7-02	Low	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Shoreline-7th

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
W	TCE	70007		70007	N	LONG BEACH CITY	0	LONG BEACH CA	Public		0.0887		7278013910	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70007 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps (Sheet 3) and County Assessor website revealed that Parcel #70007 consists of APN 7278-013-910. Based on a review of on-line maps and photographs, Parcel #70007 consists of vacant land between LA River and Shoreline Dr. No EDR listings were identified in this area.	7-02	Low	
W	Partial, TCE	70008		70008	N	0	0	LONG BEACH CA	Public	0.1138	0.146		7278012907		0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70008 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70008 consists of APN 7278-801-901. Based on a review of on-line maps and photographs, Parcel #70008 consists of vacant land between LA River and Shoreline Dr. No EDR listings were identified in this area.	7-02	Low	
W	Partial, TCE	40009		40009	N	SOU PAC TRANS CO	LA RIVER	LONG BEACH CA	Flood Control	0.3284	0.1962		7278011806	SOU PAC TRANS CO	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40009 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40009 consists of APN 7278-011-806. Based on a review of on-line maps and photographs, Parcel #40009 consists of vacant land between LA River and Shoreline Dr. No EDR listings were identified in this area.	7-02	Low	
E	Partial, TCE	80010		80010	N	SOU PAC TRANS CO	RAIL OPS	LONG BEACH CA	Railroad	0.0455	0.5091		7278011808	SOU PAC TRANS CO	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80010 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80010 consists of APN 7278-011-808. Based on a review of on-line maps and photographs, Parcel #80010 consists of a strip of land occupied with numerous petroleum pipelines, ASTs, and oil wells located adjacent to the west of the LA River and east of I-710 (Seaside Freeway).	7-02 7-02	High	Former railroad use indicates potential for impacted subsurface soils; IF subsurface soils are to be disturbed, THEN risk is high. High risk based on railroad yard per Figure 18-1
E	Partial, TCE	70011		70011	N	LONG BEACH CITY	CITY PARK	LONG BEACH CA	Public	1.7519	5.5909		7278014914	LONG BEACH CITY	CITY PARK		LONG BEACH CA	The ROW Impact Report identifies Parcel #70011 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70011 consists of APN 7278-014-914. This parcel is located north of Ocean Blvd., east of the LA River, and consists of Santa Cruz Park and ramps from Ocean Blvd. and Shoreline Dr. No EDR listings were identified in this area. The on-line GeoTracker database identifies groundwater monitoring wells in the area of Parcel #70011; however, these wells appear to be misplotted and are associated with a closed LUST case at 234 Chestnut Ave. greater than 1/4-mile east of Parcel #70011.	7-02	Low	
E	Partial, TCE	70013		70013	N	0		LONG BEACH CA	Public	0.058	0.1349		7278015955				LONG BEACH CA	The ROW Impact Report identifies Parcel #70013 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70013 consists of a portion of APN 7278-015-955, which is developed with a City-owned surface parking lot. Based on a review of on-line maps and photographs, Parcel #70013 consists of a strip of land on the north side of parking lot along W. Broadway. No EDR listings were identified in this area. The on-line GeoTracker database identifies groundwater monitoring wells in the area of Parcel #70013; however, these wells appear to be misplotted and are associated with a closed LUST case at 234 Chestnut Ave. approximately 1/4-mile east of Parcel #70013.	7-02	Low	
E	TCE	70015		70015	N	0		LONG BEACH CA	Public		0.0511		7278018902				LONG BEACH CA	The ROW Impact Report identified Parcel #70015 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70015 consists of a portion of APN 7278-018-902, which is developed with Cesar E. Chavez Park. Based on review of on-line maps and photographs, Parcel #70015 consists of vacant land located in the city park property. No EDR Listings were identified in this area.	7-02	Low	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Shoreline-7th

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
E	Partial, TCE	70016		70016	N	0	CITY PARK	LONG BEACH CA	Public	0.8068	1.3781		7278014915		CITY PARK		LONG BEACH CA	The ROW Impact Report identified Parcel #70016 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70016 consists of a portion of APN 7278-014-915, which is developed with a City park known as Golden Park. Based on a review of on-line maps and photographs, Parcel #70016 consists of vacant land within the city park property. No EDR listings were identified in this area.	7-02	Low	
E	TCE	70017		70017	N	STATE OF CA	0	LONG BEACH CA	Public		3.5201		7278013904	STATE OF CA	0		LONG BEACH CA	The ROW Impact Report identified Parcel #70017 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70017 consists of APN 7278-013-904 and 7278-013-803, which are part of Golden Park. Based on a review of on-line maps and photographs, Parcel #70017 consist of vacant land within the city park property. No EDR listings were identified in this area.	7-02	Low	
E	Partial, TCE	70018		70018	N	LONG BEACH CITY	CITY PARK	LONG BEACH CA	Public	0.0969	2.0224		7278013908	LONG BEACH CITY	CITY PARK		LONG BEACH CA	The ROW Impact Report identified Parcel #70018 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70018 consists of a portion of APN 7278-013-908. Based on a review of on-line maps and photographs, Parcel #70018 consists of vacant land within Cesar E. Chavez Park along 3rd St. No EDR listings were identified in this area.	7-02	Low	
E	TCE	70019		70019	N	LONG BEACH CITY	815 W 3RD ST	LONG BEACH CA	Public		0.0618		7278023900	LONG BEACH CITY	815	3RD ST	LONG BEACH CA	The ROW Impact Report identified Parcel #70019 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70019 consists of APN 7278-023-900, which has an address of 815 W. 3rd St. Based on a review of on-line maps and photographs, Parcel #70019 consists of vacant land within Cesar E. Chavez Park. No EDR listings were identified in this area.	7-02	Low	
E	TCE	70020		70020	N	LONG BEACH CITY	CITY PARK	LONG BEACH CA	Public		0.0406		7278023902	LONG BEACH CITY	CITY PARK		LONG BEACH CA	The ROW Impact Report identified Parcel #70020 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70020 consists of APN 7278-023-902. Based on a review of on-line maps and photographs, Parcel #70020 consists of vacant land within Cesar E. Chavez Park. No EDR listings were identified in this area.	7-02	Low	
E	TCE	70021		70021	N	LONG BEACH CITY	CITY PARK	LONG BEACH CA	Public		0.0593		7278023903	LONG BEACH CITY	CITY PARK		LONG BEACH CA	The ROW Impact Report identified Parcel #70021 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70021 consists of APN 7278-023-903. Based on a review of on-line maps and photographs, Parcel #70021 consists of vacant land within Cesar E. Chavez Park. No EDR listings were identified in this area.	7-02	Low	
E	TCE	70022		70022	N	STATE OF CA	0	LONG BEACH CA	Public		0.3074		7278013909	STATE OF CA	0		LONG BEACH CA	The ROW Impact Report identified Parcel #70022 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70022 consists of a portion of APN 7278-013-909. Based on a review of on-line maps and photographs, Parcel #70022 consists of vacant land between LA River and Shoreline Dr. No EDR listings were identified in this area.	7-02	Low	
E	Partial, TCE	70023		70023	N	STATE OF CA	0	LONG BEACH CA	Public	0.8615	0.6952		7278012905	STATE OF CA	0		LONG BEACH CA	The ROW Impact Report identified Parcel #70023 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70023 consists of a portion of APN 7278-012-905. Based on a review of on-line maps and photographs, Parcel #70023 consists of vacant land east of LA River and south of Shoemaker Bridge. A structure of unknown use is located on Parcel #70023. No EDR listings were identified in this area.	7-02	Medium	Unidentified structure appears to be pump house associated with adjacent river. Potential for aboveground storage tanks leads to medium risk per Figure 18-1
E	TCE	70024		70024	N	LONG BEACH CITY	0	LONG BEACH CA	Public		0.0237		7278012904	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #70024 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70024 consists of a portion of APN 7278-012-904. Based on a review of on-line maps and photographs, Parcel #70024 consists of vacant land east of LA River just south of the 6th St. ramp. No EDR listings were identified in this area.	7-02	Low	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Shoreline-7th

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
E	TCE	70025		70025	N	LONG BEACH CITY	0	LONG BEACH CA	Public		0.0913		7278012906	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #70025 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70025 consists of a portion of APN 7278-012-906. Based on a review of on-line maps and photographs, Parcel #70025 consists of vacant land east of LA River just south of Shoemaker Bridge. No EDR listings were identified in this area.	7-02	Low	
E	TCE	40026		40026	N	SOU PAC CO	LA RIVER	LONG BEACH CA	Flood Control		0.1197		7278011800	SOU PAC CO	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40026 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40026 consists of a portion of APN 7278-011-800. Based on a review of on-line maps and photographs, Parcel #40026 consists of a portion of the LA River channel for the new construction of Shoemaker Bridge. No EDR listings were identified in this area.	7-02	Medium	Former UPRC Bulk Terminal cleanup site is located east adjacent to the northern portion of parcel 7271-003-904.
E	TCE	40027		40027	N	0		LONG BEACH CA	Flood Control		0.0291		7271003904				LONG BEACH CA	The ROW Impact Report identified Parcel #40027 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40027 consists of a portion of APN 7271-003-904. Based on a review of on-line maps and photographs, Parcel #40027 consists of vacant land just north of Shoemaker Bridge. No EDR listings were identified in this area.	7-02	Low	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
HSD Ramps																					
W	Partial, TCE	70157			70157	N	LONG BEACH CITY	1250 W 7TH ST	LONG BEACH CA	Public	2.0763	1.0373		7436013903	LONG BEACH CITY	1250	7TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #70157 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70157 consists of a portion of APN 7436-013-903. Based on a review of on-line maps and photographs, Parcel #70157 is listed at 1250 W. 7th Street but appears to consist of strips of land adjacent to the south of the on-ramps and off-ramps to the I-710 from W. 9th St., west of the LA River, and north of W. 7th Street. No EDR listings were identified associated with this address.	7-03a/03b	High
W	Utility TCE	70157			70157	N	LONG BEACH CITY	1250 W 7TH ST	LONG BEACH CA	Public		0.2037		7436013903	LONG BEACH CITY	1250	7TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #70157 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70157 consists of a portion of APN 7436-013-903. Based on a review of on-line maps and photographs, Parcel #70157 is listed at 1250 W. 7th Street but appears to consist of strips of land adjacent to the south of the on and off-ramps to the I-710 from W. 9th St., west of the LA River, and north of W. 7th Street. No EDR listings were identified associated with this address.	7-03a/03b	High
W	Partial, TCE	70158			70158	N	LONG BEACH CITY	0	LONG BEACH CA	Public	0.2265	0.058		7436008904	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70158 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70158 consists of a portion of APN 7436-008-904. Based on a review of on-line maps and photographs, Parcel #70158 consists of strips of land adjacent to the south of the on and off-ramps to the I-710 from W. 9th St., west of the LA River, and north of W. 7th Street. No EDR listings were identified in the area.	7-03a/03b	High
W	Utility TCE	70158			70158	N	LONG BEACH CITY	0	LONG BEACH CA	Public		0.0132		7436008904	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70158 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70158 consists of a portion of APN 7436-008-904. Based on a review of on-line maps and photographs, Parcel #70158 consists of strips of land adjacent to the south of the on and off-ramps to the I-710 from W. 9th St., west of the LA River, and north of W. 7th Street. No EDR listings were identified in the area.	7-03a/03b	High
W	Full	70159			70159	N	LONG BEACH CITY	0	LONG BEACH CA	Public	0.5491	0.0367		7436008902	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70159 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70159 consists of a portion of APN 7436-008-902. Based on a review of on-line maps and photographs, Parcel #70159 consists of strips of land in between the on and off-ramps to the I-710 from W. 9th St., a section of the I-710 off-ramp, and a segment of railroad track, west of the LA River, and north of W. 7th Street. No EDR listings were identified in the area.	7-03a/03b	High
W	Partial, TCE	70160			70160	N	LONG BEACH CITY	1215 W 7TH ST	LONG BEACH CA	Public	1.5682	0.4031		7436008917	LONG BEACH CITY	1215	7TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #70160 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70160 consists of a portion of APN 7436-008-917. Based on a review of on-line maps and photographs, Parcel #70160 consists of strips of land in between the on and off-ramps to the I-710 from W. 9th St., a section of the I-710 off-ramp, west of the LA River, and north of W. 7th Street. No EDR listings were identified in the area.	7-03a/03b	High
W	Utility TCE	70160			70160	N	LONG BEACH CITY	1215 W 7TH ST	LONG BEACH CA	Public		0.3119		7436008917	LONG BEACH CITY	1215	7TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #70160 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70160 consists of a portion of APN 7436-008-917. Based on a review of on-line maps and photographs, Parcel #70160 consists of strips of land in between the on and off-ramps to the I-710 from W. 9th St., a section of the I-710 off-ramp, west of the LA River, and north of W. 7th Street. No EDR listings were identified in the area.	7-03a/03b	High
W	Partial, TCE	70161			70161	N	LONG BEACH CITY	0	LONG BEACH CA	Public	0.026	0.0083		7436008918	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70161 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70161 consists of a portion of APN 7436-008-918. Based on a review of on-line maps and photographs, Parcel #70161 consists of a strip of land adjacent to the west of the I-710 on-ramp from Pier B Street, west of the I-710. No EDR listings were identified in the area.	7-03a/03b	High
W	Utility TCE	70199			70199	N	LONG BEACH CITY	0	LONG BEACH CA	Public		0.032		7436008907	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70199 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70199 consists of APN 7436-008-907. Based on a review of on-line maps and photographs, Parcel #70199 consists of a segment of Pico Avenue located west of Harbor Scenic Drive, west of the LA River, and south of Pier B Street. No EDR listings were identified in the area.		Medium
W	Utility TCE	70100			70100	N	LONG BEACH CITY	0	LONG BEACH CA	Public		0.1456		7436008919	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70100 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70100 consists of APN 7436-008-919. Based on a review of on-line maps and photographs, Parcel #70100 consists of a segment of Pico Avenue located west of Harbor Scenic Drive, west of the LA River, and south of Pier B Street. No EDR listings were identified in the area.		Medium
W	Partial, TCE	70101			70101	N	LONG BEACH CITY	0	LONG BEACH CA	Public	0.9407	0.3572		7436008916	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70101 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70101 consists of a portion of APN 7436-008-916. Based on a review of on-line maps and photographs, Parcel #70101 consists of a strip of land bounded by W. 9th Street and the I-710 off ramp to W. 9th Street. No EDR listings were identified in the area.	7-03a/03b	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Utility TCE	70101			70101	N	LONG BEACH CITY	0	LONG BEACH CA	Public		0.0145		7436008916	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70101 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70101 consists of APN 7436-008-916. Based on a review of on-line maps and photographs, Parcel #70101 consists of a segment of West 9th Street, Pico Avenue located adjacent to the west of Harbor Scenic Drive, and north of Pico Avenue. No EDR listings were identified in the area.	7-03a/03b	Medium
W	Utility TCE	50193			50193	N	LONG BEACH CITY	0	LONG BEACH CA	Utility		0.0102		7436004904	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #50193 as Utility Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50193 consists of APN 7436-004-904. Based on a review of on-line maps and photographs, Parcel #50193 consists of a fenced lot occupied by a pad-mounted transformer. No EDR listings were identified in the area.		Low
W	Full	01162			01162	N	LONG BEACH CITY	0	LONG BEACH CA	BUSINESS	0.0008		0.002	7436004903	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01162 as Business Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01162 consists of a portion of APN 7436-004-903. Based on a review of on-line maps and photographs, Parcel #00162 consists of a strip of land adjacent to the west I-710, bounded to the north by 11th Street and to the west by Fashion Avenue. No EDR listings were identified in the area.	7-03a/03b	Medium
W	Full	01163			01163	N	SCHROEDER,BRYAN LTR	0	LONG BEACH CA	BUSINESS	0.1635		0.0569	7436004026	SCHROEDER,BRYAN LTR	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01163 as Business Use, owned by SCHROEDER, BRYAN LTR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01163 consists of a portion of APN 7436-004-026. Based on a review of on-line maps and photographs, Parcel #01163 consists of land adjacent to the west I-710, bounded to the north by 11th Street and to the west by Fashion Avenue. No EDR listings were identified in the area.	7-03a/03b	Medium
W	Full	01164			01164	Y	ONGAIS,DANIEL	1290 W 11TH ST	LONG BEACH CA	BUSINESS	0.143		0.0774	7436004025	ONGAIS,DANIEL	1290	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01164 as Business Use, owned by ONGAIS, DANIEL. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01164 consists of a portion of APN 7436-004-025. Based on a review of on-line maps and photographs, Parcel #01164 is apart of the address 1290 W. 11th Street and consists of land adjacent to the west I-710, bounded to the north by 11th Street and to the west by Fashion Avenue. No EDR listings were identified associated with this address.	7-03a/03b	Medium
W	Full	01165			01165	Y	LONG BEACH CITY	1300 W 11TH ST	LONG BEACH CA	BUSINESS	0.1532		0.1774	7436004912	LONG BEACH CITY	1300	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01165 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01165 consists of a portion of APN 7436-004-912. Based on a review of on-line maps and photographs, Parcel #01165 is apart of the address 1300 W. 11th Street and consists of land west of I-710, bounded to the north by 11th Street and to the east by Fashion Avenue. No EDR listings were identified associated with this address.	7-03a/03b	Medium
W	Full	01166			01166	Y	DEFOND,RENAUD CO TR	1326 W 11TH ST	LONG BEACH CA	BUSINESS	0.0716		0.1488	7436004029	DEFOND,RENAUD CO TR	1326	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01166as Business Use, owned by DEFOND, DENAUD CO TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01166 consists of a portion of APN 7436-004-029. Based on a review of on-line maps and photographs, Parcel #01166 is apart of the address 1326 W. 11th Street and consists of land west of I-710, bounded to the north by 11th Street and to the east by Fashion Avenue. No EDR listings were identified associated with this address.	7-03a/03b	Medium
W	Full	01167			01167	Y	SCHIRMER,PAUL C AND	1332 W 11TH ST	LONG BEACH CA	BUSINESS	0.0239		0.0863	7436004023	SCHIRMER,PAUL C AND	1332	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01167as Business Use, owned by SCHIRMER, PAUL C AND. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01167 consists of a portion of APN 7436-004-023. Based on a review of on-line maps and photographs, Parcel #01167 is apart of the address 1332 W. 11th Street and consists of land west of I-710, bounded to the north by 11th Street and to the east by Fashion Avenue. No EDR listings were identified associated with this address.	7-03a/03b	Medium
W	Full	01168			01168	Y	COON,HAROLD W AND JANIS H TRS	1342 W 11TH ST	LONG BEACH CA	BUSINESS	0.0159		0.0943	7436004022	COON,HAROLD W AND JANIS H TRS	1342	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01168 as Business Use, owned by COON,HAROLD W AND JANIS H TRS. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01168 consists of a portion of APN 7436-004-022. Based on a review of on-line maps and photographs, Parcel #01168 is apart of the address 1342 W. 11th Street and consists of land west of I-710, bounded to the north by 11th Street, to the east by Fashion Avenue, and to the west by Harbor Avenue. No EDR listings were identified associated with this address.	7-03a/03b	Medium
W	Full	01169			01169	Y	LONG BEACH CITY	1360 W 11TH ST	LONG BEACH CA	BUSINESS	0.0038		0.2166	7436004908	LONG BEACH CITY	1360	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01169 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01169 consists of a portion of APN 7436-004-908. Based on a review of on-line maps and photographs, Parcel #01169 is apart of the address 1360 W. 11th Street and consists of land west of I-710, bounded to the north by 11th Street, to the east by Fashion Avenue, and to the west by Harbor Avenue. No EDR listings were identified associated with this address.	7-03a/03b	Medium
W	Full	01170			01170	Y	LOFTON,HAROLD D CO-TR	1368 W 11TH ST	LONG BEACH CA	BUSINESS	0		0.2204	7436004020	LOFTON,HAROLD D CO-TR	1368	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01170 as Business Use, owned by LOFTON,HAROLD D CO-TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01170 consists of a portion of APN 7436-004-020. Based on a review of on-line maps and photographs, Parcel #01170 is apart of the address 1368 W. 11th Street and consists of land west of I-710, bounded to the north by 11th Street, to the east by Fashion Avenue, and to the west by Harbor Avenue. No EDR listings were identified associated with this address.	7-03a/03b	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	01171			01171	N	LONG BEACH CITY S BY S	0	LONG BEACH CA	BUSINESS	0.0179		0	7436004901	LONG BEACH CITY S BY S	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01171 as Business Use, owned by LONG BEACH CITY S BY S. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01171 consists of a portion of APN 7436-004-901. Based on a review of on-line maps and photographs, Parcel #01171 consists of a strip of land adjacent to the west I-710, bounded to the south by 11th Street, north by W. 12th Street, and to the west by Fashion Avenue. No EDR listings were identified in the area.	7-03a/03b	Low
W	Full	01172			01172	N	SCHROEDER,BRYAN L TR	1255 W 11TH ST	LONG BEACH CA	BUSINESS	0.1109		0	7436004019	SCHROEDER,BRYAN L TR	1255	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01172 as Business Use, owned by SCHROEDER,BRYAN L TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01172 consists of a portion of APN 7436-004-019. Based on a review of on-line maps and photographs, Parcel #01172 is apart of the address 1255 W. 11th Street and consists of land west of I-710, bounded to the south by 11th Street, to the west by Fashion Avenue, and to the north by W. 12th Street. No EDR listings were identified in the area.	7-03a/03b	Low
W	Full	01173			01173	N	SCHROEDER,BRYAN L TR	0	LONG BEACH CA	BUSINESS	0.1088		0	7436004018	SCHROEDER,BRYAN L TR	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01173as Business Use, owned by SCHROEDER,BRYAN L TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01173 consists of a portion of APN 7436-004-018. Based on a review of on-line maps and photographs, Parcel #01173 consists of land west of I-710, bounded to the south by 11th Street, to the west by Fashion Avenue, and to the north by W. 12th Street. No EDR listings were identified in the area.	7-03a/03b	Low
W	Full	01174			01174	N	SCHROEDER,BRYAN L TR	1275 W 11TH ST	LONG BEACH CA	BUSINESS	0.1088		0	7436004017	SCHROEDER,BRYAN L TR	1275	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01174 as Business Use, owned by SCHROEDER,BRYAN L TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01174 consists of a portion of APN 7436-004-017. Based on a review of on-line maps and photographs, Parcel #01174 is apart of the address 1275 W. 11th Street and consists of asphalt paved land west of I-710, bounded to the south by 11th Street, to the west by Fashion Avenue, and to the north by W. 12th Street. No EDR listings were identified associated with this address.	7-03a/03b	High
W	Full	01175			01175	N	SCHROEDER,BRYAN L TR	0	LONG BEACH CA	BUSINESS	0.1102		0	7436004016	SCHROEDER,BRYAN L TR	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01175 as Business Use, owned by SCHROEDER,BRYAN L TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01175 consists of a portion of APN 7436-004-016. Based on a review of on-line maps and photographs, Parcel #01175 consists of land west of I-710, bounded to the south by 11th Street, to the west by Fashion Avenue, and to the north by W. 12th Street. No EDR listings were identified in the area.	7-03a/03b	High
W	Full	01176			01176	Y	TILLEY,LOUIS E	1301 W 11TH ST	LONG BEACH CA	BUSINESS	0.0795		0.1409	7436004014	TILLEY,LOUIS E	1301	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01176 as Business Use, owned by TILLEY,LOUIS E. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01176 consists of a portion of APN 7436-004-014. Based on a review of on-line maps and photographs, Parcel #01174 is apart of the address 1301 W. 11th Street and consists of asphalt paved land west of I-710, bounded to the south by 11th Street, to the east by Fashion Avenue, and to the north by W. 12th Street. See Parcel #01186 for a discussion on EDR listings of potential concern.	7-03a/03b	High
W	Full	01177			01177	Y	LONG BEACH CITY	1315 W 11TH ST	LONG BEACH CA	BUSINESS	0.0167		0.0935	7436004911	LONG BEACH CITY	1315	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01177 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01177 consists of a portion of APN 7436-004-911. Based on a review of on-line maps and photographs, Parcel #01177 is apart of the address 1315 W. 11th Street and consists of asphalt paved land west of I-710, bounded to the south by 11th Street, to the east by Fashion Avenue, and to the north by W. 12th Street. See Parcel #01186 for a discussion on EDR listings of potential concern.	7-03a/03b	High
W	Full	01178			01178	Y	LONG BEACH CITY	1325 W 11TH ST	LONG BEACH CA	BUSINESS	0.0131		0.2073	7436004915	LONG BEACH CITY	1325	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01178 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01178 consists of a portion of APN 7436-004-915. Based on a review of on-line maps and photographs, Parcel #01178 is apart of the address 1325 W. 11th Street and consists of asphalt paved land west of I-710, bounded to the south by 11th Street, to the east by Fashion Avenue, and to the north by W. 12th Street. See Parcel #01186 for a discussion on EDR listings of potential concern.	7-03a/03b	High
W	Full	01179			01179	Y	ALLIED PACKING AND RUBBER INC	1335 W 11TH ST	LONG BEACH CA	BUSINESS	0.0244		0.1961	7436004032	ALLIED PACKING AND RUBBER INC	1335	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01179 as Business Use, owned by ALLIED PACKING AND RUBBER INC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01179 consists of a portion of APN 7436-004-032. Based on a review of on-line maps and photographs, Parcel #01179 is apart of the address 1335 W. 11th Street and consists of asphalt paved land west of I-710, bounded to the south by 11th Street, to the east by Fashion Avenue, and to the north by W. 12th Street. See Parcel #01186 for a discussion on EDR listings of potential concern.	7-03a/03b	High
W	Full	01180			01180	Y	LONG BEACH CITY	0	LONG BEACH CA	BUSINESS	0.0342		0.076	7436004917	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01180 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01180 consists of a portion of APN 7436-004-917. Based on a review of on-line maps and photographs, Parcel #01180 consists of land west of I-710, bounded to the south by 11th Street, to the east by Fashion Avenue, and to the north by W. 12th Street. See Parcel #01186 for a discussion on EDR listings of potential concern.	7-03a/03b	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	01181			01181	N	LONG BEACH CA	1355 W 11TH ST	LONG BEACH CA	BUSINESS	0.1553		0.0651	7436004918	LONG BEACH CA	1355	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01181 as Business Use, owned by LONG BEACH CA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01179 consists of a portion of APN 7436-004-918. Based on a review of on-line maps and photographs, Parcel #01181 is apart of the address 1355 W. 11th Street and consists of asphalt paved land west of I-710, bounded to the south by 11th Street, to the east by Fashion Avenue, and to the north by W. 12th Street. See Parcel #01186 for a discussion on EDR listings of potential concern.	7-03a/03b	High
W	Full	01182			01182	N	LONG BEACH CITY	0	LONG BEACH CA	BUSINESS	0.0925		0.0177	7436004909	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01182 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01182 consists of a portion of APN 7436-004-909. Based on a review of on-line maps and photographs, Parcel #01182 consists of land west of I-710, bounded to the south by 11th Street, to the east by Fashion Avenue, and to the north by W. 12th Street. See Parcel #01186 for a discussion on EDR listings of potential concern.	7-03a/03b	High
W	TCE	01183			01183	N	DOWNS,NANCY L TR	1411 W 11TH ST	LONG BEACH CA	BUSINESS		0.0278		7436005013	DOWNS,NANCY L TR	1411	11TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01183 as Business Use, owned by DOWNS, NANCY L TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01183 consists of a portion of APN 7436-005-013. Based on a review of on-line maps and photographs, Parcel #01183 is apart of the address 1411 W. 11th Street and consists of asphalt paved land west of I-710, bounded to the south by 11th Street, to the east by Harbor Avenue, and to the north by W. 12th Street. No EDR listings were identified associated with this address.	7-03a/03b	Medium
W	Full	01184			01184	N	SCHROEDER,BRYAN LTR	0	LONG BEACH CA	BUSINESS	0.2095		0	7436004034	SCHROEDER,BRYAN LTR	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01184 as Business Use, owned by SCHROEDER,BRYAN LTR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01184 consists of a portion of APN 7436-004-034. Based on a review of on-line maps and photographs, Parcel #01184 consists of land west of I-710, bounded to the south by 11th Street, to the west by Harbor Avenue, and to the north by W. 12th Street. No EDR listings were identified in the area.	7-03a/03b	Medium
W	Full	01185			01185	Y	SCHROEDER,BRYAN L TR	1280 W 12TH ST	LONG BEACH CA	BUSINESS	0.1528		0.0676	7436004033	SCHROEDER,BRYAN L TR	1280	12TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01185 as Business Use, owned by SCHROEDER,BRYAN L TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01185 consists of a portion of APN 7436-004-033. Based on a review of on-line maps and photographs, Parcel #01185 is apart of the address 1280 W. 12th Street and consists of asphalt paved land west of I-710, bounded to the south by 11th Street, to the west by Harbor Avenue, and to the north by W. 12th Street. No EDR listings were identified associated with this address.	7-03a/03b	High
W	Full	01186			01186	Y	HARRISON,BRUCE L	1326 W 12TH ST	LONG BEACH CA	BUSINESS	0		0.5731	7436004008	HARRISON,BRUCE L	1326	12TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01186 as Business Use, owned by HARRISON,BRUCE L. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01186 consists of a portion of APN 7436-004-008. Based on a review of on-line maps and photographs, Parcel #01186 is apart of the address 1326 W. 12th Street and consists of asphalt paved land west of I-710, bounded to the south by 11th Street, to the west by Harbor Avenue, to the east by Fashion Avenue, and to the north by W. 12th Street. The address was identified in the EDR Report as Intersa USA DBA Techno Chem (EDR ID# 3141) in the CA WDS database; as Containment & Recovery Systems (EDR ID# 3141) in the CA HAZNET database; as George C Mitchell (EDR ID# 3141) in the CA HAZNET database; as Technochem (EDR ID# 3141) in the CA UST database; and as Harrison Property (EDR ID# 3141) in the CA HIST CORTESE and CA LUST databases. A review of the GeoTracker online database lists the address as a LUST Cleanup site with a regulatory status of "Open - Site Assessment" as of 10/29/2007. The site maintained a 1,000 gallon gasoline UST and 7,500 gallon diesel UST from the 1960s to 1980s. The USTs were reportedly removed in 1984 when a gasoline release was discovered that impacted groundwater. The RWQCB is lead cleanup oversight agency for this case. A Preliminary assessment was completed in 1999 and a pollution characterization was completed in 2003. Semi-annual groundwater monitoring is required at this property. The latest groundwater monitoring report from November 2015 shows groundwater was encountered at approximately 8 feet bgs with a flow direction to the west. Analytical results identified high levels of TPHg, benzene, and TBA in groundwater on the west-central portion of the property. In addition, soil samples were taken along the south and southwestern portion of the property. Relatively high concentrations of TPHg and BTEX were identified in soil borings on the southwestern portion of the property. Based on the cumulative results, the extent of impacted soil and groundwater has not been adequately defined in the area south and west of the site. Based on the regulatory status and on-going remedial conditions, this site is considered to represent an environmental concern to the ISA Study Area . It should be noted that soil and groundwater contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	7-03a/03b	High
W	Full	01187			01187	Y	STAPLETON,RICHARD CO TR	1336 W 12TH ST	LONG BEACH CA	BUSINESS	0		0.3086	7436004036	STAPLETON,RICHARD CO TR	1336	12TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01187as Business Use, owned by STAPLETON,RICHARD CO TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01187 consists of a portion of APN 7436-004-036. Based on a review of on-line maps and photographs, Parcel #01187 is apart of the address 1336 W. 12th Street and consists of land west of I-710, bounded to the south by 11th Street, to the west by Harbor Avenue, and to the north by W. 12th Street. See Parcel #01186 for a discussion on EDR listings of potential concern.	7-03a/03b	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	01188			01188	Y	LONG BEACH CITY	1152 HARBOR AVE	LONG BEACH CA	BUSINESS	0.0375		0.2931	7436004913	LONG BEACH CITY	1152	HARBOR AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #01188 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01188 consists of a portion of APN 7436-004-913. Based on a review of on-line maps and photographs, Parcel #01188 is apart of the address 1152 Harbor Avenue and consists of land west of I-710, bounded to the south by 11th Street, to the east by Harbor Avenue, and to the north by W. 12th Street. No EDR listings were identified associated with this address.	7-03a/03b	Medium
W	TCE	01189			01189	N	LONG BEACH CITY	0	LONG BEACH CA	BUSINESS		0.0318		7436005910	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01189 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01189 consists of a portion of APN 7436-004-910. Based on a review of on-line maps and photographs, Parcel #01189 consists of land west of I-710, bounded to the south by 11th Street, to the east by Harbor Avenue, and to the north by W. 12th Street. No EDR listings were identified in this area.	7-03a/03b	Medium
W	Full	01190			01190	N	SCHROEDER,BRYAN L TR	0	LONG BEACH CA	BUSINESS	0.0541		0.047	7436004037	SCHROEDER,BRYAN L TR	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01190 as Business Use, owned by SCHROEDER,BRYAN L TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01190 consists of a portion of APN 7436-004-037. Based on a review of on-line maps and photographs, Parcel #01190 consists of land west of I-710, bounded to the south by West 12th Street, to the west by Fashion Avenue, and to the north by W. 12th Street North. No EDR listings were identified in this area.	7-03a/03b	Medium
W	Full	01191			01191	N	LONG BEACH HARBOR DEPT	0	LONG BEACH CA	BUSINESS	0.0129		0.5933	7436004910	LONG BEACH HARBOR DEPT	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01191 as Business Use, owned by LONG BEACH HARBOR DEPT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01191 consists of a portion of APN 7436-004-910. Based on a review of on-line maps and photographs, Parcel #01191 consists of land west of I-710, bounded to the south by West 12th Street, to the east by Fashion Avenue, and to the north by W. 12th Street North. No EDR listings were identified in this area.	7-03a/03b	Medium
W	TCE	01192			01192	N	LONG BEACH HARBOR DEPT	0	LONG BEACH CA	BUSINESS		0.0176		7436003904	LONG BEACH HARBOR DEPT	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01192 as Business Use, owned by LONG BEACH HARBOR DEPT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01192 consists of a portion of APN 7436-004-904. Based on a review of on-line maps and photographs, Parcel #01192 consists of land west of I-710, bounded to the south by West 12th Street North, to the east by Harbor Avenue, and to the north by W. Anaheim Street. No EDR listings were identified in this area.	7-03a/03b	Medium
W	Full	01156	01193		01156	Y	LONG BEACH CITY	1301 W 12TH ST	LONG BEACH CA	BUSINESS	0		0.2204	7436004919	LONG BEACH CITY	1301	12TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01156 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01156 consists of a portion of APN 7436-004-919. Based on a review of on-line maps and photographs, Parcel #01156 is associated with 1301 W. 12th Street and consists of land west of I-710, bounded to the south by West 12th Street North, to the east by Harbor Avenue, and to the north by W. Anaheim Street. No EDR listings were identified in this area.	7-03a/03b	Low
W	Full	01155	01194		01155	Y	LONG BEACH CITY	1327 W 12TH ST	LONG BEACH CA	BUSINESS	0		0.2204	7436004914	LONG BEACH CITY	1327	12TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01155 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01155 consists of a portion of APN 7436-004-914. Based on a review of on-line maps and photographs, Parcel #01155 is associated with 1327 W. 12th and consists of land west of I-710, bounded to the south by West 12th Street North, to the east by Harbor Avenue, and to the north by W. Anaheim Street. No EDR listings were identified in this area.	7-03a/03b	Low
W	Full	70102			70102	N	LONG BEACH CITY	1345 W 12TH ST	LONG BEACH CA	Public	0.0068		1.0179	7436004916	LONG BEACH CITY	1345	12TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #70102 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70102 consists of a portion of APN 7436-004-916. Based on a review of on-line maps and photographs, Parcel #70102 consists of a strip of land along the north portion of the property occupied by Long Beach Health and Human Services property (1301-1327 W. 12th St.). No EDR listings were identified associated with these addresses.	7-03a/03b	Low
W	Full	01103			01103	Y	PHILLIPS,DARYL S AND SANDRA TRS	1368 W ANAHEIM ST	LONG BEACH CA	BUSINESS	0.0942		0.5642	7436004042	PHILLIPS,DARYL S AND SANDRA TRS	1368	ANAHEIM ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01103 as Business Use, owned by PHILLIPS,DARYL S AND SANDRA TRS. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01103 consists of a portion of APN 7436-004-042. Based on a review of on-line maps and photographs, Parcel #01103 is associated with 1368 W. Anaheim Street and consists of land west of I-710, bounded to the south by West 12th Street North, to the west by Harbor Avenue, and to the north by W. Anaheim Street. No EDR listings were identified in this area.	7-03a/03b	Low
W	Partial, TCE	01154	01195		01154	N	LONG BEACH CITY	1400 W ANAHEIM ST	LONG BEACH CA	BUSINESS	0.0576	0.1114		7436003905	LONG BEACH CITY	1400	ANAHEIM ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01154 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01154 consists of a portion of APN 7436-003-905. Based on a review of on-line maps and photographs, Parcel #01154 is associated with 1400 W. Anaheim Street and consists of land west of I-710, bounded to the south by West 12th Street North, to the east by Harbor Avenue, and to the north by W. Anaheim Street. No EDR listings were identified in this area.	7-03a/03b	Low
W	Partial, TCE	01153	01196		01153	N	LONG BEACH CITY	0	LONG BEACH CA	BUSINESS	0.0294	0.0273		7436003902	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01153 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01153 consists of a portion of APN 7436-003-902. Based on a review of on-line maps and photographs, Parcel #01153 consists of land west of I-710, bounded to the south by West 12th Street North, to the east by Harbor Avenue, and to the north by W. Anaheim Street. No EDR listings were identified in this area.	7-03a/03b	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial, TCE	01152	01197		01152	N	LONG BEACH CITY	1434 W ANAHEIM ST	LONG BEACH CA	BUSINESS	0.0835	0.0829		7436003901	LONG BEACH CITY	1434	ANAHEIM ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01152 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01152 consists of a portion of APN 7436-003-901. Based on a review of on-line maps and photographs, Parcel #01152 consists of land west of I-710, bounded to the south by West 12th Street North, to the east by Harbor Avenue, and to the north by W. Anaheim Street. No EDR listings were identified in this area.	7-03a/03b	Low
W	Partial, TCE	01151	01198		01151	N	LONG BEACH CITY	0	LONG BEACH CA	BUSINESS	0.0473	0.0689		7436003900	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01151 as Business Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01151 consists of a portion of APN 7436-003-900. Based on a review of on-line maps and photographs, Parcel #01151 consists of land west of I-710, bounded to the south by West 12th Street North, to the west by Caspian Avenue, and to the north by W. Anaheim Street. No EDR listings were identified in this area.	7-03a/03b	Low
W	Partial, TCE	01150	01199		01150	N	SHERER,HORACE E CO TR	1532 W ANAHEIM ST	LONG BEACH CA	BUSINESS	0.0023	0.0233		7436003001	SHERER,HORACE E CO TR	1532	ANAHEIM ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01150 as Business Use, owned by SHERER,HORACE E CO TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01150 consists of a portion of APN 7436-003-001. Based on a review of on-line maps and photographs, Parcel #01150 is associated with 1532 W. Anaheim Street and consists of a strip of land west of I-710, bounded to the south by West 12th Street North, to the west by Caspian Avenue, and to the north by W. Anaheim Street. A review of the EDR Report identified Three Rivers Trucking Co-Post Parcel #1 (EDR ID# 3141) in the CA UST database; and as USA Petroleum Co. (EDR ID# 3141) in the CA HIST UST, CA FID UST and CA SWEEPS UST database. A review of the GeoTracker online database identified the address as a LUST Cleanup Site. The regulatory status is listed as "Completed - Case Closed as of 12/31/1997". However, information related to clean-up history or a letter of no further action is not available online. Based on the lack of information available online, a file review of this parcel is recommended in order to determine if it presents an environmental concern to the ISA Study Area.	7-03a/03b	Medium
																				7-03a/03b	
E	Partial, TCE	40105			40105	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	1.7401	1.5979		7271003902	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40105 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #40105 consists of a portion of APN 7271-003-902. Based on a review of on-line maps and photographs, Parcel #40105 consists of vacant land along the LA River channel and Anaheim St. Parcel #40105 is located adjacent to property occupied by Occidental Petroleum Corporation (Oxy Oil) along the west side of the flood control channel, which contains numerous ASTs and oil wells. Several database listings were identified associated with oil wells operated by Oxy Oil in this area. Based on the use, the adjacent Oxy Oil property is considered to represent an environmental concern to the ISA Study Area.	7-03a/03b	High
E	Full	40106			40106	N	LONG BEACH CITY	0	LONG BEACH CA	Flood Control	0.231		0	7436004920	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40106 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #40106 consists of APN 7436-004-920. Based on a review of on-line maps and photographs, Parcel #40106 appears to be part of the Oxy Oil facilities, which is leased from the City of Long Beach. Several database listings were identified associated with oil wells operated by Oxy Oil in this area. Based on the use, Parcel #40106 is considered to represent an environmental concern to the ISA Study Area.	7-03a/03b	High
E	TCE	40107			40107	N	LONG BEACH CITY	0	LONG BEACH CA	Flood Control		0		7271003903	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40107 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40107 consists of APN 7271-003-903. Based on a review of on-line maps and photographs, Parcel #40107 consists of vacant land between Anaheim St. ramp to I-710 and LA River. No EDR listings were identified in this area.	7-03a/03b	Low
E	TCE	40108			40108	N	SOU PAC TRANS CO	LA RIVER	LONG BEACH CA	Flood Control		0.0045		7271003803	SOU PAC TRANS CO	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40108 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40108 consists of a portion of APN 7271-003-803. Based on a review of on-line maps and photographs, Parcel #40108 consists of vacant land between Anaheim St. ramp to I-710 and LA River. No EDR listings were identified in this area.	7-03a/03b	Low
E	Partial, TCE	01209			01209	N	AIR PRODUCTS AND CHEMICALS INC	1250 DE FOREST AVE	LONG BEACH CA	BUSINESS	0.0121	0.021		7271005001	AIR PRODUCTS AND CHEMICALS INC	1250	DE FOREST AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #01209 as Business Use (1250 De Forest Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01209 consists of a portion of APN 7271-005-002, which is currently occupied by Air Products & Chemicals (901 W. 12th Street). No EDR listings were identified associated with either addresses.	7-03a/03b	Low
																				7-03a/03b	
ANAHEIM Street																				7-03a/03b	
																				7-03a/03b	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	01310			01310	N	0	0	LONG BEACH CA	BUSINESS	0.0812	0.1056		7271007005		0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01310 as Business Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #01310 consists of a portion of APN 7271-007-005 along Anaheim Street. Based on a review of on-line maps and photographs, APN 7271-007-005 is occupied by Petros Tubular Services Inc. (929 W. Anaheim St.) for use as a storage yard. The 929 W. Anaheim St. address was not identified in the EDR Report. The on-line GeoTracker database indicates that the address 901 W. Anaheim St. is also associated with parcel, which is identified as Long Beach City Tow Yard (EDR ID# 3265) in the LUST database with a Closed Case status as of 07/06/2011. Based on the closed case status, available soil and groundwater data, removal of the source (UST), location of the release on the property (north end), and groundwater flow direction (ESE), this release is not expected to represent an environmental concern to the ISA Study Area.	7-03a/03b	Low
E	Partial, TCE	40111			40111	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.1813	0.2936		7271002910	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40111 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #40111 consists of a portion of APN 7271-002-910. Based on a review of on-line maps and photographs, Parcel #40111 consists of a strip of land on the east side of the LA River, north of Anaheim St. No EDR listings were identified in this area.	7-03a/03b	Low
E	Partial, TCE	40112			40112	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	2.2238	0.3928		7271002908	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40112 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #40112 consists of a portion of APN-7271-002-908. Based on a review of on-line maps and photographs, Parcel #40112 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	7-03a/03b	Low
E	Utility TCE	40112			40112	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.6751		7271002908	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40112 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #40112 consists of a portion of APN-7271-002-908. Based on a review of on-line maps and photographs, Parcel #40112 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	7-03a/03b	Low
E	Partial, TCE	40113			40113	N	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER	LONG BEACH CA	Flood Control	0.7561	0.2598		7271002001	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40113 as Flood Control Use owned by Kempner, James M and Cynthia A. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #40113 consists of a portion of APN-7271-002-001. Based on a review of on-line maps and photographs, Parcel #40113 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	7-03a/03b	Low
E	Utility TCE	40113			40113	N	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER	LONG BEACH CA	Flood Control		0.454		7271002001	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40113 as Flood Control Use owned by Kempner, James M and Cynthia A. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #40113 consists of a portion of APN-7271-002-001. Based on a review of on-line maps and photographs, Parcel #40113 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	7-03a/03b	Low
E	Full	40114			40114	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.1492		0	7271002909	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40114 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #40114 consists of APN 7271-002-909 and a portion of APN-7271-002-001. Based on a review of on-line maps and photographs, Parcel #40114 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St. No EDR listings were identified in this area.	7-03a/03b	Low
E	Utility Partial, TCE	01303			01303	N	0		LONG BEACH CA	BUSINESS	0.0146	0.8094		7271008013				LONG BEACH CA	The ROW Impact Report identifies Parcel #01303 as Business Use with unknown ownership. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01303 consists of APN 7271-008-013. Based on a review of on-line maps and photographs, Parcel #01303 is identified as 1401 San Francisco Avenue and is located adjacent to the east of the LA River, east of I-710. The property appears to be an enclosed dirt lot with two vacant structures located in the northwest corner of the property. No EDR listings were identified associated with this address.		Low
E	Partial, TCE	40115			40115	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.4617	0.1593		7271002905	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40115 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #40115 consists of APN 7271-002-905. Based on a review of on-line maps and photographs, Parcel #40115 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St and south of Pacific Coast Hwy. No EDR listings were identified in this area.	7-03a/03b	Low
E	Utility TCE	40115			40115	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.0067		7271002905	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40115 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #40115 consists of APN 7271-002-905. Based on a review of on-line maps and photographs, Parcel #40115 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St and south of Pacific Coast Hwy. No EDR listings were identified in this area.	7-03a/03b	Low
E	Utility TCE	40101			40101	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control		0.1036		7271002906	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #40101 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #40101 consists of APN 7271-002-906. Based on a review of on-line maps and photographs, Parcel #40101 consists of a segment of the Los Angeles River, adjacent to the east of the I-710, south of Pacific Coast Highway. No EDR listings were identified in this area.		Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Utility TCE	01302			01302	N	SAN FRANCISCO YARD LLC	1501 SAN FRANCISCO AVE	LONG BEACH CA	BUSINESS		0.2559		7271012023	SAN FRANCISCO YARD LLC	1501	SAN FRANCISCO AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #01302 as Business Use owned by San Francisco Yard, LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01302 consists of APN 7271-012-023. Based on a review of on-line maps and photographs, Parcel #01302 is identified as 1501 San Francisco Avenue and is located adjacent to the east of the LA River, east of I-710. The property appears to be a container storage yard. No EDR listings were identified in this area.		High
E	Full	40116			40116	N	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER	LONG BEACH CA	Flood Control	0.0485		0	7271002002	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40116 as Flood Control Use owned by Kempner, James M and Cynthia A. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #40116 consists of APN 7271-002-002. Based on a review of on-line maps and photographs, Parcel #40116 consists of a strip of land adjacent to the east of the I-710, in between Anaheim St and Pacific Coast Highway. The EDR Report identified Public Service Transfer Station #1 (EDR ID# 76-8) in this location, which is listed in the SWF/LF database. This facility is located between the I-710 and LA River, north of Anaheim St and south of Pacific Coast Hwy. According to the on-line SWIS database (SWIS No. 19-AA-1047), the City of Long Beach operates an active limited volume transfer operation for green materials at this location. The facility permit was issued in October 2001 and it is permitted to handle up to 3,000 tons of green waste per year. The facility is inspected quarterly by the County of Los Angeles and the last inspection was performed on 10/07/2015. No significant violations of State Minimum Standards observed at time of inspection and all records were reported to be in order. The most recent inspection reported that this facility is not open to the public and is currently reserved for street cleaning operations. No enforcement action records were reported in the SWIS database. Based on the use of this property, there is potential for waste materials to exist which may be encountered during construction and/or excavation activities and therefore, this property is considered to have high risk waste issues.	7-03a/03b	High
E	Partial, TCE	40117			40117	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.1848	0.0536		7271002902	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40117 as Flood Control Use owned by the Los Angeles County Flood Control District. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #40117 consists of APN 7271-002-902. Based on a review of on-line maps and photographs, Parcel #40117 consists of a strip of land adjacent to the east of the I-710, north of Anaheim St and south of Pacific Coast Hwy. No EDR listings were identified in this area.	7-03a/03b	Low
																				7-03a/03b	
W	Partial	01418			01418	N	SFN HOLDINGS LLC	1353 W ANAHEIM ST	LONG BEACH CA	BUSINESS	0.0004			7432019023	SFN HOLDINGS LLC	1353	ANAHEIM ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01418 as Business Use owned by SFN Holdings LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #01418 consists of a portion of APN 7432-019-023. Based on a review of on-line maps and photographs, Parcel #01418 consists of a strip of land along the western portion of the property occupied by Container Freight/EIT, LLC (1353 W. Anaheim Street). No EDR listings were identified in this area.	7-03a/03b	Low
																				7-03a/03b	
W	Full	01419			01419	Y	EXEDRA PROPERTIES LTD	1234 W COWLES ST	LONG BEACH CA	BUSINESS	0.6173		0.6574	7432019049	EXEDRA PROPERTIES LTD	1234	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01419 as Business Use owned by Exedra Properties LTD (same as Parcel #01420). A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01419 consists of a portion of APN 7432-019-023. Based on a review of on-line maps and photographs, Parcel #01419 consists of a southwestern portion of the property occupied by Speedy Fuel (1234 W Cowles Street), see Parcel #01420 for EDR listings and information.	7-03a/03b	High
W	Full	01420			01420	Y	EXEDRA PROPERTIES LTD	1234 W COWLES ST	LONG BEACH CA	BUSINESS	0.4285			7432019043	EXEDRA PROPERTIES LTD	1234	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #014120 as Business Use, owned by Neill Properties LLC (same as Parcel #01419). This address was identified as MICOR Energy LLC (EDR ID# S104406362) in the CA LUST database; as MICOR Energy LLC (EDR ID# S103976836) in the CA HIST CORTESE database; as 1234 WEST COWLES ST. in the HMIRS database; as Jerry and Kathleen Glikesman (EDR ID# S101587013) in the CA FID UST and CA SWEEPS UST databases; as MICOR Long Beach LLC (EDR ID# S113076397) in the CA HAZNET database; as MICOR Long Beach (EDR ID# U003779459) in the CA UST database; as McMullen Oil Inc. (EDR ID# S112876293) in the CA HAZNET database; and as Delta Auto Service Inc. (EDR ID# S113113356) in the HAZNET database; as MICOR Energy LLC (EDR ID# S114650987) in the RGA LUST database; as Speedy Fuel (EDR ID# U004220378) in the UST database; as Speedy Fuel (EDR #S113122600) in the CA HAZNET database as 1234 W. COWLES ST. (EDR# 1015189711) in the EDR Hist Auto database . The status of the MICRO Energy LLC LUST case is listed as “Completed - Case Closed” as of 7/1/2015. The RWQCB is the lead agency on this case. The RWQCB issued a “Direction to Take Corrective Action in Response to Unauthorized Underground Storage Tank Release” in a letter dated 3/20/2009. This letter states that the property was a former gasoline/diesel service station and in 2000 three groundwater monitoring wells were installed at the site. These wells were sampled in 2000 and no petroleum hydrocarbon constituents or oxygenates were detected. The RWQCB stated that in order to evaluate current groundwater quality at the site additional sampling was required. In 2014, the three monitoring wells were sampled and no petroleum hydrocarbon constituents or oxygenates were detected. Based on the regulatory agency closure status, available groundwater data, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-03a/03b	High
																				7-03a/03b	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	01438	01421		01438	Y	NEILL PROPERTIES LLC	1243 W COWLES ST	LONG BEACH CA	BUSINESS			0.2266	7432020033	NEILL PROPERTIES LLC	1243	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01438 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01438 consists of APN 7432-020-033. Based on a review of on-line maps and photographs, Parcel #01438 consists of a property occupied by Neil Aircraft (1243 W Cowles Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01421	01422		01421	Y	NEILL PROPERTIES LLC	1235 W COWLES ST	LONG BEACH CA	BUSINESS	0.0361		0.0767	7432020028	NEILL PROPERTIES LLC	1235	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01421 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01421 consists of APN 7432-020-028. Based on a review of on-line maps and photographs, Parcel #01421 consists of a property occupied by Neil Aircraft (1235 W Cowles Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01422	01423		01422	Y	POGUE,CLARENCE W AND MARGIT M	1233 W COWLES ST	LONG BEACH CA	BUSINESS	0.1128			7432020029	POGUE,CLARENCE W AND MARGIT M	1233	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01422 as Business Use owned by Pogue, Clarence W. and Margit M. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01422 consists of APN 7432-020-029. Based on a review of on-line maps and photographs, Parcel #01422 consists of a property occupied by an unknown lessee (1233 W Cowles St.). No EDR listings were identified associated with this address; however, this property is located adjacent to the Neill Aircraft property within the same block as Parcel #01425.	7-03a/03b	High
W	Full	01423	01424		01423	Y	NEILL PROPERTIES LLC	1231 W COWLES ST	LONG BEACH CA	BUSINESS	0.1129			7432020030	NEILL PROPERTIES LLC	1231	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01423 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01423 consists of APN 7432-020-030. Based on a review of on-line maps and photographs, Parcel #01423 consists of a property occupied by an Neill Aircraft Co. (1231 W Cowles Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01424	01425		01424	Y	NEILL PROPERTIES LLC	1229 W COWLES ST	LONG BEACH CA	BUSINESS	0.113			7432020031	NEILL PROPERTIES LLC	1229	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01424 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01424 consists of APN 7432-020-031. Based on a review of on-line maps and photographs, Parcel #01424 consists of a property occupied by Neil Aircraft (1229 W. Cowles Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01425	01426		01425	Y	NEILL PROPERTIES LLC	1227 W COWLES ST	LONG BEACH CA	BUSINESS	0.099			7432020032	NEILL PROPERTIES LLC	1227	COWLES ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01425 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01425 consists of APN 7432-020-032. Based on a review of on-line maps and photographs, Parcel #01425 consists of a property occupied by Neill Aircraft Co. (1227 W Cowles St.) which also occupies the entire block bounded by 15th St to the north, Cowles St to the south, I-710 to the east, and Fashion Ave to the west. Neill Aircraft was also identified at 1260 W 15th St in the UST (EDR ID# U003660595), RCRA-SQG (EDR ID# 1000287667), FINDS (EDR# 1000287667), HAZNET (EDR ID# S113016249), NPDES (EDR ID# S108751634) and LUST (EDR# 1000287667) databases. The LUST status is listed as “Completed - Case Closed” as of 07/01/2015. The RWQCB is the lead agency on this case. The on-line GeoTracker database indicates that groundwater impacted with gasoline was detected in grab groundwater samples at this property in 1997. The on-line database indicates that semi-annual groundwater monitoring is required and a “Soil and Groundwater Investigation Report” was prepared in 2009. In 2012, four groundwater monitoring wells were installed and sampled as well as additional soil sampling; high concentrations of TPHg and benzene were detected in both groundwater and soil samples. In September 2013, soil borings were taken to delineate the extent of soil contamination. The most recent groundwater monitoring data from March 2014 showed high concentrations of TPHg and benzene in one of the four monitoring wells while the remaining three wells showed non-detectable concentrations of TPHg, BTEX, MTBE, and TBA. In August 2014, remedial excavation of the former UST area was performed with 214.12 tons of soil removed and transported offsite for disposal. Based on the regulatory agency closure status and available groundwater and soil data, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-03a/03b	High
W	Full	01426	01427		01426	Y	NEILL PROPERTIES LLC	0	LONG BEACH CA	BUSINESS	0.0996			7432020020	NEILL PROPERTIES LLC	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01426 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01426 consists of APN 7432-020-020. Based on a review of on-line maps and photographs, Parcel #01426 consists of a property occupied by Neill Aircraft Co. (W 15th Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01427	01428		01427	Y	NEILL PROPERTIES LLC	1226 W 15TH ST	LONG BEACH CA	BUSINESS	0.1136			7432020021	NEILL PROPERTIES LLC	1226	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01427 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01427 consists of APN 7432-020-021. Based on a review of on-line maps and photographs, Parcel #01427 consists of a property occupied by Neill Aircraft Co. (1226 W 15th Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01428	01429		01428	Y	RICHMAN,DENIS	1230 W 15TH ST	LONG BEACH CA	BUSINESS	0.1137			7432020022	RICHMAN,DENIS	1230	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01428 as Business Use owned by DENIS RICHMAN. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01428 consists of APN 7432-020-022. Based on a review of on-line maps and photographs, Parcel #01428 consists of a property occupied by Neill Aircraft Co. (1230 W 15th Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	01429	01430		01429	N	NEILL PROPERTIES LLC	0	LONG BEACH CA	BUSINESS	0.1103		0.0033	7432020023	NEILL PROPERTIES LLC	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01429 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01429 consists of APN 7432-020-023. Based on a review of on-line maps and photographs, Parcel #01429 consists of a property occupied by Neill Aircraft Co. (W 15th Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01430	01431		01430	Y	NEILL PROPERTIES LLC	1240 W 15TH ST	LONG BEACH CA	BUSINESS	0.0047		0.1084	7432020024	NEILL PROPERTIES LLC	1240	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01430 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #01430 consists of APN 7432-020-024. Based on a review of on-line maps and photographs, Parcel #01430 consists of a property occupied by Neill Aircraft Co. (1240 W 15th Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01440	01432		01440	Y	NEILL PROPERTIES LLC	1248 W 15TH ST	LONG BEACH CA	BUSINESS			0.1135	7432020025	NEILL PROPERTIES LLC	1248	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01440 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #01440 consists of APN 7432-020-025. Based on a review of on-line maps and photographs, Parcel #01440 consists of a property occupied by Neill Aircraft Co. (1248 W 15th Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01439	01433		01439	Y	NEILL PROPERTIES LLC	1260 W 15TH ST	LONG BEACH CA	BUSINESS			0.1104	7432020026	NEILL PROPERTIES LLC	1260	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01439 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #01439 consists of APN 7432-020-026. Based on a review of on-line maps and photographs, Parcel #01439 consists of a property occupied by Neill Aircraft Co. (1260 W 15th Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
																				7-03a/03b	
W	Full	01441	01434		01441	Y	NEILL PROPERTIES LLC AND	1241 W 15TH ST	LONG BEACH CA	BUSINESS			0.2289	7432021004	NEILL PROPERTIES LLC AND	1241	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01441 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS Row Exhibit - Alternative 7 Maps revealed that Parcel #01441 consists of APN 7432-021-004. Based on a review of on-line maps and photographs, Parcel #01441 consists of a property occupied by Neill Aircraft Co. (1241 W 15th Street). No EDR listings were identified associated with this address.	7-03a/03b	Low
W	Full	01431	01435		01431	Y	NEILL PROPERTIES LLC	1239 W 15TH ST	LONG BEACH CA	BUSINESS			0.1141	7432021005	NEILL PROPERTIES LLC	1239	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01431 as Business Use owned by Neil Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01431 consists of APN 7432-021-005. Based on a review of on-line maps and photographs, Parcel #01431 consists of a property occupied by Neill Aircraft Co.(1239 W. 15th Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01432	01436		01432	Y	NEILL AIRCRAFT CO	1233 W 15TH ST	LONG BEACH CA	BUSINESS	0.0764		0.0377	7432021006	NEILL AIRCRAFT CO	1233	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01432 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01432 consists of APN 7432-021-006. Based on a review of on-line maps and photographs, Parcel #01432 consists of a property occupied by Neill Aircraft Co. (1233 W. 15th Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01433	01437		01433	Y	NEILL PROPERTIES LLC	1231 W 15TH ST	LONG BEACH CA	BUSINESS	0.114			7432021007	NEILL PROPERTIES LLC	1231	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01433 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01433 consists of APN 7432-021-007. Based on a review of on-line maps and photographs, Parcel #01433 consists of a property occupied by Neill Aircraft Co. (1231 W. 15th Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01434	01438		01434	Y	NEILL AIRCRAFT CO	1229 W 15TH ST	LONG BEACH CA	BUSINESS	0.205			7432021008	NEILL AIRCRAFT CO	1229	15TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01434 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01434 consists of APN 7432-021-008. Based on a review of on-line maps and photographs, Parcel #01434 consists of a property occupied by Neill Aircraft Co. (1229 W. 15th Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01435	01439		01435	Y	NEILL AIRCRAFT CO	1238 W GAYLORD ST	LONG BEACH CA	BUSINESS	0.3283			7432021001	NEILL AIRCRAFT CO	1238	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01435 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01435 consists of APN 7432-021-001 . Based on a review of on-line maps and photographs, Parcel #01435 consists of a property occupied by Neill Aircraft Co. (1238 W. Gaylord Street), see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01436	01440		01436	Y	NEILL AIRCRAFT CO	0	LONG BEACH CA	BUSINESS	0.0419		0.1912	7432021002	NEILL AIRCRAFT CO	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01436 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #01436 consists of APN 7432-021-002, a portion of APN 7432-021-001. Based on a review of on-line maps and photographs, Parcel #01436 consists of a property occupied by Neill Aircraft Co., see Parcel #01425 for EDR listings and information.	7-03a/03b	High
W	Full	01442	01441		01442	Y	NEILL AIRCRAFT CO	1256 W GAYLORD ST	LONG BEACH CA	BUSINESS			0.1912	7432021003	NEILL AIRCRAFT CO	1256	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01422 as Business Use owned by Neill Aircraft Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01442 consists of APN 7432-021-003. Based on a review of on-line maps and photographs, Parcel #01422 consists of a property occupied by Neill Aircraft Co. No EDR listings were identified in this area.	7-03a/03b	Low
																				7-03a/03b	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Pico-Anaheim

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial	01443	01444		01443	Y	NEILL PROPERTIES LLC	1247 W GAYLORD ST	LONG BEACH CA	BUSINESS	0.0179			7432022020	NEILL PROPERTIES LLC	1247	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01443 as Business Use owned by Neill Properties LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01443 consists of APN 7432-022-020. Based on a review of on-line maps and photographs, Parcel #01443 consists of a property occupied by Neill Aircraft Co. No EDR listings were identified in this area.	7-03a/03b	Low
W	Full	01444	01445		01444	N	L A COUNTY S BY S	0	LONG BEACH CA	BUSINESS	0.1161			7432022901	L A COUNTY S BY S	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01444 as Business Use owned by L A COUNTY S BY S. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01444 consists of APN 7432-022-901. Based on a review of on-line maps and photographs, Parcel #01444 consists of a property bounded to the south by W. Gaylord Street, to the west by Fashion Avenue, to the north by W. 16th Street and adjacent to west of the I-710. No EDR listings were identified in this area.	7-03a/03b	Low
W	Full	01437	01446		01437	N	GILBERT,FAYE K ET AL	1345 W GAYLORD ST	LONG BEACH CA	BUSINESS	0.1552			7432022006	GILBERT,FAYE K ET AL	1345	GAYLORD ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01437 as Business Use owned by GILBERT,FAYE K ET AL. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01437 consists of APN 7432-022-006. Based on a review of on-line maps and photographs, Parcel #01437 appears to be occupied by Danny's Welding Iron Works at 1345 W. Gaylord Street and is bounded to the south by W. Gaylord Street, to the east by Fashion Avenue, to the north by W. 16th Street and adjacent to west of the I-710. No EDR listings were identified in this area.	7-03a/03b	Low
W	Full	01445	01447		01445	Y	CO SANITATION DIST NO 3	0	LONG BEACH CA	BUSINESS	0.3422			7432022900	CO SANITATION DIST NO 3	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01445 as Business Use owned by CO SANITATION DIST NO 3. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01445 consists of APN 7432-022-900. Based on a review of on-line maps and photographs, Parcel #01445 consists of a property bounded to the south by W. Gaylord Street, to the west by Fashion Avenue, to the north by W. 16th Street and adjacent to west of the I-710. No EDR listings were identified in this area.	7-03a/03b	Low
																				7-03a/03b	
W	Full	01446	01454		01446	Y	ARGO PROPERTIES LLC	1255 W 16TH ST	LONG BEACH CA	BUSINESS	0.1357		0.0953	7432023004	ARGO PROPERTIES LLC	1255	16TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01446 as Business Use owned by ARGO PROPERTIES LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01446 consists of APN 7432-022-004. Based on a review of on-line maps and photographs, Parcel #01446 appears to be occupied by Long Beach Hose & Hydraulics, Inc. at 1255 W. 16th Street and is bounded to the south by W. 16th Street, to the east by Fashion Avenue, to the north by W. 17th Street and adjacent to west of the I-710. No EDR listings were identified in this area.	7-03a/03b	Low
W	Full	01447	01455		01447	N	ARGO PROPERTIES LLC	0	LONG BEACH CA	BUSINESS	0.2486			7432023005	ARGO PROPERTIES LLC	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #01447 as Business Use owned by ARGO PROPERTIES LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01447 consists of APN 7432-023-005. Based on a review of on-line maps and photographs, Parcel #01447 appears to be occupied by The Berns Co. at 1250 W. 17th Street and is bounded to the south by W. 16th Street, to the east by Fashion Avenue, to the north by W. 17th Street and adjacent to west of the I-710. No EDR listings were identified in this area.	7-03a/03b	Low
W	Full	01448	01456		01448	Y	BERNS,GEORGE DECD EST OF	1240 W 17TH ST	LONG BEACH CA	BUSINESS	0.4622		0.2101	7432023001	BERNS,GEORGE DECD EST OF	1240	17TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #01448 as Business Use owned by BERNS,GEORGE DECD EST OF. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #01448 consists of APN 7432-023-001. Based on a review of on-line maps and photographs, Parcel #01448 appears to be occupied by The Berns Co. at 1250 W. 17th Street and is bounded to the south by W. 16th Street, to the east by Fashion Avenue, to the north by W. 17th Street and adjacent to west of the I-710. No EDR listings were identified in this area.	7-03a/03b	Low

W 17TH Street

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
PCH

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	USE	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W 17TH Street																				
W	Full	02101	02101	N		CLEAR CHANNEL OUTDOOR INC	0	LONG BEACH CA	BUSINESS	0.0808			7432024024	CLEAR CHANNEL OUTDOOR INC	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #02101 as Business Use owned by Clear Channel Outdoor Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #02101 consists of APN 7432-024-024. Based on a review of on-line maps and photographs, Parcel #02101 consists of vacant land adjacent to the west side of I-710, north of the intersection of West 17th Street and Gale Avenue. No EDR listings were identified in this area.	7-04	Low
W	Full	02102	02102	Y	BUSINESS	1255 REALTY LLC	1255 W 17TH ST	LONG BEACH CA	BUSINESS	0.228			7432024023	1255 REALTY LLC	1255	17TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #02102 as Business Use owned by 1255 Realty LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #02102 consists of APN 7432-024-023. Based on a review of on-line maps and photographs, Parcel #02102 is occupied by The Bern's Equipment Company (1255 W. 17th Street). This parcel was identified in the EDR Report (EDR ID#3141) as BT Equipment in the SWEEPS UST, CA FID UST, UST, HAZNET, NPDES, and HIST UST databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-04	Low
W	Full	02103	02103	N		1255 REALTY LLC	1265 W 17TH ST	LONG BEACH CA	BUSINESS	0.1159			7432024022	1255 REALTY LLC	1265	17TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #02103 as Business Use owned by 1255 Realty LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #02103 consists of APN 7432-024-022. Based on a review of on-line maps and photographs, Parcel #02103 is utilized by the occupants of Parcel #02102. No EDR listings were identified associated with this address.	7-04	Low
W	Full	02104	02104	Y	BUSINESS	1255 REALTY LLC	1275 W 17TH ST	LONG BEACH CA	BUSINESS	0.0563		0.0614	7432024021	1255 REALTY LLC	1275	17TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #02104 as Business Use owned by 1255 Realty LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #02104 consists of APN 7432-024-021. Based on a review of on-line maps and photographs, Parcel #02104 is utilized by the occupants of Parcel #02102. No EDR listings were identified with this address.	7-04	Low
W	Full	02105	02105	N		1255 REALTY LLC	0	LONG BEACH CA	BUSINESS	0.1645		0.0055	7432024020	1255 REALTY LLC	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #02105 as Business Use owned by 1255 Realty LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #02105 consists of APN 7432-024-020. Based on a review of on-line maps and photographs, Parcel #02105 is utilized by the occupants of Parcel #02102.	7-04	Low
																			7-04	
E	Partial, TCE	40206	40206	N		L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.0984	0.0538		7271001906	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40206 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40206 consists of APN 7271-001-906. Based on a review of on-line maps and photographs, Parcel #40206 consists of vacant land adjacent to the west of the LA River and southeast of the Pacific Coast Highway ramp to I-710. No EDR listings were identified in this area.	7-04	Low
E	Utility TCE	40206	40206	N		L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.1415		7271001906	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40206 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40206 consists of APN 7271-001-906. Based on a review of on-line maps and photographs, Parcel #40206 consists of vacant land adjacent to the west of the LA River and southeast of the Pacific Coast Highway ramp to I-710. No EDR listings were identified in this area.	7-04	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
PCH

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	USE	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	40207	40207	N		L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.0382			7271001902	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40207 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40207 consists of APN 7271-001-902. Based on a review of on-line maps and photographs, Parcel #40206 consists of a strip of vacant land adjacent to the west of the LA River and southeast of the Pacific Coast Highway ramp to I-710. No EDR listings were identified in this area.	7-04	Low
E	Full	40208	40208	N		KEMPNER,JAMES M AND CYNTHIA A	LA RIVER	LONG BEACH CA	Flood Control	0.0291			7271001001	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40208 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40208 consists of APN 7271-001-001. Based on a review of on-line maps and photographs, Parcel #40208 consists of a strip of vacant land adjacent to the west of the LA River and southeast of the Pacific Coast Highway ramp to the I-710. No EDR listings were identified in this area.	7-04	Low
E	Partial, TCE	40209	40209	N		L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.7607	0.6044		7271001905	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40209 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40209 consists of APN 7271-001-905. Based on a review of on-line maps and photographs, Parcel #40209 consists of a strip of vacant land adjacent to the south of the Pacific Coast Highway ramp to the I-710. No EDR listings were identified in this area.	7-04	Low
E	Partial, TCE	40210	40210	N		L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.0279	0.0442		7271001904	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40210 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40210 consists of APN 7271-001-904. Based on a review of on-line maps and photographs, Parcel #40210 consists of a strip of vacant land adjacent to the west of the LA River and southeast of the Pacific Coast Highway ramp to the I-710. No EDR listings were identified in this area.	7-04	Low
E	Partial, TCE	40211	40211	N		KENFIELD DEV LLC	LA RIVER	LONG BEACH CA	Flood Control	0.2321	0.3547		7271001006	KENFIELD DEV LLC	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40211 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40211 consists of APN 7271-001-006. Based on a review of on-line maps and photographs, Parcel #40211 consists of a strip of vacant land adjacent to the west of the LA River and southeast of the Pacific Coast Highway ramp to the I-710. No EDR listings were identified in this area.	7-04	Low
E	Partial, TCE	40212	40212	N		KEMPNER,JAMES M AND CYNTHIA A	LA RIVER	LONG BEACH CA	Flood Control	0.0041	0.0188		7271001005	KEMPNER,JAMES M AND CYNTHIA A	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40212 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40212 consists of APN 7271-001-005. Based on a review of on-line maps and photographs, Parcel #40212 is a segment of the LA River south of the Pacific Coast Highway overpass, east of I-710. No EDR listings were identified in this area.	7-04	Low
																			7-04	
PACIFIC COAST Hwy																			7-04	
																			7-04	
E	TCE	70213	70213	N		LONG BEACH CITY - CRESSA PARK	CITY PARK	LONG BEACH CA	Public		0.0486		7202029901	LONG BEACH CITY - CRESSA PARK	CITY PARK		LONG BEACH CA	The ROW Impact Report identifies Parcel #70213 as Public Use, owned by City of Long Beach Cressa Park. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #70213 consists of APN 7202-029-901. Based on a review of on-line maps and photographs, Parcel #70213 consists of a strip of land occupied by the City of Long Beach Cressa Park, adjacent to the west of the LA River and adjacent to the north of the Pacific Coast Highway ramp to the I-710. No EDR listings were identified in this area.	7-04	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
PCH

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	USE	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	70214	70214	N		LONG BEACH CITY - CRESSA PARK	CITY PARK	LONG BEACH CA	Public		0.0135		7202029902	LONG BEACH CITY - CRESSA PARK	CITY PARK		LONG BEACH CA	The ROW Impact Report identifies Parcel #70214 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #70214 consists of APN 7202-029-902. Based on a review of on-line maps and photographs, Parcel #70214 consists of a strip of land occupied by the City of Long Beach Cressa Park, adjacent to the west of the LA River and adjacent to the north of the Pacific Coast Highway ramp to the I-710. No EDR listings were identified in this area.	7-04	Low
E	TCE	02315	02315	N		TRAN,HIEP D AND MY HANG	1871 SAN FRANCISCO AVE	LONG BEACH CA	RESIDENTIAL		0.0067		7202029005	TRAN,HIEP D AND MY HANG	1871	SAN FRANCISCO AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02315 as Residential Use (1871 San Francisco) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02315 consists of APN 7202-029-005. Based on a review of on-line maps and photographs, Parcel #02315 consists of a small structure (920 sq.ft.) located within Cressa Park, adjacent to the east of the LA River bicycle path, and north of Pacific Coast Highway. No EDR listings were identified associated with this address.	7-04	Low
E	TCE	70216	70216	N		LONG BEACH CITY - CRESSA PARK	CITY PARK	LONG BEACH CA	Public		0.0008		7202029900	LONG BEACH CITY - CRESSA PARK	CITY PARK		LONG BEACH CA	The ROW Impact Report identified Parcel #70216 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70216 consists of a portion of APN 7202-029-900, which is developed with a portion of a City park known as Cressa Park. Based on a review of on-line maps and photographs, Parcel #70216 consists of vacant land within the city park property. No EDR listings were identified in this area.	7-04	Low
E	Partial, TCE	40217	40217	N		L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	3.0331	1.2553		7202023903	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40217 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #70214 consists of APN 7202-023-903. Based on a review of on-line maps and photographs, Parcel #40217 consists of a segment of the LA River north of Pacific Coast Highway, east of I-710. No EDR listings were identified in this area.	7-04	Low
E	Partial, TCE	40218	40218	N		L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	2.5979	0.4554		7202024902	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40218 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40218 consists of APN 7202-024-902. Based on a review of on-line maps and photographs, Parcel #40218 consists of a segment of the LA River, south of W. Hill Street and north of W. 20th Street, east of I-710. No EDR listings were identified in this area.	7-04	Low
E	Utility TCE	40218	40218	N		L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.1265		7202024902	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40218 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #40218 consists of APN 7202-024-902. Based on a review of on-line maps and photographs, Parcel #40218 consists of a segment of the LA River, south of W. Hill Street and north of W. 20th Street, east of I-710. No EDR listings were identified in this area.	7-04	Low
W	Utility TCE	02433	02433	N		POTTER,ROBERT L CO TR	1834 HARBOR AVE	LONG BEACH CA	BUSINESS		0.004		7431033001	POTTER,ROBERT L CO TR	1834	HARBOR AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02433 as Business Use, owned by Poter, Robert L Co Tr. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02433 consists of APN 7431-033-001. Based on a review of on-line maps and photographs, Parcel #02433 consists of a parking lot and structure, which appear to be associated with Parcel #02433 located adjacent to the north of APN 7431-033-002. Parcel#02433 is located east of Harbor Avenue and north of Pacific Coast Highway, west of I-710. No EDR listings were identified associated with this address.		Low
W	Partial, TCE	02419	02419	N		POTTER,ROBERT L CO TR	1365 W PACIFIC COAST HWY	LONG BEACH CA	BUSINESS	0.0371	0.0452		7431033002	POTTER,ROBERT L CO TR	1365	PACIFIC COAST HWY	LONG BEACH CA	The ROW Impact Report identifies Parcel #02419 as Business Use, owned by Poter, Robert L Co Tr. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02419 consists of APN 7431-033-002. Based on a review of on-line maps and photographs, Parcel #02419 consists of a parking lot associated with APN 7431-033-001. Parcel#02419 is located adjacent to the north of Pacific Coast Highway, west of I-710. No EDR listings were identified associated with this address.	7-04	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
PCH

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	USE	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Utility Partial, TCE	02419	02419	N		POTTER,ROBERT L CO TR	1365 W PACIFIC COAST HWY	LONG BEACH CA	BUSINESS	0.0076	0.0281		7431033002	POTTER,ROBERT L CO TR	1365	PACIFIC COAST HWY	LONG BEACH CA	The ROW Impact Report identifies Parcel #02419 as Business Use, owned by Poter, Robert L Co Tr. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02419 consists of APN 7431-033-002. Based on a review of on-line maps and photographs, Parcel #02419 consists of a parking lot associated with APN 7431-033-001. Parcel#02419 is located adjacent to the north of Pacific Coast Highway, west of I-710. No EDR listings were identified associated with this address.	7-04	Low
W	Partial, TCE	02420	02420	N		GOOD NEWS CHURGH OF GOD	0	LONG BEACH CA	BUSINESS	0.0013	0.0224		7431033008	GOOD NEWS CHURGH OF GOD	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #02420 as Business Use, owned by the Good news Church of God. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02420 consists of APN 7431-033-008. Based on a review of on-line maps and photographs, Parcel #02420 consists of a parking lot located adjacent to the north of Pacific Coast Highway, and adjacent to the west of the I-710 Pacific Coast highway off-ramp. No EDR listings were identified in this area.	7-04	Low
																			7-04	
W	TCE	02421	02421	N		ULLOA,ANTONIO	1234 W 19TH ST	LONG BEACH CA	RESIDENTIAL		0.0042		7431032006	ULLOA,ANTONIO	1234	19TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #02421 as Residential Use (1234 West 19th Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02421 consists of APN 7431-032-006. Based on a review of on-line maps and photographs, Parcel #02421 consists of a residential structure (1,182 sq.ft.) located south of W. 19th Street and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-04	Low
																			7-04	
W	TCE	02422	02422	N		CERVANTES,ANTONIA	2030 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.0125		7431010011	CERVANTES,ANTONIA	2030	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02422 as Residential Use (2030 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02422 consists of APN 7431-010-011. Based on a review of on-line maps and photographs, Parcel #02422 consists of a residential structure (656 sq.ft.) located east of Gale Avenue and adjacent to the west of I-710.No EDR listings were identified associated with this address.	7-04	Low
W	TCE	02423	02423	N		VASQUEZ,FERNANDO	2032 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.0116		7431010010	VASQUEZ,FERNANDO	2032	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02423 as Residential Use (2032 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02423 consists of APN 7431-010-010. Based on a review of on-line maps and photographs, Parcel #02423 consists of a residential structure (1,515 sq.ft.) located east of Gale Avenue and adjacent to the west of I-710.No EDR listings were identified associated with this address.	7-04	Low
W	TCE	02424	02424	N		CAMACHO,IGNACIO C AND MARIA C	2040 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.0119		7431010009	CAMACHO,IGNACIO C AND MARIA C	2040	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02424 as Residential Use (2040 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02424 consists of APN 7431-010-009. Based on a review of on-line maps and photographs, Parcel #02424 consists of a residential structure (1,024 sq.ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-04	Low
W	TCE	02425	02425	N		RODRIGUEZ,ESTEBAN AND	2048 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.0111		7431010007	RODRIGUEZ,ESTEBAN AND	2048	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02425 as Residential Use (2048 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02425 consists of APN 7431-010-007. Based on a review of on-line maps and photographs, Parcel #02425 consists of a residential structure (791 sq.ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-04	Low
W	TCE	02426	02426	N		HOLLINS,LINDA	2056 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.0234		7431010006	HOLLINS,LINDA	2056	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02426 as Residential Use (2056 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02426 consists of APN 7431-010-006. Based on a review of on-line maps and photographs, Parcel #02426 consists of a residential structure (1,455 sq.ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-04	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
PCH

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	USE	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	02427	02427	N		DOCTOLERO,HELEN	2066 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.0113		7431010005	DOCTOLERO,HELEN	2066	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02427 as Residential Use (2066 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02427 consists of APN 7431-010-005. Based on a review of on-line maps and photographs, Parcel #02427 consists of a residential structure (1,188 sq.ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-04	Low
W	TCE	02428	02428	N		MARTINEZ,CYNTHIA D	2072 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.0114		7431010004	MARTINEZ,CYNTHIA D	2072	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02428 as Residential Use (2072 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02428 consists of APN 7431-010-004. Based on a review of on-line maps and photographs, Parcel #02428 consists of a residential structure (1,243 sq.ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-04	Low
W	TCE	02429	02429	N		AGUILERA,JORGE AND MARGARITA	2080 GALE AVE	LONG BEACH CA	RESIDENTIAL		0.0115		7431010003	AGUILERA,JORGE AND MARGARITA	2080	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #02429 as Residential Use (2080 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #02429 consists of APN 7431-010-003. Based on a review of on-line maps and photographs, Parcel #02429 consists of a residential structure (1,353 sq.ft.) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-04	Low

HILL Street
W 17TH
Street

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Willow

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
25TH STREET														
W	Full	03107	PETERSON,WAYNE B AND HUEY J	0	LONG BEACH CA	BUSINESS	7401007018	PETERSON,WAYNE B AND HUEY J	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #03107 as Business Use, owned by Wayne B and Huey Peterson . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #03107 consists of APN 7401-007-018. Based on a review of on-line maps and photographs, Parcel #03107 consists of an enclosed paved lot with a cellular tower located in the eastern portion of the property. Parcel #03107 is located south of W. Willow Street and adjacent to the west of Willow Street ramp to I-710. No EDR listings were identified in this area.	7-06	Medium
W	Full	03108	PETERSON,WAYNE B AND HUEY J TRS	1292 W WILLOW ST	LONG BEACH CA	RESIDENTIAL	7401007001	PETERSON,WAYNE B AND HUEY J TRS	1292	WILLOW ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #03108 as Residential Use (1292 W. Willow Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #03106 consists of APN 7401-007-001. Based on a review of on-line maps and photographs, Parcel #03108 consists of a residential structure (540 sq.ft.) located south of W. Willow Street and east of Fashion Avenue. No EDR listings were identified associated with this address.	7-06	Low
W	Full	03109	LE,CUONG T AND	1310 W WILLOW ST	LONG BEACH CA	BUSINESS	7401006003	LE,CUONG T AND	1310	WILLOW ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #03109 as Business Use (1310 W. Willow Street), owned by Cuong T Le . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #03109 consists of APN 7401-006-003. Based on a review of on-line maps and photographs, Parcel #03109 is occupied by a retail strip mall (Thai Diner BBQ, Hair & Nail salon, JP Bicycle Parts, Li Hoa Market) located south of W. Willow Street and west of Fashion Avenue. No EDR listings were identified associated with this address.	7-06	Low
W	Full	03110	LAKV WILLOW INC	1336 W WILLOW ST	LONG BEACH CA	BUSINESS	7401006026	LAKV WILLOW INC	1336	WILLOW ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #03110 as Business Use (1336 W. Willow Street), owned by Lakv Willow Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #03110 consists of APN 7401-006-026. Based on a review of on-line maps and photographs, Parcel #03110 is occupied by a retail strip mall (Richard's Original Bakery, Pupuseria Salvadorena, Famous Hair & Nails) located south of W. Willow Street and east of Easy Avenue. This parcel was identified in the EDR Report (EDR ID#3002) as 1336 W. Willow Street in the UST database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-06	Medium
WILLOW STREET														
HILL STREET														
E	Partial, TCE	40311	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7202002900	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40311 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40311 consists of APN 7202-029-900. Based on a review of on-line maps and photographs, Parcel #40311 consists of a segment of the LA River, adjacent to the east of I-710. No EDR listings were identified in this area.	7-05	Low
E	Utility TCE	40311	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7202002900	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40311 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40311 consists of APN 7202-029-900. Based on a review of on-line maps and photographs, Parcel #40311 consists of a segment of the LA River, adjacent to the east of I-710. No EDR listings were identified in this area.	7-05	Low
E	Partial, TCE	40312	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7202001902	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40312 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40312 consists of APN 7202-001-902. Based on a review of on-line maps and photographs, Parcel #40312 consists of a segment of the LA River, adjacent to the east of I-710. No EDR listings were identified in this area.	7-05	Low
E	Utility TCE	40312	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7202001902	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40312 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40312 consists of APN 7202-001-902. Based on a review of on-line maps and photographs, Parcel #40312 consists of a segment of the LA River, adjacent to the east of I-710. No EDR listings were identified in this area.	7-05	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Willow

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	40313	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7202001901	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40313 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40313 consists of APN 7202-001-901. Based on a review of on-line maps and photographs, Parcel #40313 consists of a segment of the LA River, adjacent to the east of I-710 and adjacent to the south of W. Willow Street. No EDR listings were identified in this area.	7-06	Low
E	Partial, TCE	70314	LONG BEACH CITY	LA RIVER	LONG BEACH CA	Public	7202006900	LONG BEACH CITY	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #70314 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70314 consists of APN 7202-006-900. Based on review of on-line maps and photographs, Parcel #70314 consists of vacant land located south of W. Willow Street, north of W. 25th Way, and adjacent to the east of the LA River. No EDR Listings were identified in this area.	7-06	Low
E	Partial, TCE	70315	LONG BEACH CITY	LA RIVER	LONG BEACH CA	Public	7202006901	LONG BEACH CITY	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #70315 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70315 consists of APN 7202-006-901. Based on review of on-line maps and photographs, Parcel #70315 consists of vacant land located south of W. Willow Street, north of W. 25th Way, and adjacent to the west of Golden Avenue. No EDR Listings were identified in this area.	7-06	Low
													7-06	
WILLOW Street													7-06	
													7-06	
E	Partial, TCE	70316	LONG BEACH CITY	0	LONG BEACH CA	Public	7201026900	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #70316 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70316 consists of APN 7201-026-900. Based on review of on-line maps and photographs, Parcel #70316 consists of vacant land referred to as the "Wrigley Greenbelt" located north of W. Willow Street, west of Golden Avenue, and south of 26th Way. No EDR Listings were identified in this area.	7-06	Low
E	Partial, TCE	70317	LONG BEACH CITY	0	LONG BEACH CA	Public	7201027910	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #70317 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70317 consists of APN 7201-027-910. Based on review of on-line maps and photographs, Parcel #70317 consists of a strip of vacant land located adjacent to north of W. Willow Street, west of Golden Avenue, and south of 26th Way. Based on a review of the EDR Report and on-line maps and photographs, it appears that the address 1095 W Willow Street was identified in the EDR Report (EDR ID# 2998) as Sunnyside Foundation Inc. in the UST database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-06	Medium
E	Partial, TCE	40318	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7201027908	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40318 as Flood Control, owned by the LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40318 consists of APN 7201-027-908. Based on review of on-line maps and photographs, Parcel #40318 consists of vacant land referred to as the "Wrigley Greenbelt" located north of W. Willow Street, east of the LA River, and south of 26th Way. No EDR Listings were identified in this area.	7-06	Low
E	Partial, TCE	40319	UNKNOWN OWNER O K	LA RIVER	LONG BEACH CA	Flood Control	7201028001	UNKNOWN OWNER O K	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40319 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40319 consists of APN 7201-028-001. Based on review of on-line maps and photographs, Parcel #40319 consists of a segment of the LA River, adjacent to the north of W. Willow Street. No EDR Listings were identified in this area.	7-06	Low
E	TCE	40320	UNKNOWN OWNER O K	LA RIVER	LONG BEACH CA	Flood Control	7201029001	UNKNOWN OWNER O K	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40320 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40320 consists of APN 7201-014-013. Based on review of on-line maps and photographs, Parcel #40320 consists of a segment of the LA River, north of W. Willow Street, east of I-710. No EDR Listings were identified in this area.	7-06	Low
E	Partial, TCE	40321	UNKNOWN OWNNER O K	LA RIVER	LONG BEACH CA	Flood Control	7201014013	UNKNOWN OWNNER O K	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40321 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40321 consists of a segment of the LA River, north of W. Willow Street, and west of De Forest Ave. No EDR Listings were identified in this area.	7-06	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Willow

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	40322	UNKNOWN OWNER O K	LA RIVER	LONG BEACH CA	Flood Control	7201013002	UNKNOWN OWNER O K	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40322 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40322 consists of APN 7201-013-002. Based on review of on-line maps and photographs, Parcel #40322 consists of a vacant strip land adjacent to the west of the LA River, north of W. Willow Street. No EDR Listings were identified in this area.	7-06	Low
E	Partial, TCE	40323	UNKNOWN OWNER O K	LA RIVER	LONG BEACH CA	Flood Control	7201013001	UNKNOWN OWNER O K	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40323 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40323 consists of APN 7201-013-001. Based on review of on-line maps and photographs, Parcel #40323 consists of a vacant strip land adjacent to the west of the LA River, north of W. Willow Street. No EDR Listings were identified in this area.	7-06	Low
E	Partial, TCE	40324	UNKNOWN OWNER O K	LA RIVER	LONG BEACH CA	Flood Control	7201015047	UNKNOWN OWNER O K	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40324 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40324 consists of APN 7201-015-047. Based on review of on-line maps and photographs, Parcel #40324 consists of a segment of the LA River, north of W. Willow Street. No EDR Listings were identified in this area.	7-06	Low
E	Utility TCE	40324	UNKNOWN OWNER O K	LA RIVER	LONG BEACH CA	Flood Control	7201015047	UNKNOWN OWNER O K	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40324 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40324 consists of APN 7201-015-047. Based on review of on-line maps and photographs, Parcel #40324 consists of a segment of the LA River, north of W. Willow Street. No EDR Listings were identified in this area.	7-06	Low
E	Partial, TCE	40325	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7201012900	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40325 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40325 consists of APN 7201-012-900. Based on review of on-line maps and photographs, Parcel #40325 consists of a segment of the LA River, north of W.28th Street and south of W. Spring Street. No EDR Listings were identified in this area.	7-06	Low
E	Utility TCE	40325	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7201012900	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40325 as Flood Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40325 consists of APN 7201-012-900. Based on review of on-line maps and photographs, Parcel #40325 consists of a segment of the LA River, north of W.28th Street and south of W. Spring Street. No EDR Listings were identified in this area.	7-06	Low
W	Full	03426	TABILA,RODOLFO T AND ELNORA T	1339 W WILLOW ST	LONG BEACH CA	BUSINESS	7313029023	TABILA,RODOLFO T AND ELNORA T	1339	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03426 as Business use owned by Tabila, Rodolfo T and Elnora T. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03426 consists of APN 7313-029-023. Based on review of on-line maps and photographs, Parcel #03426 consists of a medical office (1,726 sq ft at 1339 W. Willow Street) , north of W. Willow Street and east of Easy Ave. This parcel was identified in the EDR Report (EDR ID#3002) as First Integrated Care Med Grp.in the HAZNET database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-06	Low
W	Partial, TCE	03427	LAYA,ARTURO A	1335 W WILLOW ST	LONG BEACH CA	RESIDENTIAL	7313029024	LAYA,ARTURO A	1335	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03427 as Residential use owned by Laya, Arturo A. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03427 consists of APN 7313-029-024. Based on review of on-line maps and photographs, Parcel #03426 consists of a residential building (1,759 sq ft at 1335 W. Willow Street) , north of W. Willow Street and east of Easy Ave. This property includes the addresses 1327 and 1329 W. Willow Street, which were not identified in the EDR Report.	7-06	Low
W	Full	03428	CLOSAS,EVA M TR	1325 W WILLOW ST	LONG BEACH CA	BUSINESS	7313029029	CLOSAS,EVA M TR	1325	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03428 as Business use owned by Closas, Eva M TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03428 consists of APN 7313-029-029. Based on review of on-line maps and photographs, Parcel #03428 consists of a real estate investment office building (300 sq ft) and adjacent building in the back (942 sq ft) at 1325 W. Willow Street , north of W. Willow Street and east of Easy Ave. No EDR listings were identified associated with this address.	7-06	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Willow

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	03429	WATKINS,LARRY B CO TR	1319 W WILLOW ST	LONG BEACH CA	BUSINESS	7313029030	WATKINS,LARRY B CO TR	1319	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03429 as Business use occupied by Watkins Pest & Termite Control. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03429 consists of APN 7313-029-030. Based on review of on-line maps and photographs, Parcel #03429 consists of a pest control office building (1080 sq ft) and associated parking lot at 1319 W. Willow Street , north of W. Willow Street and east of Easy Ave. No EDR listings were identified associated with this address.	7-06	Low
W	Full	03430	ANDALAJAO,LETICIA L TR	1311 W WILLOW ST	LONG BEACH CA	BUSINESS	7313029027	ANDALAJAO,LETICIA L TR	1311	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03430 as Business use occupied by RC Travel & Tours. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03430 consists of APN 7313-029-027. Based on review of on-line maps and photographs, Parcel #03430 consists of a travel agency office building (864 sq ft and 2,779 square ft) at 1311 W. Willow Street, north of W. Willow Street and west of Fashion Avenue. No EDR listings were identified associated with this address.	7-06	Low
W	Full	03431	PEREZ,SOLOMON E AND MINERVA AND	1303 W WILLOW ST	LONG BEACH CA	BUSINESS	7313029028	PEREZ,SOLOMON E AND MINERVA AND	1303	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03431 as Business use occupied by Fade Barber Shop, Naty Karly Fashion, Evelyn's Outlet, and TT Sr Tobacco. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03431 consists of APN 7313-029-028. Based on review of on-line maps and photographs, Parcel #03431 consists of a multi-business building (2,318 square ft) at 1303 W. Willow Street, north of W. Willow Street and west of Fashion Ave. No EDR listings were identified associated with this address.	7-06	Low
W	Full	03432	SILVERADO CONGREGATION OF	1295 W WILLOW ST	LONG BEACH CA	BUSINESS	7313028020	SILVERADO CONGREGATION OF	1295	WILLOW ST	LONG BEACH CA	The ROW Impact Report identified Parcel #03432 as Business use occupied by Kingdom Hall of Jehovah's Witness. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03432 consists of APN 7313-028-020. Based on review of on-line maps and photographs, Parcel #03432 consists of a religious building (2,960 square ft) at 1295 W. Willow Street, north of W. Willow Street and east of Fashion Ave. No EDR listings were identified associated with this address.	7-06	Low
W	Full	03433	SILVERADO CONGREGATION OF	0	LONG BEACH CA	BUSINESS	7313028019	SILVERADO CONGREGATION OF	0		LONG BEACH CA	The ROW Impact Report identified Parcel #03433 as Business use occupied by Kingdom Hall of Jehovah's Witness. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #03433 consists of APN 7313-028-019. Based on review of on-line maps and photographs, Parcel #03433 consists of the Jehovah's Witness building and associated parking lot at 1295 W. Willow Street, north of W. Willow Street and east of Fashion Ave. No EDR listings were identified associated with this address.	7-06	Low

W SPRING STREET

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
I-405

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NO. RAP DISPL.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W Spring Street																		
E	Partial, TCE	40414			40414	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7203001901	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40414 as Flood Control Use, owned by LA Flood control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative7 Maps and County Assessor website revealed that Parcel #40414 consists of APN 7203-011-901. Based on a review of on-line maps and photographs, Parcel #40414 consists of a segment of the LA River bordered to the south by Spring Street and to the north by 34th Street. No EDR listings were identified in this area.	7-07	Low
E	Utility Partial, TCE	40414			40414	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7203001901	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40414 as Flood Control Use, owned by LA Flood control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative7 Maps and County Assessor website revealed that Parcel #40414 consists of APN 7203-011-901. Based on a review of on-line maps and photographs, Parcel #40414 consists of a segment of the LA River bordered to the south by Spring Street and to the north by 34th Street. No EDR listings were identified in this area.	7-07	Low
E	Partial, TCE	40415			40415	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7203001900	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40415 as Flood Control Use, owned by LA Flood control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative7 Maps and County Assessor website revealed that Parcel #40415 consists of APN 7203-011-900. Based on a review of on-line maps and photographs, Parcel #40415 consists of a segment of the LA River bordered to the south by 34th Street and to the north by I-405. No EDR listings were identified in this area.	7-08	Low
E	Utility Partial, TCE	40415			40415	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7203001900	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40415 as Flood Control Use, owned by LA Flood control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative7 Maps and County Assessor website revealed that Parcel #40415 consists of APN 7203-011-900. Based on a review of on-line maps and photographs, Parcel #40415 consists of a segment of the LA River bordered to the south by 34th Street and to the north by I-405. No EDR listings were identified in this area.	7-08	Low
W 34th Street																		
W	TCE	04133	04145		04133	N	BLACKS,YVETTE R TR	3424 GALE AVE	LONG BEACH CA	RESIDENTIAL	7311009011	BLACKS,YVETTE R TR	3424	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04133 as Residential Use (3424 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04133 consists of APN 7311-009-011. Based on a review of on-line maps and photographs, Parcel #04133 consists of a residential structure located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-08	Low
W	TCE	04134	04146		04134	N	SCOTT,OSCAR L TR	3432 GALE AVE	LONG BEACH CA	RESIDENTIAL	7311009010	SCOTT,OSCAR L TR	3432	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04134 as Residential Use (3432 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04134 consists of APN 7311-009-010. Based on a review of on-line maps and photographs, Parcel #04134 consists of a residential structure located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-08	Low
W	TCE	04135	04147		04135	N	TRIAS,ALBERT E AND NIMIA R	3440 GALE AVE	LONG BEACH CA	RESIDENTIAL	7311009009	TRIAS,ALBERT E AND NIMIA R	3440	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04135 as Residential Use (3440 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04135 consists of APN 7311-009-009. Based on a review of on-line maps and photographs, Parcel #04135 consists of a residential structure located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-08	Low
W	TCE	04136	04148		04136	N	PARKER,NELSON G SR AND DESSIE M	3448 GALE AVE	LONG BEACH CA	RESIDENTIAL	7311009008	PARKER,NELSON G SR AND DESSIE M	3448	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04136 as Residential Use (3448 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04136 consists of APN 7311-009-008. Based on a review of on-line maps and photographs, Parcel #04136 consists of a residential structure located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-08	Low
W	TCE	04137	04149		04137	N	LEWIS,DERRICK AND MIA	3456 GALE AVE	LONG BEACH CA	RESIDENTIAL	7311009007	LEWIS,DERRICK AND MIA	3456	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04137 as Residential Use (3456 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04137 consists of APN 7311-009-007. Based on a review of on-line maps and photographs, Parcel #04137 consists of a residential structure located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-08	Low
W	TCE	04138	04150		04138	N	NERO MORRISON,WANDA AND	3500 GALE AVE	LONG BEACH CA	RESIDENTIAL	7311009006	NERO MORRISON,WANDA AND	3500	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04138 as Residential Use (3500 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04138 consists of APN 7311-009-006. Based on a review of on-line maps and photographs, Parcel #04138 consists of a residential structure located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-08	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
I-405

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NO. RAP DISPL.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	04139	04151		04139	N	CHILDRESS,DEBRA J	3508 GALE AVE	LONG BEACH CA	RESIDENTIAL	7311009005	CHILDRESS,DEBRA J	3508	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04139 as Residential Use (3508 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04139 consists of APN 7311-009-005. Based on a review of on-line maps and photographs, Parcel #04139 consists of a residential structure located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-08	Low
W	TCE	04108			04108	N	CABALLERO,HECTOR AND ESPERANZA	3516 GALE AVE	LONG BEACH CA	RESIDENTIAL	7311009004	CABALLERO,HECTOR AND ESPERANZA	3516	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04108 as Residential Use (3516 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04108 consists of APN 7311-009-004. Based on a review of on-line maps and photographs, Parcel #04108 consists of a residential structure (1,040 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-08	Low
W	TCE	04109			04109	N	LOYA,JAIRO E AND	3524 GALE AVE	LONG BEACH CA	RESIDENTIAL	7311009003	LOYA,JAIRO E AND	3524	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04109 as Residential Use (3524 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04109 consists of APN 7311-009-003. Based on a review of on-line maps and photographs, Parcel #04109 consists of a residential structure (1,016 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-08	Low
W	TCE	04110			04110	N	SOILEAU,ANN P ET AL	3532 GALE AVE	LONG BEACH CA	RESIDENTIAL	7311009002	SOILEAU,ANN P ET AL	3532	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04110 as Residential Use (3532 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04110 consists of APN 7311-009-002. Based on a review of on-line maps and photographs, Parcel #04110 consists of a residential structure (1,025 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-08	Low
W	TCE	04111			04111	N	SMITH,EARLEAN	3540 GALE AVE	LONG BEACH CA	RESIDENTIAL	7311009001	SMITH,EARLEAN	3540	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04111 as Residential Use (3540 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04111 consists of APN 7311-009-001. Based on a review of on-line maps and photographs, Parcel #04111 consists of a residential structure (1,232 sq.ft) located east of Gale Avenue, south of the Wardlow Road ramp to I-710, and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-08	Low
W	Full	04112			04112	Y	RODRIGUEZ,VICTOR J AND	3603 GALE AVE	LONG BEACH CA	RESIDENTIAL	7311004023	RODRIGUEZ,VICTOR J AND	3603	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04112 as Residential Use (3603 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04112 consists of APN 7311-004-023. Based on a review of on-line maps and photographs, Parcel #04112 consists of a residential structure (1,000 sq.ft) located south of Gale Avenue, north of W.Wardlow Road, and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-08	Low
W	Full	04113			04113	Y	UTTERBACK,JAMES C TR	3618 GALE AVE	LONG BEACH CA	RESIDENTIAL	7311004022	UTTERBACK,JAMES C TR	3618	GALE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #04113 as Residential Use (3618 Gale Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04113 consists of APN 7311-004-022. Based on a review of on-line maps and photographs, Parcel #04113 consists of a residential structure (1,478 sq.ft) located east of Gale Avenue and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-08	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
I-405

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NO. RAP DISPL.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	40416			40416	N	0	LA RIVER	LONG BEACH CA	Flood Control	7140014940		LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40416 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40416 consists of APN 7140-014-940. Based on a review of on-line maps and photographs, Parcel #40416 consists of a segment of the LA River, adjacent to the east of I-710, located northeast of the I-405 onramp to I-710. This parcel was is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database. According to the on-line SWIS database, the exact location of Caltrans Long Beach, West LA River #2 (SWIS No. 19-AK-5002) is unknown, but it is located between the I-710 and LA River at the end of W. Carson St. This location is a closed solid waste disposal site that was operated by Caltrans and the regulatory status is reported as "unpermitted". It is inspection annually by the County of Los Angeles and the most recent inspection was performed on 01/28/2016. The inspection report notes that the exact location is unknown and no new information has been obtained, but no significant land use changes were noted in the area since the last inspection. No significant violations were noted at the time of the inspection. Based on the use of this area, there is potential for waste materials to exist which may be encountered during construction and/or excavation activities.	7-08	High
E	Partial, TCE	50440	50452		50440	N	SO CALIF EDISON CO LTD	SCE CORRIDOR	LONG BEACH CA	Utility	7140014808	SO CALIF EDISON CO LTD	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50440 as Utility Use, owned by Southern California Edison Co Ltd. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50440 consists of APN 7140-014-808 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50440 is a strip of land that is occupied by transmission power lines and stables associated with the Rancho Rio Verde Riding Club (1000 W. Carson Street). No EDR listings were identified in this area. This parcel was is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-08	High
E	Partial, TCE	40441	40453		40441	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7140014939	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40441 as Flood Control Use, owned by LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40441 consists of APN 7140-014-939. Based on a review of on-line maps and photographs, Parcel #40441 consists of the Dominguez Basin, a segment of the LA River, and a strip of vacant land located adjacent to the east of the LA River. This parcel was located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-08	High
E	Utility TCE	04353			04353	N	PRESTIGE INVESTMENTS LLC	1012 W CARSON ST	LONG BEACH CA	BUSINESS	7140014031	PRESTIGE INVESTMENTS LLC	1012	CARSON ST	LONG BEACH CA	The ROW Impact Report identified Parcel #04353 as Business use owned by Prestige Investments, LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #04353 consists of APN 7140-014-031. Based on review of on-line maps and photographs, Parcel #04353 consists of a storage facility (1012 W. Carson Street), located adjacent to the east of the I-710 onramp from the 405 South. This parcel was identified in the EDR Report (EDR ID#2673) as Store for Lease in the ERNS database and AT&T Mobility and Verizon Wireless in the FINDS database . Based on the lack of listing in other databases indicating violations and/or a release, these listings are not expected to have created an environmental concern to the ISA Study Area.		Low
E	Utility TCE	50454			50454	N	SO CALIF EDISON CO	1000 W CARSON STREET	LONG BEACH	Utility	7140014809	SO CALIF EDISON CO	1000	CARSON STREET	LONG BEACH	The ROW Impact Report identified Parcel #50454 as Utility Use, owned by Southern California Edison Co Ltd. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50454 consists of APN 7140-014-808 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50440 is a strip of land that is occupied by the Rancho Rio Verde Riding Club (1000 W. Carson Street) within the SCE right-of-way. No EDR listings were identified associated with this address. This parcel is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.		High

W Carson Street

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
I-405

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NO. RAP DISPL.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	80417			80417	N	LACMTA	RAIL OPS	LONG BEACH CA	Railroad	7140014936	LACMTA	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80417 as Railroad Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80417 consists of APN 7140-014-936. Based on a review of on-line maps and photographs, Parcel #80417 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad track and the Metro Blue Line Yard (4350 208th Street). LACMTA Division 11 and Rapid Transit District Metro (EDR ID# 2484) were identified associated with this address in the RCRA-SQG, FINDS, WDS, NPDES, LUST databases. According to the GeoTracker database, the facility is listed with a status of "completed-case closed" as of 09/08/2010 for a release of "waste oil/motor/hydraulic/lubricating" to soil. No other information was available online or in the EDR Report. Based on the regulatory status and media impacted, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-11	High
E	Utility TCE	80417			80417	N	LACMTA	RAIL OPS	LONG BEACH CA	Railroad	7140014936	LACMTA	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80417 as Railroad Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80417 consists of APN 7140-014-936. Based on a review of on-line maps and photographs, Parcel #80417 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad track and the Metro Blue Line Yard (4350 208th Street). LACMTA Division 11 and Rapid Transit District Metro (EDR ID# 2484) were identified associated with this address in the RCRA-SQG, FINDS, WDS, NPDES, LUST databases. According to the GeoTracker database, the facility is listed with a status of "completed-case closed" as of 09/08/2010 for a release of "waste oil/motor/hydraulic/lubricating" to soil. No other information was available online or in the EDR Report. Based on the regulatory status and media impacted, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-11	High
E	TCE	50442	50454		50442	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	7140014806	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50442 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50442 consists of APN 7140-014-806. Based on a review of on-line maps and photographs, Parcel #50442 is a lot utilized for parking, with an office trailer in the southern portion. Parcel #50442 is located adjacent to the west of Dominguez Basin, north of Carson Street, east of I-710. This parcel is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-11	High
E	TCE	50443	50455		50443	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	7140014803	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50443 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50443 consists of APN 7140-014-803. Based on a review of on-line maps and photographs, Parcel #50443 is a strip of land running adjacent and parallel to the west of the Dominguez Basin. This parcel is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-11	High
E	TCE	50444	50456		50444	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	7140014805	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50444 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50444 consists of APN 7140-014-805. Based on a review of on-line maps and photographs, Parcel #50444 is a strip of land running adjacent and parallel to the west of the Dominguez Basin. This parcel is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-11	High
E	Partial, TCE	40445	40457		40445	N	L A CO METRO TRANS	RAIL OPS	LONG BEACH CA	Flood Control	7140014942	L A CO METRO TRANS	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #40445 as Flood Control Use, owned by LA County Metro Tans. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40445 consists of APN 7140-014-942. Based on a review of on-line maps and photographs, Parcel #40445 consists of the northern portion of the Dominguez Basin. This parcel is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-11	High
E	TCE	80446	80458		80446	N	LACMTA	RAIL OPS	LONG BEACH CA	Railroad	7140014937	LACMTA	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80446 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80446 consists of APN 7140-014-937. Based on a review of on-line maps and photographs, Parcel #80446 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad tracks. No EDR listings were identified in this area.	7-11	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
I-405

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NO. RAP DISPL.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
E	Partial	40447	40459		40447	N	L A CO FLOOD CONTROL DIST	LA RIVER	FALSE	Flood Control	7140014910	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40447 as Flood Control Use, owned by LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40447 consists of APN 7140-014-910. Based on a review of on-line maps and photographs, Parcel #40447 consists of a storage yard (leasee unknown) located adjacent to the west of the LA River. This parcel is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-11	High
E	TCE	80448	80460		80448	N	LACMTA	RAIL OPS	LONG BEACH CA	Railroad	7140014938	LACMTA	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80448 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80448 consists of APN 7140-014-938. Based on a review of on-line maps and photographs, Parcel #80448 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad tracks. No EDR listings were identified in this area.	7-11	Medium
E	Partial	40449	40461		40449	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7140014909	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40449 as Flood Control Use, owned by LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40449 consists of APN 7140-014-909. Based on a review of on-line maps and photographs, Parcel #40449 consists of a segment of the LA River and the Dominguez Gap Wetlands located south of Dominguez Street. This parcel is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-11	High
E	Partial, TCE	80450	80462		80450	N	L A CO METRO TRANS	RAIL OPS	LONG BEACH CA	Railroad	7140014943	L A CO METRO TRANS	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80450 as Railroad Use, owned by LA Co Metro Trans. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80450 consists of APN 7140-014-943. Based on a review of on-line maps and photographs, Parcel #80450 consists of a paved lot used for parking and storage associated with the adjoining LACMTA facility. This parcel is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-11	High
E	Utility TCE	80450	80462		80450	N	L A CO METRO TRANS	RAIL OPS	LONG BEACH CA	Railroad	7140014943	L A CO METRO TRANS	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80450 as Railroad Use, owned by LA Co Metro Trans. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80450 consists of APN 7140-014-943. Based on a review of on-line maps and photographs, Parcel #80450 consists of a paved lot used for parking and storage associated with the adjoining LACMTA facility. This parcel is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-11	High
E	Partial, TCE	04351	04363		04351	N	HARBOR LAND COMPANY LLC	0	LONG BEACH CA	BUSINESS	7140014028	HARBOR LAND COMPANY LLC	0		LONG BEACH CA	The ROW Impact Report identified Parcel #04351 as Business Use, owned by Harbor Land Company LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #04351 consists of APN 7140-014-028. Based on a review of on-line maps and photographs, Parcel #04351 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad tracks. This parcel is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-11	High
E	Utility TCE	04351	04363		04351	N	HARBOR LAND COMPANY LLC	0	LONG BEACH CA	BUSINESS	7140014028	HARBOR LAND COMPANY LLC	0		LONG BEACH CA	The ROW Impact Report identified Parcel #04351 as Business Use, owned by Harbor Land Company LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #04351 consists of APN 7140-014-028. Based on a review of on-line maps and photographs, Parcel #04351 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad tracks. This parcel is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-11	High
E	Partial, TCE	50452	50464		50452	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	7140014804	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50452 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50452 consists of APN 7140-014-804. Based on a review of on-line maps and photographs, Parcel #50452 is a storage yard (leasee unknown) located adjacent to the west of the LA River. This parcel is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-11	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
I-405

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NO. RAP DISPL.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Utility TCE	50452	50464		50452	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	7140014804	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50452 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50452 consists of APN 7140-014-804. Based on a review of on-line maps and photographs, Parcel #50452 is a storage yard (leasee unknown) located adjacent to the west of the LA River. This parcel is located within an area identified in the EDR Report Orphan Summary (ID#s S114725879 and S114725880) as Caltrans Long Beach, and West LA River #2 in the RGA LF database, see Parcel #40416 for EDR listing information.	7-11	High
E	TCE	80419			80419	N	L A CITY	0	LONG BEACH CA	Railroad	7140014944	L A CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #80419 as Railroad Use, owned by LA City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80419 consists of APN 7140-014-944. Based on a review of on-line maps and photographs, Parcel #80419 consists of a segment of Union Pacific Railroad tracks located adjacent to the east of I-710. No EDR listings were identified in this area.	7-11	Medium
E	TCE	80420			80420	N	L A CITY	0	LONG BEACH CA	Railroad	7140014945	L A CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #80420 as Railroad Use, owned by LA City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80420 consists of APN 7140-014-945. Based on a review of on-line maps and photographs, Parcel #80420 consists of a segment of Union Pacific Railroad tracks located east of I-710 and west of the LA River. No EDR listings were identified in this area.	7-11	Medium
E	Partial, TCE	40421			40421	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control	7133017900	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identified Parcel #40421 as Flood Control Use, owned by LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40421 consists of APN 7133-017-900 Based on a review of on-line maps and photographs, Parcel #40421 consists of a vacant strip of land parallel to Union Pacific railroad tracks, adjacent to the east of I-710 and west of the LA River. No EDR listings were identified in this area.	7-11	Low
E	TCE	80422			80422	N	LONG BEACH CITY	0	LONG BEACH CA	Railroad	7133017904	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #80422 as Railroad Use, owned by Long Beach City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80422 consists of APN 7133-017-904. Based on a review of on-line maps and photographs, Parcel #80422 consists of a segment of Union Pacific Railroad tracks located east of I-710 and west of the LA River. No EDR listings were identified in this area.	7-11	Medium
E	Partial, TCE	50423			50423	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	7133017800	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50423 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50423 consists of APN 7133-017-800. Based on a review of on-line maps and photographs, Parcel #50423 consists of transmission power lines and leased for use as a livestock/animal yard (leasee unknown), located east of I-710 and west of the LA River. No EDR listings were identified in this area.	7-11	Low
E	TCE	40424			40424	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	7133017906	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40424 as Flood Control Use, owned by LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40424 consists of APN 7133-017-906. Based on a review of on-line maps and photographs, Parcel #40424 consists of a segment of the LA River and the Dominguez Gap wetlands, located north of Dominguez Street. No EDR listings were identified in this area.	7-11	Low
UPRR																		
I-405																		
W	Partial, TCE	04425			04425	N	0		LONG BEACH CA	PUBLIC	7310016806				LONG BEACH CA	The ROW Impact Report identified Parcel #04425 as Public Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #04425 consists of APN 7310-016-806. Based on a review of on-line maps and photographs, Parcel #04425 appears to be occupied by transmission power lines located within the onramp turnaround from I-405 to I-710. No EDR listings were identified in this area.	7-08	Low
W	Partial	04426			04426	N	CALIFORNIA BROADCAST CENTER LLC	3800 VIA ORO	LONG BEACH CA	BUSINESS	7310016086	CALIFORNIA BROADCAST CENTER LLC	3800	VIA ORO	LONG BEACH CA	The ROW Impact Report identifies Parcel #04426 as Business Use, owned by California Broadcast Center LLC . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04426 consists of APN 7310-016-086. Based on a review of on-line maps and photographs, Parcel #04426 is improved with a commercial building occupied by DirecTV (3800 Via Oro Avenue) located east of Via Oro Avenue and west of I-710.DirecTV CBC and California Broadcast Center (EDR ID# 2695) were identified in the HAZNET, AST, and UST databases. Based on the lack of listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-08	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
I-405

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NO. RAP DISPL.	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Utility TCE	04426			04426	N	CALIFORNIA BROADCAST CENTER LLC	3800 VIA ORO	LONG BEACH CA	BUSINESS	7310016086	CALIFORNIA BROADCAST CENTER LLC	3800	VIA ORO	LONG BEACH CA	The ROW Impact Report identifies Parcel #04426 as Business Use, owned by California Broadcast Center LLC . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #04426 consists of APN 7310-016-086. Based on a review of on-line maps and photographs, Parcel #04426 is improved with a commercial building occupied by DirecTV (3800 Via Oro Avenue) located east of Via Oro Avenue and west of I-710.DirecTV CBC and California Broadcast Center (EDR ID# 2695) were identified in the HAZNET, AST, and UST databases. Based on the lack of listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-08	Low
W **UPRR/ METRO BLUE LINE**	TCE	04432			04432	N	1431 VIA PLATA LLC	1431 W VIA PLATA ST	LONG BEACH CA	BUSINESS	7310013098	1431 VIA PLATA LLC	1431	VIA PLATA ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #04432 as Business Use, owned by 1431 Via Plata LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #04432 consists of APN 7310-013-098, which is currently occupied by Alltrade Parts (1431 W. Via Plata Street). 1431 Via Plata and Chinle Corp NV (EDR ID# 2613) were identified in the NPDES database. Based on the lack of listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-11	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
405 West

	IMPACT	Private Use ID #	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
SANTA FE Avenue																		
N	TCE	05101	05101	LINWOOD AVENUE LIMITED PARTNERSHIP	1500 HUGHES WAY	LONG BEACH CA	BUSINESS		0.0814		7310016072	LINWOOD AVENUE LIMITED PARTNERSHIP	1500	HUGHES WAY	LONG BEACH CA	The ROW Impact Report identifies Parcel #05101 as Business Use owned by Linwood Avenue Limited. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #05101 consists of APN 7310-016-072. Based on a review of on-line maps and photographs, Parcel #05101 consists of a portion of the parking lot associated with Fluor Enterprises, Inc. at 1500 Hughes Way, located adjacent to the north of I-405, and east of Warnock Way. One listing was identified in the EDR Report as Hughes AirCraft Co (EDR ID# S112919581) in the HAZNET database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-09	Low
S	Partial, TCE	05202	05202	AMML II LLC	3700 SANTA FE AVE	LONG BEACH CA	BUSINESS	0.0493	0.0686		7311001011	AMML II LLC	3700	SANTA FE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #05202 as Business Use owned by AMML II LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #05202 consists of APN 7311-001-011. Based on a review of on-line maps and photographs, Parcel #05202 consists of a portion of the parking lot associated with Turelk, Inc. at 3700 Santa Fe Avenue, located adjacent to the south of I-405, and east of Santa Fe Avenue. The address was identified as Sprint United Management Co. (EDR ID# 1016418928) in the FINDS database; as Turelk Inc. (EDR# S112913522) in the HAZNET database; and as Turelk, Inc. (EDR# U003661434) in the UST database. Based on the lack of listing in other databases indicating violations and/or a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-09	Low
S	TCE	05203	05203	STRACHAN,ROBERT C CO TR	1581 W WARDLOW RD	LONG BEACH CA	BUSINESS		0.0207		7311001004	STRACHAN,ROBERT C CO TR	1581	WARDLOW RD	LONG BEACH CA	The ROW Impact Report identifies Parcel #05203 as Business Use owned by Robert C CO TR Strachan. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #05203 consists of APN 7311-001-004. Based on a review of on-line maps and photographs, Parcel #05203 consists of a portion of the parking lot associated with West Coast Packer at 1581 W. Wardlow Road, located adjacent to the south of I-405, and east of Santa Fe Avenue. The address was identified as Kohler Rental Power (EDR ID# S11315994) in the HAZNET database. Based on the lack of listing in other databases indicating violations and/or a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-09	Low
S	Partial, TCE	05204	05204	KARBACH ENTERPRISES	1515 W WARDLOW RD	LONG BEACH CA	BUSINESS	0.805	0.4788		7311001001	KARBACH ENTERPRISES	1515	WARDLOW RD	LONG BEACH CA	The ROW Impact Report identifies Parcel #05204 as Business Use owned by Karbach Enterprises. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #05204 consists of APN 7311-001-001. Based on a review of on-line maps and photographs, Parcel #05204 consists of a portion of land occupied by Western Shipping America, Inc. at 1515 W. Wardlow Road, located adjacent to the south of I-405 off-ramp, and north of W. Wardlow Road. No EDR listings were identified associated with this address.	7-09	Low
S	Partial, TCE	05205	05205	KARBACH ENTERPRISES	1501 W WARDLOW RD	LONG BEACH CA	BUSINESS	0.0061	0.0298		7311001002	KARBACH ENTERPRISES	1501	WARDLOW RD	LONG BEACH CA	The ROW Impact Report identifies Parcel #05205 as Business Use owned by Karbach Enterprises. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #05205 consists of APN 7311-001-002. Based on a review of on-line maps and photographs, Parcel #05205 consists of a strip of land associated with American Circulation Invention at 1501 W. Wardlow Road, located south of I-405 on-ramp, and north of W. Wardlow Road. No EDR listings were identified associated with this address.	7-09	Low
S	Utility TCE	50506	50506	SO CALIF EDISON CO	WARDLOW RD	LONG BEACH CA	Utility		0.1734		7311001802	SO CALIF EDISON CO		WARDLOW RD	LONG BEACH CA	A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50506 consists of APN 7311-001-802. Based on a review of on-line maps and photographs, Parcel #50506 consists of a portion of a Southern California Edison utility easement, located adjacent to the south of I-405, north of Wardlow Road, and east of Delta Avenue, which is used as a storage yard. No EDR listings were identified in this area.		Low
I-710 Freeway																		
Totals:																		

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
405 East

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
I-710 Freeway																	
N	Partial, TCE	06101	CRG PROPERTIES LTD	0	LONG BEACH CA	BUSINESS	0.7933	0.1842		7140014019	CRG PROPERTIES LTD	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #06101 as Business Use, owned by CRG Properties LTD. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #06101 consists of APN 7140-014-019. Based on a review of on-line maps and photographs, Parcel #06101 is associated with the former Long Beach Golf Learning Center (3701 & 4021 Pacific Place) property. Long Beach Industrial Park (EDR ID# 2752/2767) was identified associated with this address in the VCP, ENVIROSTOR, SLIC, and FINDS databases; as CRG Properties in the HAZNET and UST databases; and as Petro Resources Inc. in the CERCLIS-NFRAP, FINDS, RGA LUST, and EMI databases. This parcel is associated with an 18 acre site formerly used as a central brine treatment facility from 1926 until the mid-1950s. Former activities consisted of pumping oil brine, drilling mud, and other waste materials generated from nearby oil production into unlined sumps. For the past five years, the site has been used as a golf practice range. Under the DTSC oversight, investigations are being conducted to evaluate the presence and extent of hazardous substances in the subsurface including benzene, benzo(a)pyrene, metals and TPH as gasoline. The case is also identified in the RWQCB's on-line GeoTracker database as Long Beach Industrial Park at 4021 Pacific Place. According to the GeoTracker and ENVIROSTOR on-line databases, the DTSC is the lead agency for the case. The cleanup status on the on-line ENVIROSTOR database is reported as "Inactive – Action Required" as of 1/26/2009; however, the database reports that a Remedial Action Completion Report was due to DTSC on 4/30/2011. Based on the regulatory status and former use, this site is considered to represent an environmental concern to the ISA Study Area and a file review is recommended. It should be noted that soil and groundwater contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	7-10	High
N	Partial, TCE	06102	CRG PROPERTIES LTD	0	LONG BEACH CA	BUSINESS	0.0499	0.021		7140014032	CRG PROPERTIES LTD	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #06102 as Business Use, owned by CRG Properties LTD. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #06102 consists of APN 7140-014-032. Based on a review of on-line maps and photographs, Parcel #06102 is associated with Parcel #06101.	7-10	High
N	Partial, TCE	06103	TOOKEY,VICTOR R AND EVELYN M	4021 AMEBCO RD	LONG BEACH CA	BUSINESS	0.0148	0.0151		7140014025	TOOKEY,VICTOR R AND EVELYN M	4021	AMEBCO RD	LONG BEACH CA	The ROW Impact Report identifies Parcel #06103 as Business Use, owned by Tookey, Victor R and Evelyn M. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #06103 consists of APN 7140-014-032. Based on a review of on-line maps and photographs, Parcel #06103 is associated with Parcel #06101.	7-10	High
N	Ped. Partial, TCE	01608	MCDONALD,JOHN B CO TR ET AL	3916 AMEBCO RD	LONG BEACH CA	BUSINESS	0.5764	0.0087		7140014023	MCDONALD,JOHN B CO TR ET AL	3916	AMEBCO RD	LONG BEACH CA	The ROW Impact Report identifies Parcel #01608 as Business Use, owned by MCDONALD,JOHN B CO TR ET AL. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #01608 consists of APN 7140-014-023. Based on a review of on-line maps and photographs, Parcel #01608 is a an unpaved strip of land located adjacent to the east of North Pacific Place and adjacent to the west of MTA railroad tracks. No EDR listings were identified in this area.		High
N	TCE	80604	LACMTA	RAIL OPS	LONG BEACH CA	Railroad		0.1835		7140014941	LACMTA	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80604 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80604 consists of APN 7140-014-941. Based on a review of on-line maps and photographs, Parcel #80604 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad tracks. No EDR listings were identified in this area.	7-10	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
405 East

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
N	Pedestrian TCE	80604	LACMTA	RAIL OPS	LONG BEACH CA	Railroad		0.2081		7140014941	LACMTA	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80604 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80604 consists of APN 7140-014-941. Based on a review of on-line maps and photographs, Parcel #80604 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad tracks. No EDR listings were identified in this area.	7-10	Medium
N	TCE	80605	LACMTA	RAIL OPS	LONG BEACH CA	Railroad		0.4146		7140014919	LACMTA	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80605 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80605 consists of APN 7140-014-919. Based on a review of on-line maps and photographs, Parcel #80605 consists of a segment of the Metro Blue Line/ Pacific Electric Railroad tracks. No EDR listings were identified in this area.	7-10 7-10	Medium
S	Partial, TCE	06206	OIL OPERATORS INC	701 W BAKER ST	LONG BEACH CA	BUSINESS	0.5535	0.2305		7203002001	OIL OPERATORS INC	701	BAKER ST	LONG BEACH CA	The ROW Impact Report identified Parcel #06206 as Business Use, owned by Oil Operators Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #06206 consists of APN 7203-002-001. Based on a review of on-line maps and photographs, Parcel #06206 is currently vacant land. No EDR listings were identified associated with 701 W Baker Street. Oil Operators Inc. was identified at 712 W Baker Street (EDR ID# 2797) in the UST, SLIC, CERCLIS, CHMIRS, HIST UST, CA FID UST, EMI, and SWEEPS UST databases and at 714 W Baker Street (EDR ID#2797) in the ENVIROSTOR database. The ENVIROSTOR database referred the case the RWQCB as of 01/01/2011. The RWQCB remains the lead agency on the case. The ENVIROSTOR database indicates that the US EPA is also involved in cleanup oversight for this case. The on-line GeoTracker database identifies the case at 712 W Baker Street and lists the facility status as "Open – Site Assessment" as of 01/02/2015. According to the on-line GeoTracker database, the Oil Operators, Inc. (OOI) property covers 20 acres located east of I-710 and is bounded on the north by the 405 Freeway, on the south by Wardlow Road, and on the east by Golden Avenue. Baker Street divides the property into northern and southern parts. The LA River is located immediately to the west. OOI operated water treatment facilities at this property from 1926 to 1998 to treat production brines and other fluids recovered during oil production. Processed included removal of oil and sediment from the water, recovering low-grade oil for recycling, and disposal of the treated water offsite. Multiple basins that were used to settle oily solids/sludge and to hold treated water were located on the property. The facilities were decommissioned in phases beginning in 1998 and the property is currently vacant. The primary area of concern is identified as Basin 1, which held untreated oil production fluids for settling of oily solids/sludge. Cleanup criteria have been established for chemicals of concern in Basin 1, including TPH as gasoline, BTEX, and heavy metals. Soil remediation has been underway at the property since March 2010, consisting of in-situ enhanced biodegradation, and quarterly groundwater monitoring is conducted. Based on information reviewed on the on-line GeoTracker database, it appears that additional investigations and remediation are required at this property. Based on the regulatory status and on-going remedial conditions, this site is considered to represent an environmental concern to the ISA Study Area . It should be noted that soil and groundwater contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	7-10 7-10	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
405 East

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
S **PACIFIC Avenue**	TCE	80607	LACMTA	RAIL OPS	LONG BEACH CA	Railroad		0.8762		7204007900	LACMTA	RAIL OPS		LONG BEACH CA	The ROW Impact Report identified Parcel #80607 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80607 consists of APN 7204-007-900. Based on a review of on-line maps and photographs, Parcel #80607 consists of a segment of the Metro Blue Line (Wardlow Station)/ Pacific Electric Railroad tracks. No EDR listings were identified in this area.	7-10	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Del Amo

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
W	TCE	70701	70433		70701	N	U S GOVT	0	LONG BEACH CA	Public		0.0401		7310013902	U S GOVT	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #70701 as Public Use, owned by the US Government. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70701 consists of APN 7310-013-902. This parcel is located west of I-710 and adjacent to the south of Union Pacific railroad tracks. No EDR listings were identified in this area.	7-11	Low
W	TCE	80702	80434		80702	N	L A CITY	0	LONG BEACH CA	Railroad		1.0883		7310013911	L A CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #80702 as Railroad Use, owned by LA City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80702 consists of APN 7310-013-911. Based on review of on-line maps and photographs, Parcel #80702 consists of a segment of Union Pacific railroad tracks. No EDR listings were identified in this area.	7-11	Medium
W	TCE	07103	04435		07103	N	COVENANT TRANSPORT INC	1450 W DOMINGUEZ ST	LONG BEACH CA	BUSINESS		0.0432		7310013101	COVENANT TRANSPORT INC	1450	DOMINGUEZ ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #07103 as Business Use, owned by Covenant Transportation Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07103 consists of APN 7310-013-911. Based on review of on-line maps and photographs, Parcel #07103 consists of a segment of Union Pacific railroad tracks. No EDR listings were identified in this area.	7-11	Medium
W	Utility TCE	07103	04435		07103	N	COVENANT TRANSPORT INC	1450 W DOMINGUEZ ST	LONG BEACH CA	BUSINESS		0.2046		7310013101	COVENANT TRANSPORT INC	1450	DOMINGUEZ ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #07103 as Business Use, owned by Covenant Transportation Inc. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07103 consists of APN 7310-013-911. Based on review of on-line maps and photographs, Parcel #07103 consists of a segment of Union Pacific railroad tracks. No EDR listings were identified in this area.	7-11	Medium
W	TCE	07104	04436		07104	N	LONG BEACH CITY	0	LONG BEACH CA	Public		0.0093		7310013909	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identifies Parcel #07104 as Public Use, owned by Long Beach City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07104 consists of APN 7310-013-909. Based on review of on-line maps and photographs, Parcel #07104 consists of vacant land bound to the west by E. Dominguez Street and east of I-710. No EDR listings were identified in this area.	7-11	Low
W	TCE	07105	04437		07105	N	DOMINGUEZ CARSON LLC	3025 E DOMINGUEZ ST	CARSON CA	BUSINESS		0.0292		7306011023	DOMINGUEZ CARSON LLC	3025	DOMINGUEZ ST	CARSON CA	The ROW Impact Report identified Parcel #07105 as Business use owned by Carson Dominguez LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07105 consists of APN 7306-011-023. Based on review of on-line maps and photographs, Parcel #07105 consists of a commercial building (3025 E. Dominguez) north of E. Dominguez Street. This address was identified as AAI/California Carshe, Inc. (EDR ID# 2534) in the EMI, FINDS, CA FID UST, SWEEPS UST, Los Angeles Co. HMS databases; as LaFayette Metal Service Corporation in the CA FID UST, SWEEPS UST, Los Angeles Co. HMS, and EMI databases; as Keep on Trucking in the WDS, NPDES, and Los Angeles Co. HMS databases; Siemens Transportations Systems Inc. in the HAZNET and NPDES databases. Based on the lack of listing in other databases indicating violations and/or a release, these listing are not expected to have created an environmental concern to the ISA Study Area.	7-11	Low
W	Utility TCE	07105	04437		07105	N	DOMINGUEZ CARSON LLC	3025 E DOMINGUEZ ST	CARSON CA	BUSINESS		0.0504		7306011023	DOMINGUEZ CARSON LLC	3025	DOMINGUEZ ST	CARSON CA	The ROW Impact Report identified Parcel #07105 as Business use owned by Carson Dominguez LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #07105 consists of APN 7306-011-023. Based on review of on-line maps and photographs, Parcel #07105 consists of a commercial building (3025 E. Dominguez) north of E. Dominguez Street. This address was identified as AAI/California Carshe, Inc. (EDR ID# 2534) in the EMI, FINDS, CA FID UST, SWEEPS UST, Los Angeles Co. HMS databases; as LaFayette Metal Service Corporation in the CA FID UST, SWEEPS UST, Los Angeles Co. HMS, and EMI databases; as Keep on Trucking in the WDS, NPDES, and Los Angeles Co. HMS databases; Siemens Transportations Systems Inc. in the HAZNET and NPDES databases. Based on the lack of listing in other databases indicating violations and/or a release, these listing are not expected to have created an environmental concern to the ISA Study Area.	5C-11	Low
W	TCE	80707	80438		80707	N	LACMTA	RAIL OPS	CARSON CA	Railroad		0.3422		7306011902	LACMTA	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80707 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80707 consists of APN 7306-011-902. Based on a review of on-line maps and photographs, Parcel #80707 consists of a segment of the Metro Blue Line Railroad tracks. No EDR listings were identified in this area.	7-11	Medium
W	TCE	80706	80439		80706	N	LACMTA	RAIL OPS	CARSON CA	Railroad		0.1844		7306011906	LACMTA	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80706 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80706 consists of APN 7306-011-906. Based on a review of on-line maps and photographs, Parcel #80706 consists of a segment of the Metro Blue Line Railroad tracks that cross over I-710. No EDR listings were identified in this area.	7-11	Medium
W	TCE	80708	80440		80708	N	LACMTA	RAIL OPS	CARSON CA	Railroad		0.8856		7306011907	LACMTA	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80708 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80708 consists of APN 7306-011-907. Based on a review of on-line maps and photographs, Parcel #80708 consists of a segment of the Metro Blue Line Railroad tracks west of I-710. No EDR listings were identified in this area.	7-11	Medium
W	TCE	80709	80441		80709	N	LACMTA	RAIL OPS	CARSON CA	Railroad		0.4896		7306011903	LACMTA	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80709 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80709 consists of APN 7306-011-903. Based on a review of on-line maps and photographs, Parcel #80709 consists of a segment of the Metro Blue Line Railroad tracks and N. 208th Street, west of I-710. No EDR listings were identified in this area.	7-11	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Del Amo

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
		80710	80442																		
W	TCE				80710	N	LACMTA	RAIL OPS	CARSON CA	Railroad		0.84		7306011904	LACMTA	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80710 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80710 consists of APN 7306-011-904. Based on a review of on-line maps and photographs, Parcel #80710 consists of a segment of N. 208th Street adjacent to the south of the Metro Railroad tracks, west of I-710. No EDR listings were identified in this area.	7-11	Medium
		80711	80443																		
W	TCE				80711	N	SOU PAC TRANS CO	RAIL OPS	CARSON CA	Railroad		0.517		7306011812	SOU PAC TRANS CO	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80711 as Railroad Use, owned by South Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80711 consists of APN 7306-011-812. Based on a review of on-line maps and photographs, Parcel #80711 consists of a segment of Metro Blue Line Railroad tracks bordered to the north by E. Del Amo Boulevard, west of I-710. No EDR listings were identified in this area.	7-11	Medium
		80712	80444																		
W	TCE				80712	N	LACMTA	RAIL OPS	CARSON CA	Railroad		0.6847		7306011905	LACMTA	RAIL OPS		CARSON CA	The ROW Impact Report identified Parcel #80712 as Railroad Use, owned by LACMTA. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80712 consists of APN 7306-011-905. Based on a review of on-line maps and photographs, Parcel #80712 consists of a segment of Metro Blue Line Railroad tracks bordered to the north by E. Del Amo Boulevard, west of I-710. No EDR listings were identified in this area.	7-11	Medium
	Partial, TCE	80741	80801																		
W					80741	N	SOU PAC TRANS CO	RAIL OPS	COMPTON CA	Railroad	0.0307	2.1837		7306021811	SOU PAC TRANS CO	RAIL OPS		COMPTON CA	The ROW Impact Report identified Parcel #80741 as Railroad Use, owned by South Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80741 consists of APN 7306-021-811. Based on a review of on-line maps and photographs, Parcel #80741 consists of a segment of railroad tracks west of I-710. No EDR listings were identified in this area.	7-13	Medium
SUSANA XING																					
		70721	70418																		
E	TCE				70721	N	U S GOVT	E 208TH ST	LONG BEACH CA	Public		0.359		7140014900	U S GOVT	E 208TH ST		LONG BEACH CA	The ROW Impact Report identified Parcel #70721 as Public Use, owned by the US Government. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70721 consists of APN 7140-014-900. Based on a review of on-line maps and photographs, Parcel #70721 consists of the northern-most portion of the LACMTA Blue Line maintenance facility. No EDR listings were identified in this area.	7-11	High
		80722	80419																		
E	TCE				80722	N	L A CITY	0	LONG BEACH CA	Railroad		0.5002		7140014944	L A CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #80722 as Railroad Use, owned by LA City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80722 consists of APN 7140-001-944. Based on a review of on-line maps and photographs, Parcel #80722 consists of a segment of railroad tracks east of I-710. No EDR listings were identified in this area.	7-11	Medium
		80724	80420																		
E	TCE				80724	N	L A CITY	0	LONG BEACH CA	Railroad		0.3371		7140014945	L A CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #80724 as Railroad Use, owned by LA City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80724 consists of APN 7140-001-945. Based on a review of on-line maps and photographs, Parcel #80724 consists of a segment of railroad tracks east of I-710. No EDR listings were identified in this area.	7-11	Medium
	Partial, TCE	40723	40421																		
E					40723	N	L A CO FLOOD CONTROL DIST	0	LONG BEACH CA	Flood Control	0.1028	0.0032		7133017900	L A CO FLOOD CONTROL DIST	0		LONG BEACH CA	The ROW Impact Report identified Parcel #40723 as Flood Control Use, owned by LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40723 consists of APN 7133-017-900. Based on a review of on-line maps and photographs, Parcel #40723 consists of a vacant strip of land adjacent to Parcel #80724, east of I-710. No EDR listings were identified in this area.	7-11	Low
		80725	80422																		
E	TCE				80725	N	LONG BEACH CITY	0	LONG BEACH CA	Railroad		0.1283		7133017904	LONG BEACH CITY	0		LONG BEACH CA	The ROW Impact Report identified Parcel #80725 as Railroad Use, owned by Long Beach City. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80725 consists of APN 7133-017-904. Based on a review of on-line maps and photographs, Parcel #80725 consists of a segment of railroad tracks east of I-710. No EDR listings were identified in this area.	7-11	Medium
	Partial, TCE	50726	50423																		
E					50726	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.3804	1.0307		7133017800	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50726 as Utility Use, owned by Southern California Edison (SCE). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50726 consists of APN 7133-017-800. Based on a review of on-line maps and photographs, Parcel #50726 is occupied by transmission power lines and leased for use as a livestock/animal yard (leasee unknown) located east of I-710. No EDR listings were identified in this area.	7-11	Low
	Utility TCE	50726	50423																		
E					50726	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.3086		7133017800	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50726 as Utility Use, owned by Southern California Edison (SCE). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #50726 consists of APN 7133-017-800. Based on a review of on-line maps and photographs, Parcel #50726 is occupied by transmission power lines and leased for use as a livestock/animal yard (leasee unknown) located east of I-710. No EDR listings were identified in this area.	5C-11/12	Low
		40727	40424																		
E	TCE				40727	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.1185		7133017906	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40727 as Flood Control Use, owned by LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40727 consists of APN 7133-017-906. Based on a review of on-line maps and photographs, Parcel #40727 consists of a segment of the LA River and a strip of land located adjacent to the east. No EDR listings were identified in this area.	7-11	Low

UPRR/ METRO Blue Line

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Del Amo

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
W	Partial, TCE	07113	07101		07113	N	UNIVERSAL LOGISTICS SYSTEM INC	2850 E DEL AMO BL	CARSON CA	BUSINESS	0.5062	0.3275		7306011031	UNIVERSAL LOGISTICS SYSTEM INC	2850	DEL AMO BL	CARSON CA	The ROW Impact Report identified Parcel #07113 as Business use owned by Universal Logistics Systems Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07113 consists of APN 7306-011-031. Based on review of on-line maps and photographs, Parcel #07113 consists of a large commercial building surrounded by trailer parking areas (2850 E. Del Amo Boulevard) currently occupied by Universal Warehouse and located adjacent to the west of I-710. This address was identified as Universal Warehouse (EDR ID# 2453) in the CERC-NFRAP, RCRA-SQG, FINDS, Los Angeles County Site Mitigation, Los Angeles County HMS, and ENVIROSTOR; as Dawson Steel Inc. in the Los Angeles County HMS database; and as Universal Logistics Inc. in the Los Angeles County HMS database. In 1984, this property was identified as a potential hazardous waste site. The ENVIROSTOR database reports no further action for DTSC and the site was referred to the EPA in 1984. In 1986, after completion of a preliminary assessment, the site was assigned a NFRAP status by the EPA and the site was archived under CERCLA. Based on the closure status and no further action planned, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-12	Low
W	Partial, TCE	40714	40702		40714	N	COMPTON CREEK LLC	FLOOD CONTROL	CARSON CA	Flood Control	0.8204	0.7428		7306011029	COMPTON CREEK LLC	FLOOD CONTROL		CARSON CA	The ROW Impact Report identified Parcel #40714 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40714 consists of APN 7306-011-029. Based on a review of on-line maps and photographs, Parcel #40714 consists of a segment of Compton Creek bound by E. Del Amo Boulevard to the north and I-710 to the south. No EDR listings were identified in this area.	7-12	Low
W	Full	07118	07103		07118	Y	REALTY INCOME PROPERTIES 16 LLC	20410 S SUSANA RD	COMPTON CA	BUSINESS	0.8024		0.0201	7306026021	REALTY INCOME PROPERTIES 16 LLC	20410	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07118 as Business use owned by Realty Income Properties 16 LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07118 consists of APN 7306-026-021. Based on review of on-line maps and photographs, Parcel #07118 consists of a commercial building currently occupied by Smart & Final (20410 S. Susana Road). No EDR listings were identified associated with this address.	7-12	Low
W	Full	07117	07104		07117	Y	GREENBERG ASSOCIATES	20420 S SUSANA RD	CARSON CA	BUSINESS	0.6205		0.0393	7306026022	GREENBERG ASSOCIATES	20420	SUSANA RD	CARSON CA	The ROW Impact Report identified Parcel #07117 as Business use owned by Greenberg Associates. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07117 consists of APN 7306-026-022. Based on review of on-line maps and photographs, Parcel #07117 consists of a commercial building currently occupied by Smart & Final (20410 S. Susana Road). This address was identified as Catalyst Technology Inc. (EDR ID# 2437) in the Los Angeles County HMS, EMI, RCRA-NonGen, and FINDS databases. No violations are reported. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-12	Low
W	Full	07115	07105		07115	Y	KOMATSU FORKLIFT RETAIL	20434 S SUSANA RD	COMPTON CA	BUSINESS	1.2908		0.2517	7306026023	KOMATSU FORKLIFT RETAIL	20434	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07115 as Business use owned by Komatsu Forklift Retail. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07115 consists of APN 7306-026-023. Based on review of on-line maps and photographs, Parcel #07115 consists of a commercial building currently occupied by Komatsu Forklift Retailers (20434 S. Susana Road). This address was identified as Nationwide Material Handling. (EDR ID# 2437) in the Los Angeles County HMS and HAZNET databases; as Nationwide in the RCRA-SQG, FINDS, Los Angeles County HMS, and EMI databases. No violations are reported. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-12	Low
W	Full	07116	07106		07116	Y	BACKFLOW APPARATUS AND	20435 S SUSANA RD	CARSON CA	BUSINESS			0.7112	7306026024	BACKFLOW APPARATUS AND	20435	SUSANA RD	CARSON CA	The ROW Impact Report identified Parcel #07116 as Business use owned by Backflow Apparatus. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07115 consists of APN 7306-026-024. Based on review of on-line maps and photographs, Parcel #07116 consists of a commercial building currently occupied by Backflow Apparatus (20435 S. Susana Road). No EDR listings were identified associated with this address.	7-12	Low
W	Full	07119	07107		07119	Y	STEUBER,ROBERT AND CATHERINE TRS	20425 S SUSANA RD	COMPTON CA	BUSINESS			1.146	7306026025	STEUBER,ROBERT AND CATHERINE TRS	20425	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07119 as Business use owned by Steuber, Robert and Catherine TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07119 consists of APN 7306-026-025. Based on review of on-line maps and photographs, Parcel #07119 consists of a commercial building currently occupied by Alta Coffee Service (20425 S. Susana Road). No EDR listings were identified associated with this address.	7-12	Low
W	Full	07120	07108		07120	Y	SOBEL REALTY HOLDINGS LP	20411 S SUSANA RD	COMPTON CA	BUSINESS	0.3807		1.0469	7306026026	SOBEL REALTY HOLDINGS LP	20411	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07120 as Business use owned by Sobel Realty Holdings LP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07120 consists of APN 7306-026-026. Based on review of on-line maps and photographs, Parcel #07120 consists of a retail strip mall (20411 S. Susana Road). No EDR listings were identified associated with this address.	7-12	Low
																				7-12	
E	Partial, TCE	07228	07209		07228	Y	HARBOR LAND COMPANY LLC	1001 E DOMINGUEZ ST	LONG BEACH CA	BUSINESS	0.7159	0.5996		7133017006	HARBOR LAND COMPANY LLC	1001	DOMINGUEZ ST	LONG BEACH CA	The ROW Impact Report identified Parcel #07228 as Business use owned by Harbor Land Company LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07228 consists of APN 7133-017-006. Based on review of on-line maps and photographs, Parcel #07228 consists of a tractor trailer storage lot (1001 E. Dominguez Street). No EDR listings were identified associated with this address.	7-12	Low
E	Full	40729	40710		40729	Y	CARTER,EARNEST R AND KATHI TRS	FLOOD CONTROL	LONG BEACH CA	BUSINESS	2.5734			7133017004	CARTER,EARNEST R AND KATHI TRS	FLOOD CONTROL		LONG BEACH CA	The ROW Impact Report identified Parcel #40729 as Business Use, owned by Carter, Earnest R and Kathi TRS. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40729 consists of APN 7133-017-004. Based on a review of on-line maps and photographs, Parcel #40729 includes a portion of the Compton Creek flood control channel and a utility corridor leased for livestock/animal yard . No EDR listings were identified in this area.	7-12	Low
E	Partial, TCE	40730	40711		40730	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.618	1.9173		7133017905	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40730 as Flood Control Use, owned by La Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40730 consists of APN7133-017-905. Based on a review of on-line maps and photographs, Parcel #40730 consists of a segment of the LA River, bound to the north by W. Del Amo Boulevard and to the south by Union Pacific Railroad tracks, east of I-710. No EDR listings were identified in this area.	7-12	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Del Amo

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
Del Amo Blvd.																				7-12	
																				7-12	
																				7-12	
E	Partial, TCE	40731	40712		40731	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	1.0143	2.1784		7132002900	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40731 as Flood Control Use, owned by LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40731 consists of APN 7132-002-900. Based on a review of on-line maps and photographs, Parcel #40731 consists of a segment of the LA River, bound to the south by W. Del Amo Boulevard, east of I-710. No EDR listings were identified in this area.	7-12	Low
E	Partial, TCE	50733	50812		50733	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	1.7123	1.354		7132001801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50733 as Utility Use, owned by Southern California Edison (SCE). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50733 consists of APN 7132-001-801. Based on a review of on-line maps and photographs, Parcel #50733 is occupied by transmission power lines located adjacent to the east of I-710. No EDR listings were identified in this area.	7-13	Low
E	Utility TCE	50733	50812		50733	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.5261		7132001801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50733 as Utility Use, owned by Southern California Edison (SCE). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50733 consists of APN 7132-001-801. Based on a review of on-line maps and photographs, Parcel #50733 is occupied by transmission power lines located adjacent to the east of I-710. No EDR listings were identified in this area.	7-13	Low
E	Partial, TCE	50732	50713		50732	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.0828	0.0249		7132001800	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50732 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50732 consists of APN 7132-001-800. Based on a review of on-line maps and photographs, Parcel #50732 is occupied by transmission power lines located east of I-710 and adjacent to the north of W. Del Amo Boulevard. No EDR listings were identified in this area.	7-12	Low
E	Partial, TCE	50743	50823		50743	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.161	0.1733		7132003800	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50743 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50743 consists of APN 7132-003-800. Based on a review of on-line maps and photographs, Parcel #50743 is occupied by transmission power lines located east of I-710. No EDR listings were identified in this area.	7-13	Low
																				7-12	
W	Partial, TCE	40734	40714		40734	N	SOU PAC TRANS CO	FLOOD CONTROL	COMPTON CA	Flood Control	0.2213	0.1749		7306019835	SOU PAC TRANS CO	FLOOD CONTROL		COMPTON CA	The ROW Impact Report identified Parcel #40734 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40734 consists of APN 7306-019-835. Based on a review of on-line maps and photographs, Parcel #40734 consists of a segment of the LA River, bound to the south by E. Del Amo Boulevard, west of I-710. No EDR listings were identified in this area.	7-12	Low
W	Full	07435	07415		07435	Y	GSC DEL AMO LTD	20321 S SUSANA RD	RANCHO DOMINGUEZ CA	BUSINESS	2.2421		2.447	7306019095	GSC DEL AMO LTD	20321	SUSANA RD	RANCHO DOMINGUEZ CA	The ROW Impact Report identified Parcel #07435 as Business use owned by GSC Del Amo LTD. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07435 consists of APN 7306-019-095. Based on review of on-line maps and photographs, Parcel #07435 consists of a storage facility currently occupied by 710/Del Amo Self Storage (20321 S. Susana Road). This address was identified as Engine & Equipment Co. in the Los Angeles County HMS and HAZNET databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-12	Low
W	Partial, TCE	07436	07416		07436	N	SUSANA PROPERTY CO	20211 S SUSANA RD	RANCHO DOMINGUEZ CA	BUSINESS	0.0017	0.0384		7306019084	SUSANA PROPERTY CO	20211	SUSANA RD	RANCHO DOMINGUEZ CA	The ROW Impact Report identified Parcel #07436 as Business use owned by Susana Property Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07436 consists of APN 7306-019-084. Based on review of on-line maps and photographs, Parcel #07436 consists of a commercial building currently occupied by Advanced Materials (20211 S. Susana Road). This address was identified (EDR ID #2437) as United Foam in the FINDS database; as Advanced Materials in the Los Angeles County HMS and HAZNET databases; and as UFP Technologies in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-12	Low
W	TCE	07437	07417		07437	N	HENKEL ELECTRONIC MATERIALS LLC	20021 S SUSANA RD	COMPTON CA	BUSINESS		0.0068		7306019086	HENKEL ELECTRONIC MATERIALS LLC	20021	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07437 as Business use owned by Henkel Electronic Materials LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07437 consists of APN 7306-019-086. Based on review of on-line maps and photographs, Parcel #07437 consists of an industrial facility currently occupied by Henkel Electronic Materials (20021 S. Susana Road). This address was identified (EDR ID #2258) as Pacific Commerce Center in the Los Angeles County HMS database; as Ablestik Laboratories in the Los Angeles County HMS database; and as California Cartage Co, Inc. in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-12	Low
																				7-12	
W	Partial, TCE	80738	80718		80738	N	SOU PAC TRANS CO	RAIL OPS	COMPTON CA	Railroad	0.1307	0.1466		7306021813	SOU PAC TRANS CO	RAIL OPS		COMPTON CA	The ROW Impact Report identified Parcel #80738 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80738 consists of APN 7306-021-813. Based on a review of on-line maps and photographs, Parcel #80738 consists of a paved parking lot associated with Parcel#07437. No EDR listings were identified in this area.	7-12	Low
W	Partial, TCE	07439	07419		07439	N	KNICKERBOCKER PROPERTIES INC XII	19720 S SUSANA RD	COMPTON CA	BUSINESS	0.004	0.1571		7306021030	KNICKERBOCKER PROPERTIES INC XII	19720	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07439 as Business use owned by Knickerbocker Properties Inc. XII. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07439 consists of APN 7306-021-030. Based on review of on-line maps and photographs, Parcel #07439 consists of a commercial building located at 19720 S. Susana Road. No EDR listings were identified associated with this address.	7-12	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Del Amo

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
W	Partial, TCE	07440	07420		07440	N	LALONDE,RONALD AND MARY TRS	19618 S SUSANA RD	COMPTON CA	BUSINESS	0.0033	0.1417		7306021020	LALONDE,RONALD AND MARY TRS	19618	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07440 as Business use owned by Lalonde, Ronald and Mary TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07440 consists of APN 7306-021-020. Based on review of on-line maps and photographs, Parcel #07440 consists of three commercial buildings currently occupied by ASAP, Beacon, and Westrax Machinery (19618 S. Susana Road). This address was identified (EDR ID# 2258) as Baker Tanks, Inc. in the Los Angeles County HMS database; as Gearhart Ind. Inc. MWR in the RCRA-SQG and FINDS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	5C-12	Low
W	Full	07442	07421		07442	Y	PACAB LLC	19900 S SUSANA RD	COMPTON CA	BUSINESS	2.3899		5.3816	7306021018	PACAB LLC	19900	SUSANA RD	COMPTON CA	The ROW Impact Report identified Parcel #07442 as Business use owned by Pacab LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #07442 consists of APN 7306-021-018. Based on review of on-line maps and photographs, Parcel #07442 consists of two commercial buildings currently occupied by Ewhse USA Inc. (19900 S. Susana Road) and Cintas uniform Services (20100 S. Susana Road), located east of S. Susana Road and adjacent to the west of I-710. This parcel was identified in the EDR Report (EDR ID# 2258) as Crain Inc. in the EMI database; as Foamex Inc. in the HAZNET database a; as Crain IND Fabrication in the NPDES database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-12	Low

SUSANA XING
UPRR/
METRO Blue
Line
I-405

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Long Beach Boulevard

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
SUSANA RR XING																					
W	Partial, TCE	80802			80802	N	SOU PAC TRANS CO	RAIL OPS	COMPTON CA	Railroad	0.0908	0.8094		7306021812	SOU PAC TRANS CO	RAIL OPS		COMPTON CA	The ROW Impact Report identifies Parcel #80802 as Railroad Use, owned by the SOU PAC TRANS CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80802 consists of APN 7306-021-812. This parcel is located adjacent to the west of I-710 and east of the intersection of East Maria Street and South Susana Road. No EDR listings were identified in this area.	7-13	Medium
W	Partial, TCE	80804			80804	N	SOU PAC TRANS CO	RAIL OPS	COMPTON CA	Railroad	0.0399	0.2423		7306022800	SOU PAC TRANS CO	RAIL OPS		COMPTON CA	The ROW Impact Report identifies Parcel #80804 as Railroad Use, owned by the SOU PAC TRANS CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80804 consists of APN 7306-022-800. This parcel is located adjacent to the west of I-710 and northeast of the intersection of East Maria Street and South Susana Road. No EDR listings were identified in this area.	7-13	Medium
W	Partial, TCE	80803			80803	N	COX,ALVIN E	RAIL OPS	COMPTON CA	Railroad	0.3282	0.0259		7306021007	COX,ALVIN E	RAIL OPS		COMPTON CA	The ROW Impact Report identifies Parcel #80803 as Railroad Use, owned by COX, ALVIN E. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80803 consists of APN 7306-021-007. This parcel is located adjacent to the west of I-710 and east of the intersection of East Maria Street and South Susana Road. No EDR listings were identified in this area.	7-13	Medium
W	Partial, TCE	80805			80805	N	THOMSON,MICHAEL D TR	RAIL OPS	COMPTON CA	Railroad	0.0981	0.0556		7306022035	THOMSON,MICHAEL D TR	RAIL OPS		COMPTON CA	The ROW Impact Report identifies Parcel #80805 as Railroad Use, owned by THOMSO, MICHAEL D TR. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #80805 consists of APN 7306-021-007. This parcel is located adjacent to the west of I-710 and east of the intersection of East Maria Street and South Susana Road. No EDR listings were identified in this area.	7-13	Medium
W	TCE	50806			50806	N	SO CALIF EDISON CO	SCE CORRIDOR	COMPTON CA	Utility		0.0439		7306022803	SO CALIF EDISON CO	SCE CORRIDOR		COMPTON CA	The ROW Impact Report identifies Parcel #50806 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50806 consists of APN 7306-022-803. This parcel is located adjacent to the west of I-710 and northeast of the intersection of East Maria Street and South Susana Road. An EDR listing of potential concern was identified (see Parcel #08110).	7-13	Medium
W	Partial	50807			50807	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.1628			7306022802	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50807 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50807 consists of APN 7306-022-802. This parcel consists of two strips of land located adjacent to the west of the Long Beach Boulevard on-ramp to I-710 South. A nearby EDR listing of potential concern was identified (see Parcel #08127).	7-13/14	High
W	Utility TCE	50807			50807	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.0737		7306022802	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50807 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50807 consists of APN 7306-022-802. This parcel consists of two strips of land located adjacent to the west of the Long Beach Boulevard on-ramp to I-710 South. A nearby EDR listing of potential concern was identified (see Parcel #08127).	5C-13/14	High
W	Utility TCE	08127			08127	N	LONG BEACH UNIFIED SCHOOL	100 W VICTORIA ST	LONG BEACH CA	BUSINESS		0.132		7306022904	LONG BEACH UNIFIED SCHOOL	100	VICTORIA ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #08127 as Business Use, owned by Long Beach Unified School District. A review of the I-710 EIR/EIS Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #08127 consists of APN 7306-022-904. This parcel consists of a portion of land associated with the Colin Powell Elementary School, located at 100 West Victoria Street, east of South Susana Street. Based on a review of the EDR Report and on-line maps and photographs, it appears that this parcel is part of a large property (Bell Business Center), which includes APNs 7306-022-055 (adjacent to the west). 100 W. Victoria St. at APN 7306-022-055 was identified as Former Robert Shaw Controls (EDR ID# 2131) in the ENVIROSTOR, UST, LUST, HIST CORTESE, SLIC, RCRA-SQG, FIND, HAZNET, CA FID UST, HIST UST, EMI, CA WDS, HIST FTTS, VCP, ENF, and SWEEPS UST databases; as Bell Business Center in the NPDES and HAZNET databases; as Invensys Controls in the FINDS and HAZNET databases; and as 100 West Victoria Waste Treatment Area in the CA CHMIRS database. Site investigations began at this property in 1991. Phased site investigations and remediation activities have continued to the present time, to assess and remediate chemical impacts to soils and groundwater from past manufacturing operations. Potential contaminants of concern include chlorinated solvents such as benzene, PCE, TCE, vinyl chloride, and xylenes. A groundwater remediation and monitoring system as well as a soil vapor extraction system are currently being operated at the property. The DTSC referred the case to the RWQCB on 2/2/2009. The on-line GeoTracker lists the status as "Open – Remediation" as of 12/22/2014. Based on information reviewed in the on-line GeoTracker database, it appears that additional investigations and remediation are required at this property. Based on the regulatory status and on-going remedial conditions, this site is considered to represent an environmental concern to the ISA Study Area .		High
W	Utility TCE	08128			08128	N	BELL BUSINESS CENTER LP	100 W VICTORIA ST	LONG BEACH CA	BUSINESS		0.3187		7306022049	BELL BUSINESS CENTER LP	100	VICTORIA ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #08128 as Business Use, owned by Bell Business Center LP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #08128 consists of APN 7306-022-049. An EDR listing of potential concern was identified (see Parcel #08127).		High
W	Partial	50808			50808	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.0098			7306022801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50808 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50808 consists of APN 7306-022-801. This parcel consists of a strip of land located adjacent to the west of the Long Beach Boulevard on-ramp to I-710 South. An EDR listing of potential concern was identified (see Parcel #08110).	7-14	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Long Beach Boulevard

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial	08110			08110	N	BELL BUSINESS CENTER LP	88 W VICTORIA ST	LONG BEACH CA	BUSINESS	0.0101			7306022033	BELL BUSINESS CENTER LP	88	VICTORIA ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #08110 as Business Use, owned by BELL BUSINESS CENTER LP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #08110 consists of APN 7306-022-033. This parcel consists of a strip of land adjacent to southwest corner of Victoria Street and Long Beach Boulevard. Based on a review of the EDR Report and on-line maps and photographs, it appears that this parcel is part of a large property (Bell Business Center), which includes APNs 7306-022-055 and 7306-022-054 (adjacent to the west). These two parcels are not impacted by the proposed project, but since APN 7306-022-033 is part of this larger property, which was identified in the EDR Report, they are discussed. 100 W. Victoria St. at APN 7306-022-055 was identified as Former Robert Shaw Controls (EDR ID# 2131) in the ENVIROSTOR, UST, LUST, HIST CORTESE, SLIC, RCRA-SQG, FIND, HAZNET, CA FID UST, HIST UST, EMI, CA WDS, HIST FTTS, VCP, ENF and SWEEPS UST databases; as Bell Business Center in the NPDES and HAZNET database; as Invensys Controls in the FINDS and HAZNET database; and as 100 West Victoria Waste Treatment Area in the CA CHMIRS database. Site investigations began at this property in 1991. Phased site investigations and remediation activities have continued to the present time, to assess and remediate chemical impacts to soils and groundwater from past manufacturing operations. Potential contaminants of concern include chlorinated solvents such as benzene, PCE, TCE, vinyl chloride, and xylenes. A groundwater remediation and monitoring system as well as a soil vapor extraction system are currently being operated at the property. The DTSC referred the case to the RWQCB on 2/2/2009. The on-line GeoTracker lists the status as "Open – Remediation" as of 12/22/2014. Based on information reviewed in the on-line GeoTracker database, it appears that additional investigations and remediation are required at this property. Based on the regulatory status and on-going remedial conditions, this site is considered to represent an environmental concern to the ISA Study Area .	7-14	High
W	Partial, TCE	08109			08109	N	5951 LONG BEACH LLC	5951 LONG BEACH BLVD	LONG BEACH CA	BUSINESS	0.0436	0.0102		7306022038	5951 LONG BEACH LLC	5951	LONG BEACH BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #08109 as Business Use, owned by 5951 LONG BEACH LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #08109 consists of APN 7306-022-038. This parcel consists of a strip of land adjacent to southwest corner of Victoria Street and Long Beach Boulevard. An adjacent EDR listing of potential concern was identified (see Parcel #08110).	7-14	High
W	Partial	08122			08122	N	GRANITE PEAK PARTNERS GROWTH AND	129 W VICTORIA ST	LONG BEACH CA	BUSINESS	0.0002			7306022043	GRANITE PEAK PARTNERS GROWTH AND	129	VICTORIA ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #08122 as Business Use, owned by 5951 LONG BEACH LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #08122 consists of APN 7306-022-043. This parcel consists of This parcel consists of a strip of land located adjacent to the west of the Long Beach Boulevard on-ramp to I-710 South. An EDR listing of potential concern was identified (see Parcel #08110).	7-14	High
W	Partial	08111			08111	N	WMZ INC	6001 LONG BEACH BLVD	LONG BEACH CA	BUSINESS	0.0545			7307008051	WMZ INC	6001	LONG BEACH BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #08111 as Business Use, owned by WMC INC and currently occupied by an ARCO gasoline station. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #08111 consists of APN 7307-008-051. This parcel consists of a strip of land at 6001 Long Beach Blvd., adjacent to northwest corner of Victoria Street and Long Beach Boulevard. This address was identified as 81956 ARCO AM/PM (EDR ID# 2092) in the HAZNET database; as ABZ. INC. (ARCO AM/PM) (EDR ID#2092) in the CA UST database It appears that historically the address 6015 Long Beach Blvd. was also associated with this parcel, which was identified as 92497 (EDR ID# 2092) in the HIST UST database; as J.W. Ridell Chevron (EDR ID# 2092) in the UST database; and as Chevron U.S.A. Inc. (EDR ID# 2092) in the CA FID UST, SWEEPS UST , CA HIST UST databases; as Strong Roy Chevron (EDR ID# 2092) in the EDR Hist Auto database. Based on the lack of listing in other databases indicating violations and/or a release, these listings are not expected to have created an environmental concern to the ISA Study Area. An adjacent EDR listing of potential concern was identified (see Parcel #08110).	7-14	High
E	Partial	50814			50814	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.3413			7132001808	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50814 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50814 consists of APN 7132-001-808. This parcel is located adjacent to east of I-710 north off-ramp to Long Beach Blvd. No EDR listings were identified in this area.	7-13	Low
E	Partial, TCE	50815			50815	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.6017	0.0032		7132001807	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50815 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50815 consists of APN 7132-001-807. This parcel is located adjacent to east of I-710 north off-ramp to Long Beach Blvd. No EDR listings were identified in this area.	7-13	Low
E	Utility TCE	50815			50815	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.0353		7132001807	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50815 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50815 consists of APN 7132-001-807. This parcel is located adjacent to east of I-710 north off-ramp to Long Beach Blvd. No EDR listings were identified in this area.	7-13	Low
E	Partial, TCE	50816			50816	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.1289	0.0139		7132001806	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50816 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50816 consists of APN 7132-001-806. This parcel is located adjacent to east of I-710 north off-ramp to Long Beach Blvd. No EDR listings were identified in this area.	7-13	Low
E	Utility TCE	50816			50816	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.0178		7132001806	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50816 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50816 consists of APN 7132-001-806. This parcel is located adjacent to east of I-710 north off-ramp to Long Beach Blvd. No EDR listings were identified in this area.	7-13	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Long Beach Boulevard

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	40813			40813	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.4324		7132003901	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40813 as Flood Control, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40813 consists of APN 7132-003-901. This parcel consists of a strip of land adjacent to the west of the LA River and southwest of Long Beach Blvd. No EDR listings were identified in this area.	7-13	Low
E	Partial, TCE	40818			40818	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	1.2163	1.084		7132004901	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40818 as Flood Control, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40818 consists of APN 7132-004-901. This parcel consists of a strip of land adjacent to the south of Long Beach Blvd and north of the LA River. No EDR listings were identified in this area.	7-13	Low
E	Partial, TCE	40817			40817	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	0.2396	0.1503		7132004900	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40817 as Flood Control, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40817 consists of APN 7132-004-900. This parcel consists of a strip of land adjacent to the south of Long Beach Blvd and west of the LA River. No EDR listings were identified in this area.	7-13	Low
E	Utility TCE	40817			40817	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control		0.0207		7132004900	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40817 as Flood Control, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40817 consists of APN 7132-004-900. This parcel consists of a strip of land adjacent to the south of Long Beach Blvd and west of the LA River. No EDR listings were identified in this area.	7-13	Low
Long Beach Blvd																					
W	TCE	08421			08421	N	H B LLC	5950 LONG BEACH BLVD	LONG BEACH CA	BUSINESS		0.02		7307017002	H B LLC	5950	LONG BEACH BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #08421 as Business Use, owned by H B LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #08421 consists of APN 7307-017-002. This parcel consists of a strips of land adjacent to the east of Long Beach Blvd and northwest of the I-710 S off-ramp to Long Beach Boulevard. No EDR listings were identified in this area.	7-14	Medium
W	Utility TCE	08421			08421	N	H B LLC	5950 LONG BEACH BLVD	LONG BEACH CA	BUSINESS		0.0333		7307017002	H B LLC	5950	LONG BEACH BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #08421 as Business Use, owned by H B LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #08421 consists of APN 7307-017-002. This parcel consists of a strips of land adjacent to the east of Long Beach Blvd and northwest of the I-710 S off-ramp to Long Beach Boulevard. No EDR listings were identified in this area.	7-14	Medium
E	Partial, TCE	50824			50824	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.0026	0.0325		7126008802	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50824 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50824 consists of APN 7126-008-802. This parcel consists of a strip of land located adjacent to east of I-710, west of the LA River, and north of Long Beach Boulevard. No EDR listings were identified in this area.	7-14	Low
E	Utility TCE	50824			50824	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.519		7126008802	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50824 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50824 consists of APN 7126-008-802. This parcel consists of a strip of land located adjacent to east of I-710, west of the LA River, and north of Long Beach Boulevard. No EDR listings were identified in this area.	7-14	Low
E	Partial, TCE	50825			50825	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.0424	0.0828		7125037802	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50825 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50825 consists of APN 7125-037-802. This parcel consists of a strip of land located adjacent to east of I-710, west of the LA River, and north of Long Beach Boulevard. No EDR listings were identified in this area.	7-14	Low
E	Utility TCE	50825			50825	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.547		7125037802	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50825 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50825 consists of APN 7125-037-802. This parcel consists of a strip of land located adjacent to east of I-710, west of the LA River, and north of Long Beach Boulevard. No EDR listings were identified in this area.	7-14	Low
E	Partial, TCE	50820			50820	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	2.6683	0.6519			SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50820 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50820 consists of APN 7132-037-801. This parcel consists of a strip of land located adjacent to east of I-710, west of the LA River, and north of Long Beach Boulevard. No EDR listings were identified in this area.	7-14	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Long Beach Boulevard

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
E	Utility TCE	50820			50820	N	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		5.4896		7125037801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50820 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50820 consists of APN 7132-037-801. This parcel consists of a strip of land located adjacent to east of I-710, west of the LA River, and north of Long Beach Boulevard. No EDR listings were identified in this area.	7-14	Low
E	Partial, TCE	40819			40819	N	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	1.2982	0.012		7126008902	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40819 as Flood Control, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40819 consists of APN 7126-008-902. This parcel consists of a strip of land adjacent to the north of Long Beach Blvd and south of the LA River. No EDR listings were identified in this area.	7-13	Low
E	Partial, TCE	70826			70826	N	LONG BEACH CITY	LONG BEACH CITY	LONG BEACH CA	Public	0.0007	0.0385		7126008901	LONG BEACH CITY	LONG BEACH CITY		LONG BEACH CA	The ROW Impact Report identifies Parcel #70826 as Public Use, owned by LONG BEACH CITY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70826 consists of APN 7126-008-901. This parcel consists of a strip of land adjacent to the east of Long Beach Blvd and north of E. 56th St. No EDR listings were identified in this area.	7-13	Low
E	Utility TCE	40829			40829	N	CARSON ESTATE CO	LA RIVER	LONG BEACH CA	Flood Control		0.2374		7125037002	CARSON ESTATE CO	LA RIVER		LONG BEACH CA	A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40829 consists of APN 7125-037-002. This parcel consists of a segment of the LA River, adjacent to the east of I-710, and to the west of De Forest Avenue. No EDR listings were identified in this area.		Low

SR - 91

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
SR91

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
SCOTT Street																	
W	TCE	70901	LONG BEACH CITY	CITY PARK	LONG BEACH CA	Public		0.5982		7305008901	LONG BEACH CITY	CITY PARK		LONG BEACH CA	The ROW Impact Report identifies Parcel #70901 as Public Use, owned by the City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #70901 consists of APN 7305-008-901. This parcel is bound to the north by 91 Freeway on-ramp to I-710, to the south by E. Adams Street, and to the east by I-710 and consists of Coolidge Park. No EDR listings were identified in this area.	7-15	Low
E	Utility TCE	50902	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		7.4701		7115027800	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50902 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50902 consists of APN 7115-027-800 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50902 is occupied by transmission power lines and utilized for storage of power poles and equipment. No EDR listings were identified in this area.	7-15	Medium
E	Partial, TCE	50902	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	4.9981	0.6763		7115027800	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50902 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50902 consists of APN 7115-027-800 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50902 is occupied by transmission power lines and utilized for storage of power poles and equipment. No EDR listings were identified in this area.	7-15	Medium
E	Full	50903	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.7838			7115027801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50903 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50903 consists of APN 7115-027-801 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50903 is occupied by transmission power lines and utilized for storage of power poles and equipment. No EDR listings were identified in this area.	7-15	Medium
E	Utility TCE	40953	LOS ANGELES COUNTY FLOOD CONTROL	LA RIVER	LONG BEACH CA	Flood Control		0.4641		7115027902	LOS ANGELES COUNTY FLOOD CONTROL	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40953 as Flood Control Use, owned by Los Angeles County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40953 consists of APN 7115-027-902. This parcel consists of a segment of the LA River, adjacent to the east of I-710, and south of Artesia Boulevard. No EDR listings were identified in this area.		Low
E	Utility TCE	40954	L A CO FLOOD CONTROL DIST S BY S	LA RIVER	LONG BEACH CA	Flood Control		0.072		7115027900	L A CO FLOOD CONTROL DIST S BY S	LA RIVER		LONG BEACH CA	The ROW Impact Report identified Parcel #40954 as Flood Control Use, owned by Los Angeles County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40954 consists of APN 7115-027-900. This parcel consists of a segment of land adjacent to the west the LA River, to the east of I-710, and south of Artesia Boulevard. No EDR listings were identified in this area.		Low
																7-15	
ARTESIA Blvd																7-15	
																7-15	
E	Full	09204	LONG BEACH BIBLE INSTITUTE	455 E ARTESIA BLVD	LONG BEACH CA	BUSINESS	0.1344			7115001002	LONG BEACH BIBLE INSTITUTE	455	ARTESIA BLVD	LONG BEACH CA	The ROW Impact Report identified Parcel #09204 as Business use owned by Long Beach Bible Institute. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #09204 consists of APN 7115-001-002. Based on review of on-line maps and photographs, Parcel #09204 consists of a vacant commercial building (455 Artesia Boulevard). No EDR listings were identified associated with this address.	7-15	Low
S	Full	50929	SO CALIF EDISON CO LTD	SCE CORRIDOR	LONG BEACH CA	Utility	0.0316			7115001802	SO CALIF EDISON CO LTD	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50929 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50929 consists of APN 7115-001-802. Based on a review of on-line maps and photographs, Parcel #50929 is occupied by transmission power lines, located between eastbound SR-91 and the onramp to northbound I-710. No EDR listings were identified in this area.	7-15	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
SR91

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
S	Full	50930	SO CALIF EDISON CO LTD	SCE CORRIDOR	LONG BEACH CA	Utility	0.3009			7115001803	SO CALIF EDISON CO LTD	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50930 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50930 consists of APN 7115-001-803. Based on a review of on-line maps and photographs, Parcel #50930 is occupied by transmission power lines, located adjacent to the north of Artesia Boulevard, west of the LA River and east of I-710. No EDR listings were identified in this area.	7-15	Low
S	Full	50931	SO CALIF EDISON CO LTD	SCE CORRIDOR	LONG BEACH CA	Utility	0.1516			7115001804	SO CALIF EDISON CO LTD	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50931 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50931 consists of APN 7115-001-804. Based on a review of on-line maps and photographs, Parcel #50931 is occupied by transmission power lines, located between eastbound SR-91 and the onramp to northbound I-710. No EDR listings were identified in this area.	7-15	Low
S	Full	50932	SO CALIF EDISON CO LTD	SCE CORRIDOR	LONG BEACH CA	Utility	0.059			7115001805	SO CALIF EDISON CO LTD	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50932 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50932 consists of APN 7115-001-805. Based on a review of on-line maps and photographs, Parcel #50932 is occupied by transmission power lines, located between eastbound SR-91 and the onramp to northbound I-710. No EDR listings were identified in this area.	7-15	Low
S	Partial, TCE	40933	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	2.4484	0.7367		7115001903	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40933 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40933 consists of APN 7115-001-903. Based on a review of on-line maps and photographs, Parcel #40933 consists of a segment of the LA River and a strip of land located adjacent to the east, bound by Artesia Boulevard to the south and SR-91 to the north. No EDR listings were identified in this area.	7-15	Low
SR-91																7-15	
																7-15	
																7-15	
N	Partial, TCE	09334	CO SANITATION DIST NO 2	0	LONG BEACH CA	BUSINESS	0.2383	0.0705		7116019906	CO SANITATION DIST NO 2	0		LONG BEACH CA	The ROW Impact Report identified Parcel #09334 as Business use owned and occupied by LA County Sanitation District No.2. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #09334 consists of APN 7116-019-906. Based on review of on-line maps and photographs, Parcel #09334 consists of unpaved land utilized by the LA County Sanitation District, located adjacent to the east of the LA River and adjacent to the north of SR-91. No EDR listings were identified in this area.	7-15	Low
N	Partial, TCE	40935	L A CO FLOOD CONTROL DIST	LA RIVER	LONG BEACH CA	Flood Control	1.1846	0.5885		7116019905	L A CO FLOOD CONTROL DIST	LA RIVER		LONG BEACH CA	The ROW Impact Report identifies Parcel #40935 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40935 consists of APN 7116-019-905. Based on a review of on-line maps and photographs, Parcel #40935 consists of a segment of the LA River and a strip of land located adjacent to the east, bound by SR-91 to the south. No EDR listings were identified in this area.	7-15	Low
E	TCE	09336	KENNEDY,BRIAN AND	0	LONG BEACH CA	Utility		0.4436		7116019035	KENNEDY,BRIAN AND	0		LONG BEACH CA	The ROW Impact Report identified Parcel #09336 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #09336 consists of APN 7116-019-035. Based on a review of on-line maps and photographs, Parcel #09336 is occupied by transmission power lines, located adjacent to the west of the LA River, and adjacent to the north of the I=710 northbound onramp from SR-91. No EDR listings were identified in this area.	7-15	Low
E	Partial, TCE	50937	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.6125	0.7515		7116019800	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50937 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50937 consists of APN 7116-019-800. Based on a review of on-line maps and photographs, Parcel #50937 is occupied by transmission power lines, located west of the LA River, and adjacent to the north of the I-710 northbound onramp from SR-91. No EDR listings were identified in this area.	7-15	Low
E	TCE	50938	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.212		7116019807	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50938 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50938 consists of APN 7116-019-807. Based on a review of on-line maps and photographs, Parcel #50938 consists of a segment of the LA River located north of SR-91. No EDR listings were identified in this area.	7-15	Low
E	TCE	50939	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.2232		7116019801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50939 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50939 consists of APN 7116-019-801. Based on a review of on-line maps and photographs, Parcel #50939 consists of a vacant strip of land located adjacent to the west of the LA River, east of I-710 and north of SR-91. No EDR listings were identified in this area.	7-15	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
SR91

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	50940	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.1199		7116019806	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50940 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50940 consists of APN 7116-019-806. Based on a review of on-line maps and photographs, Parcel #50940 consists of a vacant strip of land located adjacent to the west of the LA River, east of I-710 and north of SR-91. No EDR listings were identified in this area.	7-15	Low
E	Partial, TCE	50941	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	2.065	0.7956		7116018805	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50941 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50941 consists of APN 7116-018-805. Based on a review of on-line maps and photographs, Parcel #50941 is occupied by transmission power lines, located east of I-710 and west of the LA River. No EDR listings were identified in this area.	7-15	Low
E	TCE	50942	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.2244		7116018806	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50942 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50942 consists of APN 7116-018-806. Based on a review of on-line maps and photographs, Parcel #50942 is occupied by transmission power lines, located east of I-710 and west of the LA River. No EDR listings were identified in this area.	7-15	Low
E	TCE	50943	SO CALIF EDISON CO LTD	SCE CORRIDOR	LONG BEACH CA	Utility		1.2381		7116018807	SO CALIF EDISON CO LTD	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50943 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50943 consists of APN 7116-018-807. Based on a review of on-line maps and photographs, Parcel #50943 is occupied by transmission power lines adjacent to the west and east of the LA River, as well as a segment of the LA River. No EDR listings were identified in this area.	7-15	Low
E	Full	50905	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.2241				SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50905 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50905 consists of APN 7116-018-813 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50905 is occupied by transmission power lines. No EDR listings were identified in this area.	7-15	Low
E	Full	50906	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.352			7116018802	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50906 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50906 consists of APN 7116-018-802 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50906 is occupied by transmission power lines. No EDR listings were identified in this area.	7-15	Low
E	Full	50907	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	1.0209			7116018804	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50907 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50907 consists of APN 7116-018-804 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50907 is occupied by transmission power lines. No EDR listings were identified in this area.	7-15	Low
E	Partial, TCE	50908	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	1.5232	0.3202		7116018801	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50908 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50908 consists of APN 7116-018-801 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50908 is occupied by transmission power lines. This parcel was identified in the EDR Report (S114693651) as Southern California Edison in the LUST database. According to the GeoTracker on-line database, the status of the site is listed as "Completed-Case closed" as of 10/08/96 for a release of gasoline to an aquifer used for drinking water supply. Based on the regulatory agency closure status, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual contamination to exist which may be encountered during construction and/or excavation activities.	7-15	Medium
E	Full	50909	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	0.207			7116018803	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50909 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50909 consists of APN 7116-018-803 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50909 is occupied by transmission power lines. No EDR listings were identified in this area.	7-15	Low
E	Partial, TCE	50910	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility	1.776	0.2092		7116018800	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50910 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50910 consists of APN 7116-018-800 and located adjacent to the east of I-710. Based on a review of on-line maps and photographs, Parcel #50910 is occupied by transmission power lines. No EDR listings were identified in this area.	7-15	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
SR91

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	50944	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		1.9629		7116018811	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50944 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50944 consists of APN 7116-018-811. Based on a review of on-line maps and photographs, Parcel #50944 is occupied by transmission power lines located adjacent to the west of the LA River, east of I-710. No EDR listings were identified in this area.	7-15	Low
E	TCE	50945	SO CALIF EDISON CO	SCE CORRIDOR	LONG BEACH CA	Utility		0.4794		7116018812	SO CALIF EDISON CO	SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identified Parcel #50945 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50945 consists of APN 7116-018-812. Based on a review of on-line maps and photographs, Parcel #50945 consists of a segment of the LA River, east of I-710. No EDR listings were identified in this area.	7-15	Low
E	Full	09311	COMPTON HUNTING AND FISHING CLUB	1625 S SPORTSMAN DR	COMPTON CA	BUSINESS	3.8401			7101016008	COMPTON HUNTING AND FISHING CLUB	1625	SPORTSMAN DR	COMPTON CA	The ROW Impact Report identified Parcel #09311 as Business use owned and occupied by the Compton Hunting and Fishing Club. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #09311 consists of APN 7101-016-008. Based on review of on-line maps and photographs, Parcel #09311 consists of a commercial building, parking lot, and landscaped area (1625 S. Sportsman Drive). No EDR listings were identified associated with this address.	7-15	Low
E	Full	09346	COMPTON HUNTING AND FISHING CLUB	1624 S SPORTSMAN DR	COMPTON CA	BUSINESS	0.0509		1.7957	7101017013	COMPTON HUNTING AND FISHING CLUB	1624	SPORTSMAN DR	COMPTON CA	The ROW Impact Report identified Parcel #09346 as Business use owned by Compton Hunting and Fishing Club. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #09346 consists of APN 7101-017-013. Based on review of on-line maps and photographs, Parcel #09346 consists of a small commercial building and paved parking areas occupied by DTI Co. (1628 S. Sportsman Drive). No EDR listings were identified associated with this address.	7-15	Low
E	Full	40947	COMPTON HUNTING AND FISHING CLUB	_ _ _ _ S SPORTSMAN DR	COMPTON CA	Flood Control			0.5205	7101017019	COMPTON HUNTING AND FISHING CLUB	_ _ _ _	SPORTSMAN DR	COMPTON CA	The ROW Impact Report identifies Parcel #40947 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40947 consists of APN 7101-017-019. Based on a review of on-line maps and photographs, Parcel #40947 consists of a segment of the LA River located east of Parcel # 09246 and south of S. Atlantic Avenue, east of I-710. No EDR listings were identified in this area.	7-15	Low
E	Full	09312	BOWMAN,DUANE L AND JANE C TRS	1409 S SPORTSMAN DR	COMPTON CA	BUSINESS	2.2821			7101016006	BOWMAN,DUANE L AND JANE C TRS	1409	SPORTSMAN DR	COMPTON CA	The ROW Impact Report identified Parcel #09312 as Business use owned by Duane and Jane Bowman Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #09312 consists of APN 7101-016-006. Based on review of on-line maps and photographs, Parcel #09312 consists of a commercial building and parking lot occupied by California Intermodal Associates (1409 S. Sportsman Drive). This address was identified in the EDR Report as Statewide Delivery (EDR ID#1816) in the Los Angeles County HMS database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-15	Low
E	Full	09313	PERHAM,LEE AND NANCY S TRS	1400 S SPORTSMAN DR	COMPTON CA	BUSINESS	0.3328			7101017001	PERHAM,LEE AND NANCY S TRS	1400	SPORTSMAN DR	COMPTON CA	The ROW Impact Report identified Parcel #09313 as Business use owned by Lee and Nancy Perham Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #09313 consists of APN 7101-017-001. Based on review of on-line maps and photographs, Parcel #09313 consists of four commercial buildings occupied by Moreno Auto Repair & Tires (1400 S. Sportsman Drive). This address was identified in the EDR Report as Nachos Auto Repair and Service (EDR ID#1816) in the EDR Historical Auto Stations database for the years 2005 and 2006. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-15	Medium
E	Full	09348	COMPTON HOMING PIGEON CLUB	1620 S SPORTSMAN DR	COMPTON CA	BUSINESS	0.0625		0.1588	7101017008	COMPTON HOMING PIGEON CLUB	1620	SPORTSMAN DR	COMPTON CA	The ROW Impact Report identified Parcel #09348 as Business use owned and occupied by Compton Homing Pigeon Club. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #09348 consists of APN 7101-017-008. Based on review of on-line maps and photographs, Parcel #09348 consists of one commercial building (1620 S. Sportsman Drive), located east of Sportsman Drive and west of the LA River. No EDR listings were identified associated with this address.	7-15	Low
E	Full	09349	PERHAM,LEE AND NANCY S TRS	1408 S SPORTSMAN DR	COMPTON CA	BUSINESS	0.4291		0.3118	7101017016	PERHAM,LEE AND NANCY S TRS	1408	SPORTSMAN DR	COMPTON CA	The ROW Impact Report identified Parcel #09349 as Business use owned by Lee and Nancy Perham Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #09349 consists of APN 7101-017-016. Based on review of on-line maps and photographs, Parcel #09349 consists of the Giant Auto Exchange (1500 S. Sportsman Drive), located east of Sportsman Drive and west of the LA River. No EDR listings were identified associated with this address.	7-15	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
SR91

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	40950	MARTIN,NICOLAS E	LA RIVER	COMPTON CA	Flood Control			0.2327	7101017022	MARTIN,NICOLAS E	LA RIVER		COMPTON CA	The ROW Impact Report identifies Parcel #40950 as Flood Control Use, owned by Nicolas E Martin. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40950 consists of APN 7278-011-022. Based on a review of on-line maps and photographs, Parcel #40950 consists of a segment of the LA River and an adjacent strip of land east of the LA River. No EDR listings were identified in this area.	7-15	Low
E	Full	49051	SEBRELL,J B AND PEGGY W	LA RIVER	COMPTON CA	Flood Control			0.2149	7101017012	SEBRELL,J B AND PEGGY W	LA RIVER		COMPTON CA	The ROW Impact Report identifies Parcel #40951 as Flood Control Use, owned by Nicolas E Martin. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #40951 consists of APN 7101-017-012. Based on a review of on-line maps and photographs, Parcel #40951 consists of a segment of the LA River, south of S. Atlantic Avenue. No EDR listings were identified in this area.	7-15	Low
N	Full	09414	EXTRA SPACE PROPERTIES EIGHTY	194 E ARTESIA BLVD	LONG BEACH CA	BUSINESS	0.5794		0.9952	7303012051	EXTRA SPACE PROPERTIES EIGHTY	194	ARTESIA BLVD	LONG BEACH CA	The ROW Impact Report identified Parcel #09414 as Business use owned and occupied by Extra Space Properties Eighty. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #09414 consists of APN 7303-012-051. Based on review of on-line maps and photographs, Parcel #09414 consists of an Extra Space storage facility (194 E. Artesia Boulevard). No EDR listings were identified associated with this address.	7-15/16	Low
N	Full	09452	BRAWER,ILYSE AND ALAN TRS	248 E ARTESIA BLVD	LONG BEACH CA	RESIDENTIAL	0.01		0.1013	7303012042	BRAWER,ILYSE AND ALAN TRS	248	ARTESIA BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #09452 as Residential Use (248 Artesia Boulevard). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09415 consists of APN 7303-012-042. Based on a review of on-line maps and photographs, Parcel #09452 consists of a multi-family residential structure located south of E. Artesia Boulevard. No EDR listings were identified associated with this address.	7-15	Low
N	Full	09415	ONTIVEROS,MARIA T AND BALTAZAR	250 E ARTESIA BLVD	LONG BEACH CA	RESIDENTIAL	0.059		0.11	7303012043	ONTIVEROS,MARIA T AND BALTAZAR	250	ARTESIA BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #09415 as Residential Use (250 E. Artesia Boulevard) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09415 consists of APN 7303-012-043. Based on a review of on-line maps and photographs, Parcel #09415 consists of three multi-family residential structures located south of E. Artesia Boulevard. No EDR listings were identified associated with this address.	7-15	Low
N	Full	09416	CORIA,MIGUEL M AND ELFEGA	256 E ARTESIA BLVD	LONG BEACH CA	RESIDENTIAL	0.0524		0.0399	7303012052	CORIA,MIGUEL M AND ELFEGA	256	ARTESIA BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #09416 as Residential Use (256 E. Artesia Boulevard) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09416 consists of APN 7303-012-052. Based on a review of on-line maps and photographs, Parcel #09416 consists of a multi-family residential structure located south of E. Artesia Boulevard. No EDR listings were identified associated with this address.	7-15	Low
N	Full	09417	BODE,ARTHUR TR	___ E ARTESIA BLVD	LONG BEACH CA	RESIDENTIAL	0.1198		0.0062	7303012049	BODE,ARTHUR TR	___	ARTESIA BLVD	LONG BEACH CA	The ROW Impact Report identifies Parcel #09417 as Residential Use (no address available) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09417 consists of APN 7303-012-049. Based on a review of on-line maps and photographs, Parcel #09417 consists of a multi-family residential structure located south of E. Artesia Boulevard. No EDR listings were identified in this area.	7-15	Low
N	Full	09418	HAN,HAK S AND YOUNG H	300 E ARTESIA LN	LONG BEACH CA	RESIDENTIAL	0.0467		0.0733	7303011072	HAN,HAK S AND YOUNG H	300	ARTESIA LN	LONG BEACH CA	The ROW Impact Report identifies Parcel #09418 as Residential Use (300 E. Artesia Lane) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09418 consists of APN 7303-011-072. Based on a review of on-line maps and photographs, Parcel #09418 consists of a residential structure for use as Joe's Handy Market located north of E. Artesia Boulevard. No EDR listings were identified associated with this address.	7-15	Low
N	Full	09419	SAPIEN,GABRIEL AND	306 E ARTESIA LN	LONG BEACH CA	RESIDENTIAL	0.0796		0.0468	7303011073	SAPIEN,GABRIEL AND	306	ARTESIA LN	LONG BEACH CA	The ROW Impact Report identifies Parcel #09419 as Residential Use (306 E. Artesia Lane) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09419 consists of APN 7303-011-073. Based on a review of on-line maps and photographs, Parcel #09419 consists of a residential structure located north of E. Artesia Boulevard. No EDR listings were identified associated with this address.	7-15	Low
N	Full	09420	LEMUS,ALEJANDRINA T	310 E ARTESIA LN	LONG BEACH CA	RESIDENTIAL	0.1066		0.0159	7303011074	LEMUS,ALEJANDRINA T	310	ARTESIA LN	LONG BEACH CA	The ROW Impact Report identifies Parcel #09420 as Residential Use (310 E. Artesia Lane) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09420 consists of APN 7303-011-074. Based on a review of on-line maps and photographs, Parcel #09420 consists of a residential structure located north of E. Artesia Boulevard. No EDR listings were identified associated with this address.	7-15	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
SR91

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
N	Full	09421	JOSEPH,EDMOND C AND CONNIE R TRS	314 E ARTESIA LN	LONG BEACH CA	RESIDENTIAL	0.104			7303011075	JOSEPH,EDMOND C AND CONNIE R TRS	314	ARTESIA LN	LONG BEACH CA	The ROW Impact Report identifies Parcel #09421 as Residential Use (314 E. Artesia Lane) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09421 consists of APN 7303-011-075. Based on a review of on-line maps and photographs, Parcel #09421 consists of a residential structure located north of E. Artesia Boulevard. No EDR listings were identified associated with this address.	7-15	Low
N	Full	09422	ADAME,IDANIA ET AL	323 E ARTESIA LN	LONG BEACH CA	RESIDENTIAL	0.0365		0.0742	7303011071	ADAME,IDANIA ET AL	323	ARTESIA LN	LONG BEACH CA	The ROW Impact Report identifies Parcel #09422 as Residential Use (323 E. Artesia Lane) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09422 consists of APN 7303-011-071. Based on a review of on-line maps and photographs, Parcel #09422 consists of a residential structure located north of E. Artesia Boulevard. No EDR listings were identified associated with this address.	7-15	Low
N	Full	09423	CASTRONOVER,HENRY AND LAURA L	324 E MARKER ST	LONG BEACH CA	RESIDENTIAL	0.1231		0.0654	7303011076	CASTRONOVER,HENRY AND LAURA L	324	MARKER ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #09423 as Residential Use (324 E. Marker Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09423 consists of APN 7303-011-076. Based on a review of on-line maps and photographs, Parcel #09423 consists of a residential structure located south of E. Marker Street. No EDR listings were identified associated with this address.	7-15	Low
W	Utility TCE	50955		SCE CORRIDOR	LONG BEACH CA	Utility		0.1232		7303001804		SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50955 as Utility Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50955 consists of APN 7303-001-804. Based on a review of on-line maps and photographs, Parcel #50955 is occupied by transmission power lines and the right-of-way is leased by a plant nursery. No EDR listings were identified in this area.		Low
W	Utility TCE	50956	0	SCE CORRIDOR	LONG BEACH CA	Utility		1.383		7303001807		SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50956 as Utility Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50956 consists of APN 7303-001-807. Based on a review of on-line maps and photographs, Parcel #50956 is occupied by transmission power lines and the right-of-way is leased by a plant nursery. No EDR listings were identified in this area.		Low
W	Utility TCE	50957	0	SCE CORRIDOR	LONG BEACH CA	Utility		0.0484		7303001806		SCE CORRIDOR		LONG BEACH CA	The ROW Impact Report identifies Parcel #50957 as Utility Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #50957 consists of APN 7303-001-806. Based on a review of on-line maps and photographs, Parcel #50957 is occupied by transmission power lines and the right-of-way is leased by a plant nursery. No EDR listings were identified in this area.		Low
W	TCE	09424	CRENSHAW,CARRIE L	1612 S ATLANTIC DR	COMPTON CA	RESIDENTIAL		0.0084		7301029034	CRENSHAW,CARRIE L	1612	ATLANTIC DR	COMPTON CA	The ROW Impact Report identifies Parcel #09424 as Residential Use (1612 S. Atlantic Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09424 consists of APN 7301-029-034. Based on a review of on-line maps and photographs, Parcel #09424 consists of a residential structure located east S. Atlantic Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-15	Low
W	TCE	09425	CASTILLO,ELENA J	1608 S ATLANTIC DR	COMPTON CA	RESIDENTIAL		0.0068		7301029016	CASTILLO,ELENA J	1608	ATLANTIC DR	COMPTON CA	The ROW Impact Report identifies Parcel #09425 as Residential Use (1608 S. Atlantic Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09425 consists of APN 7301-029-016. Based on a review of on-line maps and photographs, Parcel #09425 consists of a residential structure located east S. Atlantic Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-15	Low
W	TCE	09426	WHITE,DAVION E	1604 S ATLANTIC DR	COMPTON CA	RESIDENTIAL		0.0046		7301029015	WHITE,DAVION E	1604	ATLANTIC DR	COMPTON CA	The ROW Impact Report identifies Parcel #09426 as Residential Use (1604 S. Atlantic Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09426 consists of APN 7301-029-015. Based on a review of on-line maps and photographs, Parcel #09426 consists of a residential structure located east S. Atlantic Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-15	Low
W	TCE	09427	ROBINSON,FLEMING AND VANNESSA	1520 S ATLANTIC DR	COMPTON CA	RESIDENTIAL		0.0007		7301029014	ROBINSON,FLEMING AND VANNESSA	1520	ATLANTIC DR	COMPTON CA	The ROW Impact Report identifies Parcel #09427 as Residential Use (1520 S. Atlantic Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09427 consists of APN 7301-029-014. Based on a review of on-line maps and photographs, Parcel #09427 consists of a residential structure located east S. Atlantic Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-15	Low
W	TCE	09428	TABANKIA,HERSEL AND SHANAZ TRS	_____ S ATLANTIC DR	COMPTON CA	BUSINESS		0.4614		7301002020	TABANKIA,HERSEL AND SHANAZ TRS	_____	ATLANTIC DR	COMPTON CA	The ROW Impact Report identified Parcel #09428 as Business use owned by Hersel and Shanaz Tabankia Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #09428 consists of APN 7301-002-020. Based on review of on-line maps and photographs, Parcel #09428 consists of a vacant strip of land located adjacent to the south of S. Atlantic Avenue. No EDR listings were identified in this area.	7-19	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
91 East

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
LA RIVER															
N	TCE	11101	FARISH,WILLIAM G AND	6751 ATLANTIC AVE	LONG BEACH CA	RESIDENTIAL		7116019026	FARISH,WILLIAM G AND	6751	ATLANTIC AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #11101 as Residential Use (6751 Atlantic Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #11101 consists of APN 7303-012-052. Based on a review of on-line maps and photographs, Parcel #11101 consists of a residential structure located north of SR-91 onramp to the northbound I-710, and east of S. Atlantic Avenue. No EDR listings were identified associated with this address.	7-17	Low
														7-17	
S	Full	11202	CLEAR CHANNEL OUTDOOR INC	501 E 67TH ST	LONG BEACH CA	Business	1.4959	7115001001	CLEAR CHANNEL OUTDOOR INC	501	67TH ST	LONG BEACH CA	The ROW Impact Report identified Parcel #11202 as Business use owned by Clear Channel Outdoor Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #11202 consists of APN 7115-001-001. Based on review of on-line maps and photographs, Parcel #11202 consists of a predominantly vacant lot with a small office trailer (501 E. 67th street), located west of E. 67th Street, and adjacent to the south of SR-91. No EDR listings were identified associated with this address.	7-17	Low
S	Full	11203	GOMEZ,TOMAS	560 E 67TH ST	LONG BEACH CA	Residential	0.2059	7115002005	GOMEZ,TOMAS	560	67TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #11203 as Residential Use (560 E. 67th Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #11203 consists of APN 7115-002-005. Based on a review of on-line maps and photographs, Parcel #11203 consists of two multi-family residential structures located south of E. 67th Street. No EDR listings were identified associated with this address.	7-17	Low
S	Full	11204	CLEMONS,PAU TR	570 E 67TH ST	LONG BEACH CA	Residential	0.142	7115002006	CLEMONS,PAU TR	570	67TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #11204 as Residential Use (570 E. 67th Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #11204 consists of APN 7115-002-006. Based on a review of on-line maps and photographs, Parcel #11204 consists of a residential structure located south of E. 67th Street. No EDR listings were identified associated with this address.	7-17	Low
S	Full	11205	PADILLA,ANTONIO J AND	590 E 67TH ST	LONG BEACH CA	Residential	0.1561	7115002009	PADILLA,ANTONIO J AND	590	67TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #11205 as Residential Use (590 E. 67th Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #11205 consists of APN 7115-002-009. Based on a review of on-line maps and photographs, Parcel #11205 consists of a multi-family residential structure located south of E. 67th Street. No EDR listings were identified associated with this address.	7-17	Low
S	Full	11206	MOBIL OIL CORP	6685 ATLANTIC AVE	LONG BEACH CA	Business	0.7835	7115002004	MOBIL OIL CORP	6685	ATLANTIC AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #11206 as Business use owned by Mobil Oil Corp. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #11206 consists of APN 7115-002-004. Based on review of on-line maps and photographs, Parcel #11206 consists of Mobil Service Station (6685 Atlantic Avenue), located west of Atlantic Avenue and south of SR-91. This parcel was identified in the EDR Report (EDR ID#1944) as Condol Narciso Inc. in the RCRA-SQG and FINDS databases; as ExxonMobil Oil Corp in the RCRA-LQG and FINDS databases; as Danilo Condol in the SWEEPS UST, CA FID UST, CHMIRS, and HIST UST databases; as Chung's Mobil in the UST, HAZNET, and EDR Historical Auto station database for the years 2001-2012. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-17	High
S	Full	11207	LONG BEACH MINI PARTNERS	6655 ATLANTIC AVE	LONG BEACH CA	Business	3.6199	7115002012	LONG BEACH MINI PARTNERS	6655	ATLANTIC AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #11207 as Business use owned by Long Beach Mini Partners. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #11207 consists of APN 7115-002-012. Based on review of on-line maps and photographs, Parcel #11207 consists of a US Storage Centers facility (6655 Atlantic Avenue), located west of Atlantic Avenue, north of Artesia Blvd, and south of SR-91. No EDR listings were identified associated with this address.	7-17	Low
														7-17	
ATLANTIC Ave														7-17	
														7-17	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
91 East

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
S	Full	11308	ENIX,KIMBERLE Y	658 E 67TH ST	LONG BEACH CA	Residential	0.163	7115003018	ENIX,KIMBERLE Y	658	67TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #11308 as Residential Use (658 E. 67th Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #11308 consists of APN 7115-003-018. Based on a review of on-line maps and photographs, Parcel #11308 consists of a residential structure located south of E. 67th Street. No EDR listings were identified associated with this address.	7-17	Low
S	Full	11309	THUENTE,ALBERT AND MARTHA TRS	664 E 67TH ST	LONG BEACH CA	Residential	0.1641	7115003020	THUENTE,ALBERT AND MARTHA TRS	664	67TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #11309 as Residential Use (664 E. 67th Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #11309 consists of APN 7115-003-020. Based on a review of on-line maps and photographs, Parcel #11309 consists of a residential structure located south of E. 67th Street. No EDR listings were identified associated with this address.	7-17	Low
S	Full	11310	OHIRI,BRIDGET	670 E 67TH ST	LONG BEACH CA	Residential	0.1711	7115003021	OHIRI,BRIDGET	670	67TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #11310 as Residential Use (670 E. 67th Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #11310 consists of APN 7115-003-021. Based on a review of on-line maps and photographs, Parcel #11310 consists of a residential structure located south of E. 67th Street. No EDR listings were identified associated with this address.	7-17	Low
S	Full	11311	GOMEZ,PEDRO B AND ANITA M	676 E 67TH ST	LONG BEACH CA	Residential	0.1682	7115003022	GOMEZ,PEDRO B AND ANITA M	676	67TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #11311 as Residential Use (676 E. 67th Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #11311 consists of APN 7115-003-022. Based on a review of on-line maps and photographs, Parcel #11311 consists of a residential structure located south of E. 67th Street. No EDR listings were identified associated with this address.	7-17	Low
S	Full	11312	EBERLEIN,SCOTT J	682 E 67TH ST	LONG BEACH CA	Residential	0.1679	7115003023	EBERLEIN,SCOTT J	682	67TH ST	LONG BEACH CA	The ROW Impact Report identifies Parcel #11312 as Residential Use (682 E. 67th Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #11312 consists of APN 7115-003-023. Based on a review of on-line maps and photographs, Parcel #11312 consists of a residential structure located south of E. 67th Street. No EDR listings were identified associated with this address.	7-17	Low
S	Full	11313	MEALY,THOMAS J AND VIVIAN L	6681 LIME AVE	LONG BEACH CA	Residential	0.1976	7115003030	MEALY,THOMAS J AND VIVIAN L	6681	LIME AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #11313 as Residential Use (6681 Lime Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #11313 consists of APN 7115-003-030. Based on a review of on-line maps and photographs, Parcel #11313 consists of a residential structure located south of E. 67th Street and east of Lime Avenue. No EDR listings were identified associated with this address.	7-17	Low
														7-17	
S	Full	11314	PADILLA,JUVENAL AND MARIA E	6687 OLIVE AVE	LONG BEACH CA	Residential	0.1486	7115004026	PADILLA,JUVENAL AND MARIA E	6687	OLIVE AVE	LONG BEACH CA	The ROW Impact Report identifies Parcel #11314 as Residential Use (6687 Olive Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #11314 consists of APN 7115-004-026. Based on a review of on-line maps and photographs, Parcel #11314 consists of a residential structure located south of E. 67th Street and east of Olive Avenue. No EDR listings were identified associated with this address.	7-17	Low
MYRTLE AvE															
N ROSE Ave															
CHERRY Ave															
S	Partial	11315	CHANG,KUO T CO TR	6600 CHERRY AVE	LONG BEACH CA	BUSINESS	0.0364	7119020033	CHANG,KUO T CO TR	6600	CHERRY AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #11315 as Business use owned by Kuo T Chang Co Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #11315 consists of APN 7119-020-033. Based on review of on-line maps and photographs, Parcel #11315 consists of retail strip mall (6600 Cherry Avenue) located in the northeast corner of the intersection of E. Artesia Boulevard and Cherry Avenue, south of SR-91. No EDR listings were identified associated with this address.	7-18	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
91 East

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
N	Partial	11417	M AND A GABAEE	6730 CHERRY AVE	LONG BEACH CA	BUSINESS	0.0512	7113002009	M AND A GABAEE	6730	CHERRY AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #11417 as Business use owned by M and A Gabaee. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #11417 consists of APN 7113-002-009. Based on review of on-line maps and photographs, Parcel #11417 consists of a Taco Bell/Pizza Hut restaurant (6730 Cherry Avenue) located east of Cherry Avenue and north of SR-91. No EDR listings were identified associated with this address.	7-18	Low
N	Partial	11418	M AND A GABAEE	6700 CHERRY AVE	LONG BEACH CA	BUSINESS	0.0106	7113002011	M AND A GABAEE	6700	CHERRY AVE	LONG BEACH CA	The ROW Impact Report identified Parcel #11418 as Business use owned by M and A Gabaee. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #11418 consists of APN 7113-002-011. Based on review of on-line maps and photographs, Parcel #11418 consists of a portion of a shopping center occupied by Food 4 Less, T-Mobile, and Fatburger (6700-6796 Cherry Avenue) located east of Cherry Avenue and north of SR-91. No EDR listings were identified associated with this address.	7-18	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Alondra

	IMPACT	PARCEL	DISPLACEMENT	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	TOT_UNITS	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
ATLANTIC Ave																
W	TCE	12101	N	Business		0.1325		0	7301002901	COMMUNITY REDEV AGENCY OF	_ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12101 as Business Use, owned by Community Redevelopment Agency. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12101 consists of APN 7301-002-901. Based on review of on-line maps and photographs, Parcel #12101 consists of a vacant strip of land located adjacent to the north of Atlantic Avenue, west of I-710. No EDR listings were identified in this area.	7-19	Low
W	TCE	12102	N	Business		0.1993		0	7301002900	COMMUNITY REDEV AGENCY OF	16216	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12102 as Business Use, owned by Community Redevelopment Agency. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12102 consists of APN 7301-002-900. Based on review of on-line maps and photographs, Parcel #12102 consists of a vacant strip of land located adjacent to the north of Atlantic Avenue, west of I-710. No EDR listings were identified in this area.	7-19	Low
W	TCE	12103	N	Business		0.8239		0	7301002902	COMMUNITY REDEV AGENCY OF	16208	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12103 as Business Use, owned by Community Redevelopment Agency. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12103 consists of APN 7301-002-902. Based on review of on-line maps and photographs, Parcel #12103 consists of a vacant parcel of land located adjacent to the east of Atlantic Avenue, west of I-710. No EDR listings were identified in this area.	7-19	Low
W	Partial, TCE	12104	N	Residential	0.0043	0.0191		0	7301002002	B AND DJ LLC	16108	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12104 as Residential Use (16108 S. Atlantic Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12104 consists of APN 7301-002-002. Based on a review of on-line maps and photographs, Parcel #12104 consists of a portion of the Belmont Mobil Home Park located adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	Partial, TCE	12105	Y	Residential	0.1269	0.0081			7301001010		_ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12105 as Residential Use (no address available). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12105 consists of APN 7301-001-010. Based on a review of on-line maps and photographs, Parcel #12105 consists of a portion of the Belmont Mobil Home Park located adjacent to the west of I-710 and south of the E. Alondra Boulevard on-ramp to I-710. No EDR listings were identified in this area.	7-19	Low
W	Full	12106	Y	Business	0.0671			0	7301001009	HEKMAT NIAZ,YOUSEF CO TR	_ _ _ _	ALONDRA BLVD	COMPTON CA	The ROW Impact Report identified Parcel #12106 as Business Use, owned by Yousef Hekmat Niaz Co Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12106 consists of APN 7301-001-009. Based on review of on-line maps and photographs, Parcel #12106 consists of a paved strip of land used as a parking lot for an adjoining strip mall. This parcel is located adjacent to the south of E. Alondra Boulevard, west of the on-ramp to I-710 south. No EDR listings were identified in this area.	7-19	Low
W	Full	12107	Y	Business	1.3482			0	7301001008	HEKMAT NIAZ,YOUSEF CO TR	4510	ALONDRA BLVD	COMPTON CA	The ROW Impact Report identified Parcel #12107 as Business Use, owned by Yousef Hekmat Niaz Co Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12107 consists of APN 7301-001-008. Based on review of on-line maps and photographs, Parcel #12107 consists of a retail strip mall (4510 E. Alondra Boulevard) located adjacent to the south of E. Alondra Boulevard, west of the on-ramp to I-710 south. No EDR listings were identified associated with this address.	7-19	Low
W	Partial, TCE	12108	N	Business	0.0105	0.0329		0	7301001001	CHANG,I LANG AND	4502	ALONDRA BLVD	COMPTON CA	The ROW Impact Report identified Parcel #12108 as Business Use owned by, I Lang and Chang. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12108 consists of APN 7301-001-001. Based on review of on-line maps and photographs, Parcel #12108 consists of small commercial building occupied by Dale's Doughnut Shop (4502 E. Alondra Boulevard), located at the southeast corner of East Alondra Boulevard and Atlantic Avenue, west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	Partial, TCE	12109	N	Business	0.1352	0.0479			7301003011		2820	ALONDRA BLVD	COMPTON CA	The ROW Impact Report identified Parcel #12109 as Business Use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12109 consists of APN 7301-003-011. Based on review of on-line maps and photographs, Parcel #12109 consists of an ARCO gas station (2820 E. Alondra Boulevard), located at the southwest corner of East Alondra Boulevard and Atlantic Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#1622) as 7 Days Food Store in the UST, SWEEPS UST, LUST, and Los Angeles County HMS databases; as B&B Petroleum in the Los Angeles County HMS and HAZNET databases; as Alondra AM/PM in the Los Angeles County HMS database; as PMM Alondra Inc. in the HAZNET database; as Hang Yeol Jung Shan in the HAZNET database; and as Mr. Farza Nouri in the HAZNET database. According the GeoTracker database, the status is listed as "open-remediation" as of 06/08/2006 for a release of gasoline to "aquifer used for drinking water supply". According to the third quarter 2015 monitoring report, groundwater is flowing to the southwest. Based on the regulatory status and on-going remediation, this site is considered to represent an environmental concern to the ISA Study Area.	7-19	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Alondra

	IMPACT	PARCEL	DISPLACEMENT	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	TOT_UNITS	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	12210	N	Business	0.883			0	7101015003	PEREZ,FERNANDO	_ _ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12210 as Business Use owned by Fernando Perez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12210 consists of APN 7101-015-003. Based on review of on-line maps and photographs, Parcel #12210 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Full	12211	Y	Business	0.9185			0	7101015002	PEREZ,FERNANDO	_ _ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12211 as Business Use owned by Fernando Perez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12211 consists of APN 7101-015-002. Based on review of on-line maps and photographs, Parcel #12211 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Full	12263	N	Business	0.0781			0	7101017021	MARTIN,NICOLAS E	_ _ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12263 as Business use owned by Nicolas E Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12263 consists of APN 7101-017-021. Based on review of on-line maps and photographs, Parcel #12263 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the west of the LA River. No EDR listings were identified in this area.	7-19	Low
E	Full	12262	N	Flood Control	0.0148			0	7101017022	MARTIN,NICOLAS E	_ _ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12262 as Flood Control Use, owned by Nicolas E Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12262 consists of APN 7101-017-022. Based on review of on-line maps and photographs, Parcel #12262 consists of segment of the LA River and a strip of land located adjacent to the east of the LA River. No EDR listings were identified in this area.	7-19	Low
E	Full	12264	Y	Business	0.0326			0	7101017023	MARTIN,NICOLAS E	_ _ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12264 as Business use owned by Nicolas E Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12264 consists of APN 7101-017-023. Based on review of on-line maps and photographs, Parcel #12264 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Full	12265	N	Business	0.028			0	7101015005	MARTIN,NICOLAS E	_ _ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12265 as Business use owned by Nicolas E Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12265 consists of APN 7101-015-005. Based on review of on-line maps and photographs, Parcel #12265 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Full	12212	Y	Business	1.1755			0	7101015004	MARTIN,NICOLAS E	_ _ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12212 as Business use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12212 consists of APN 7101-015-004. Based on review of on-line maps and photographs, Parcel #12212 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Full	12213	N	BUSINESS	0.1299			0	7101013018	MARTIN,NICOLAS E	_ _ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12213 as Business use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12213 consists of APN 7101-013-018. Based on review of on-line maps and photographs, Parcel #12213 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Full	12214	N	Business	0.9861			0	7101013019	MARTIN,NICOLAS E	_ _ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12214 as Business use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12214 consists of APN 7101-013-019. Based on review of on-line maps and photographs, Parcel #12214 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Full	12215	N	Business	0.7892			0	7101013021	MARTIN,NICOLAS E	_ _ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12215 as Business use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12215 consists of APN 7101-013-021. Based on review of on-line maps and photographs, Parcel #12215 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Full	12216	N	Business	1.6165			0	7101013020	MARTIN,NICOLAS E	_ _ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12216 as Business use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12216 consists of APN 7101-013-020. Based on review of on-line maps and photographs, Parcel #12216 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	7-19	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Alondra

	IMPACT	PARCEL	DISPLACEMENT	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	TOT_UNITS	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	12217	N	Business	0.0703			0	7101013022	MARTIN,NICOLAS E	_ _ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12217 as Business use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12217 consists of APN 7101-013-022. Based on review of on-line maps and photographs, Parcel #12217 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Full	12218	N	Business	0.7849			0	7101013023	MARTIN,NICOLAS E	_ _ _ _ _	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12218 as Business use owned by Nicolas E. Martin. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12218 consists of APN 7101-013-023. Based on review of on-line maps and photographs, Parcel #12218 consists of a portion of the Martin Container Inc. property (1400 Atlantic Avenue), located north of Atlantic Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Partial, TCE	41266	N	Flood Control	0.4377	0.5908		0	7101015902	L A CO FLOOD CONTROL DIST	LA RIVER		COMPTON CA	The ROW Impact Report identifies Parcel #41266 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41266 consists of APN 7101-015-902 Based on a review of on-line maps and photographs, Parcel #41266 consists of segment of the LA River located north of Atlantic Avenue. No EDR listings were identified in this area.	7-19	Low
E	Partial, TCE	41267	N	Flood Control	0.5718	0.3984		0	7101013904	L A CO FLOOD CONTROL DIST	LA RIVER		COMPTON CA	The ROW Impact Report identifies Parcel #41267 as Flood Control Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41267 consists of APN 7101-013-904 Based on a review of on-line maps and photographs, Parcel #41267 consists of segment of the LA River located north of Atlantic Avenue. No EDR listings were identified in this area.	7-19	Low
E	Partial, TCE	41219	N	Flood Control	0.6857	0.6878		0	7101013024	AMAYA,ELISA F ET AL	LA RIVER		COMPTON CA	The ROW Impact Report identified Parcel #41219 as Flood Control Use owned by Elisa F Amaya Et Al. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41219 consists of APN 7101-013-024. Based on a review of on-line maps and photographs, Parcel #41219 consists of a segment of the LA River, bound to the north by E. Alondra Boulevard, east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Partial, TCE	41219	N	Flood Control	0.0475	0.8454		0	7101013025	BROWN,LARENCE	LA RIVER		COMPTON CA	The ROW Impact Report identified Parcel #41219 as Flood Control Use owned by Larence Brown. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41219 consists of APN 7101-013-025. Based on a review of on-line maps and photographs, Parcel #41219 consists of a segment of the LA River, bound to the north by E. Alondra Boulevard, east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Partial, TCE	41219	N	Flood Control	0.0011	0.0666		0		AMAYA,ELISA F ET AL	LA RIVER		COMPTON CA	The ROW Impact Report identified Parcel #41219 as Flood Control Use owned by Elisa F Amaya Et Al. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41219 consists of APN 7101-013-039. Based on a review of on-line maps and photographs, Parcel #41219 consists of a segment of the LA River, bound to the north by E. Alondra Boulevard, east of I-710. No EDR listings were identified in this area.	7-19	Low
E	TCE	12220	N	BUSINESS		0.4884		0	7101013037	HD DEVELOPMENT OF MARYLAND INC	6400	ALONDRA BLVD	PARAMOUNT CA	The ROW Impact Report identified Parcel #12220 as Business Use owned by HD Development of Maryland Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12220 consists of APN 7101-013-037. Based on review of on-line maps and photographs, Parcel #12220 consists of The Home Depot (6400 Alondra Boulevard) located south of Alondra Boulevard, east of I-710. This parcel was identified in the EDR Report (EDR ID#1748) as Home Depot USA Inc. HD 1037 in the RCRA-SQG, HAZNET, and FINDS databases; as 6400 Alondra Blvd in the CHMIRS database; as Home Depot Store #1037 in the HAZNET database. This parcel is also identified in the EDR Report with an address of 6300 Alondra Boulevard as The Home Depot in the Los Angeles County HMS, HAZNET, and LUST databases; as Rullo, J. in the WMUDS/SWAT, SWF/LF, HIST CORTESE, and LUST databases; as Cool Fuel Inc. in the Los Angeles County HMS, LUST, UST, HIST UST, and SWEEPS UST databases; and as Cool Transports Incorporated in the HAZNET database. According to GeoTracker, the LUST case associated with the Cool Fuel Inc. listing is "completed-case closed" as of 05/07/2001 for a release of waste oil/motor/hydraulic/lubricating to "an aquifer used for drinking water supply". The case associated with The Home Depot listing is "open-site assessment" as of 06/15/2009 for a release of gasoline to "an aquifer used for drinking water supply". No other information was available online or in the EDR Report. Based on the regulatory status (open case), this site is considered to represent an environmental concern to the ISA Study Area and a file review is recommended. Additionally, it should be noted that soil and groundwater contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	7-19	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Alondra

	IMPACT	PARCEL	DISPLACEMENT	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	TOT_UNITS	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Utility TCE	12220	N	BUSINESS		0.4884		0	7101013037	HD DEVELOPMENT OF MARYLAND INC	6400	ALONDRA BLVD	PARAMOUNT CA	The ROW Impact Report identified Parcel #12220 as Business Use owned by HD Development of Maryland Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12220 consists of APN 7101-013-037. Based on review of on-line maps and photographs, Parcel #12220 consists of The Home Depot (6400 Alondra Boulevard) located south of Alondra Boulevard, east of I-710. This parcel was identified in the EDR Report (EDR ID#1748) as Home Depot USA Inc. HD 1037 in the RCRA-SQG, HAZNET, and FINDS databases; as 6400 Alondra Blvd in the CHMIRS database; as Home Depot Store #1037 in the HAZNET database. This parcel is also identified in the EDR Report with an address of 6300 Alondra Boulevard as The Home Depot in the Los Angeles County HMS, HAZNET, and LUST databases; as Rullo, J. in the WMUDS/SWAT, SWF/LF, HIST CORTESE, and LUST databases; as Cool Fuel Inc. in the Los Angeles County HMS, LUST, UST, HIST UST, and SWEEPS UST databases; and as Cool Transports Incorporated in the HAZNET database. According to GeoTracker, the LUST case associated with the Cool Fuel Inc. listing is "completed-case closed" as of 05/07/2001 for a release of waste oil/motor/hydraulic/lubricating to "an aquifer used for drinking water supply". The case associated with The Home Depot listing is "open-site assessment" as of 06/15/2009 for a release of gasoline to "an aquifer used for drinking water supply". No other information was available online or in the EDR Report. Based on the regulatory status (open case), this site is considered to represent an environmental concern to the ISA Study Area and a file review is recommended. Additionally, it should be noted that soil and groundwater contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	7-19	High
E	TCE	12221	N	Business		0.0188		0	7101013041	HD DEVELOPMENT OF MARYLAND INC	_ _ _ _	ALONDRA BLVD	PARAMOUNT CA	The ROW Impact Report identified Parcel #12221 as Business Use owned by HD Development of Maryland Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12221 consists of APN 7101-013-041. Based on review of on-line maps and photographs, Parcel #12221 consists of a portion of The Home Depot (6400 Alondra Boulevard) located south of Alondra Boulevard, east of I-710. See Parcel #12220 for EDR listing information.	7-19	High
E	Utility TCE	12221	N	Business		0.0188		0	7101013041	HD DEVELOPMENT OF MARYLAND INC	_ _ _ _	ALONDRA BLVD	PARAMOUNT CA	The ROW Impact Report identified Parcel #12221 as Business use owned by HD Development of Maryland Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12221 consists of APN 7101-013-041. Based on review of on-line maps and photographs, Parcel #12221 consists of a portion of The Home Depot (6400 Alondra Boulevard) located south of Alondra Boulevard, east of I-710. See Parcel #12220 for EDR listing information.	7-19	High
															7-19	
ALONDRA Blvd															7-19	
															7-19	
W	Partial	12427	Y	Business	0.0417				6181027021		2717	ALONDRA BLVD	COMPTON CA	The ROW Impact Report identified Parcel #12427 as Business Use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12427 consists of APN 6181-027-021. Based on review of on-line maps and photographs, Parcel #12427 consists of a retail strip mall (2717 E. Alondra Boulevard) located in the northwest corner of the intersection of E. Alondra Boulevard and Atlantic Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#1622) as C&R Cleaners in the EDR Historical Cleaners database for the years 1999, 2003-2006, 2008, 2010, and 2011; as C&R Cleaners in the RCRA-SQG, FINDS, HAZNET, and EMI databases; and as Cliff's Union Service in the EDR Historical Auto Stations database for the year 1962. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-19	Medium
W	Partial,TCE	12428	N	Business	0.095	0.0373			6181028023		2901	ALONDRA BLVD	COMPTON CA	The ROW Impact Report identified Parcel #12428 as Business Use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12428 consists of APN 6181-028-023. Based on review of on-line maps and photographs, Parcel #12428 consists of Jessie's Radiator and Muffler (2901 E. Alondra Boulevard) located in the northeast corner of the intersection of E. Alondra Boulevard and Atlantic Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID# 1622) as Jesse's Radiator Service in the Los Angeles County HMS and HAZNET databases; and as Jesse's Radiator and Muffler in the EDR Historical Auto Stations database for years 2001-2003, and 2012. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-19	Low
W	Full	12429	N	Business	0.2688				6181028022		_ _ _ _	ALONDRA BLVD	COMPTON CA	The ROW Impact Report identified Parcel #12429 as Business Use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12429 consists of APN 6181-028-022. Based on review of on-line maps and photographs, Parcel #12429 consists of vacant land in the northeast corner of the intersection of E. Alondra Boulevard and S. Lime Avenue, west of I-710. No EDR listings were identified in this area.	7-19	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Alondra

	IMPACT	PARCEL	DISPLACEMENT	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	TOT_UNITS	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial,TCE	12430	N	Business	0.0026	0.0105		0	6181028037	BAEZA,HELEN R TR	15812	ATLANTIC AVE	COMPTON CA	The ROW Impact Report identified Parcel #12430 as Business Use, owned by Helen R Baeza Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12430 consists of APN 6181-028-037. Based on review of on-line maps and photographs, Parcel #12430 consists of a vacant commercial building (15812 Atlantic Avenue) located east of Atlantic Avenue, west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	Full	12431	Y	Business	0.0848				6181031029		4603	ALONDRA BLVD	COMPTON CA	The ROW Impact Report identified Parcel #12431 as Business Use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12431 consists of APN 6181-031-029. Based on review of on-line maps and photographs, Parcel #12431 consists of the Los Dos Amigos restaurant/bar (4603 E. Alondra Boulevard) located at the northeast corner of S. Lime Avenue and E. Alondra Boulevard, west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	Full	12432	Y	Business	0.1006			0	6181031030	M AND M AUTO PARTS INC	4609	ALONDRA BLVD	COMPTON CA	The ROW Impact Report identified Parcel #12432 as Business Use, owned by M &M Auto Parts Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12432 consists of APN 6181-031-030. Based on review of on-line maps and photographs, Parcel #12432 consists of a paved parking lot located north of E. Alondra Boulevard, west of I-710. No EDR listings were identified in this area.	7-19	Low
W	Full	12433	Y	Business	0.105			0	6181031031	M AND M AUTO PARTS INC	4615	ALONDRA BLVD	COMPTON CA	The ROW Impact Report identified Parcel #12433 as Business Use, owned by M &M Auto Parts Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12433 consists of APN 6181-031-031. Based on review of on-line maps and photographs, Parcel #12433 consists of M&M Auto Parts and Machine Shop (4615 E. Alondra Boulevard) located north of E. Alondra Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR Is#1622) as M&M Auto Parts in the Los Angeles County HMS, RCRA-SQG, FINDS, and EDR Historical Auto Stations database for the years 2010 and 2011. No violations were reported. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-19	Low
W	Full	12434	N	Business	0.0527			0	6181031032	MIKAMI,RICHARD AND	4617	ALONDRA BLVD	COMPTON CA	The ROW Impact Report identified Parcel #12434 as Business Use, owned by Richard and Mikami. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12434 consists of APN 6181-031-032. Based on review of on-line maps and photographs, Parcel #12434 consists of a paved parking lot (4617 E. Alondra Boulevard) located north of E. Alondra Boulevard, west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	Full	12435	N	Business	0.1027			0	6181031033	MIKAMI,ROBERT M AND	4619	ALONDRA BLVD	COMPTON CA	The ROW Impact Report identified Parcel #12435 as Business Use, owned by Robert M and Mikami. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12435 consists of APN 6181-031-033. Based on review of on-line maps and photographs, Parcel #12435 consists of a paved parking lot (4619 E. Alondra Boulevard) located north of E. Alondra Boulevard, west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	Full	12436	N	Business	0.0966				6181031039		____	ALONDRA BLVD	COMPTON CA	The ROW Impact Report identified Parcel #12436 as Business Use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12436 consists of APN 6181-031-039. Based on review of on-line maps and photographs, Parcel #12436 consists of a paved parking lot located at the northwest corner of the intersection of Frailey Avenue and E. Alondra Boulevard, west of I-710. No EDR listings were identified in this area.	7-19	Low
W	Partial,TCE	12440	N	Residential	0.0852	0.0241			6181032043		15810	FRAILEY AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12440 as Residential Use (15810 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12440 consists of APN 6181-032-043. Based on a review of on-line maps and photographs, Parcel #12440 consists of vacant land located at the northeast corner of the intersection of Frailey Avenue and E. Alondra Boulevard, west of I-710. No EDR listings were identified in this area.	7-19	Low
W	Partial,TCE	12439	N	Residential	0.0008	0.0249		0	6181032058	COMPTON SENIOR HOUSING,LP	15810	FRAILEY AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12439 as Residential Use, owned by Compton Senior Housing LP (15811 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12439 consists of APN 6181-032-058. Based on a review of on-line maps and photographs, Parcel #12439 consists of a portion of the parking lot associated with the Seasons at Compton Housing facility. No EDR listings were identified associated with this address.	7-19	Low
W	Partial,TCE	12438	N	Residential	0.0026	0.0062			6181032042		15810	FRAILEY AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12438 as Residential Use (15812 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12438 consists of APN 6181-032-042. Based on a review of on-line maps and photographs, Parcel #12438 consists of a portion of the parking lot associated with the Seasons at Compton Housing facility. No EDR listings were identified associated with this address.	7-19	Low
W	Partial,TCE	12437	N	Residential	0.0314	0.0737			6181032041		15810	FRAILEY AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12437 as Residential Use (15813 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12437 consists of APN 6181-032-041. Based on a review of on-line maps and photographs, Parcel #12437 consists of a portion of the parking lot associated with the Seasons at Compton Housing facility. No EDR listings were identified associated with this address.	7-19	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Alondra

	IMPACT	PARCEL	DISPLACEMENT	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	TOT_UNITS	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial,TCE	12442	N	Residential	0.0024	0.0299			6181032045		15810	FRAILEY AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12442 as Residential Use (15814 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12442 consists of APN 6181-032-045. Based on a review of on-line maps and photographs, Parcel #12442 consists of a portion of the Seasons at Compton Housing facility. No EDR listings were identified associated with this address.	7-19	Low
W	Partial,TCE	12441	N	Residential	0.0939	0.126			6181032044		15810	FRAILEY AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12441 as Residential Use (15815 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12441 consists of APN 6181-032-044. Based on a review of on-line maps and photographs, Parcel #12441 consists of a portion of the parking lot associated with the Seasons at Compton Housing facility. No EDR listings were identified associated with this address.	7-19	Low
W	Partial,TCE	12443	N	Residential	0.0438	0.0849			6181032054		15810	FRAILEY AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12443 as Residential Use (15816 Frailey Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12443 consists of APN 6181-032-054. Based on a review of on-line maps and photographs, Parcel #12443 consists of a portion of the parking lot associated with the Seasons at Compton Housing facility. No EDR listings were identified associated with this address.	7-19	Low
W	Partial,TCE	12444	N	Residential	0.0067	0.006		0	6181032049	COMPTON SENIOR HOUSING LP	15810	FRAILEY AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12444 as Residential Use, owned by Compton Senior Housing LP (15817 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12444 consists of APN 6181-032-049. Based on a review of on-line maps and photographs, Parcel #12444 consists of a vacant strip of land adjacent to the E. Alondra Boulevard ramp of southbound I-710. No EDR listings were identified associated with this address.	7-19	Low
	TCE	12445	N	Residential		0			6181032053		15810	FRAILEY AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12445 as Residential Use (15818 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12445 consists of APN 6181-032-053. Based on a review of on-line maps and photographs, Parcel #12445 consists of a portion of a pocket park located south of E. Linsley Street and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	Partial,TCE	12446	N	Residential	0.0415	0.0543		0	6181032050	COMPTON SENIOR HOUSING LP	15810	FRAILEY AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12446 as Residential Use (15819 Frailey Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12446 consists of APN 6181-032-050. Based on a review of on-line maps and photographs, Parcel #12446 consists of a portion of a pocket park located south of E. Linsley Street and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	Full	12447	Y	Residential	0.1495		0.0434		6181035043		15539	GIBSON AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12447 as Residential Use (15539 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12447 consists of APN 6181-035-043. Based on a review of on-line maps and photographs, Parcel #12447 consists of a residential structure located west of S.Gibson Avenue, west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	Full	12448	Y	Residential	0.075		0.0482		6181035042		15535	GIBSON AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12448 as Residential Use (15535 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12448 consists of APN 6181-035-042. Based on a review of on-line maps and photographs, Parcel #12448 consists of a residential structure located west of S.Gibson Avenue, west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	Full	12449	Y	Residential			0.0254		6181035036		15609	GIBSON AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12449 as Residential Use (15609 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12449 consists of APN 6181-035-036. Based on a review of on-line maps and photographs, Parcel #12449 consists of a residential structure located west of S.Gibson Avenue, west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	Full	12450	Y	Residential	0.0649		0.1063	0	6181035041	HARRIS,OLLIE M	15531	GIBSON AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12450 as Residential Use (15531 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12450 consists of APN 6181-035-041. Based on a review of on-line maps and photographs, Parcel #12450 consists of a residential structure located west of S.Gibson Avenue, west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	Full	12451	Y	Residential	0.0541		0.1327		6181035040		15527	GIBSON AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12451 as Residential Use (15527 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12451 consists of APN 6181-035-040. Based on a review of on-line maps and photographs, Parcel #12451 consists of a residential structure located west of S.Gibson Avenue, west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	Full	12452	Y	Residential	0.0324		0.1687	0	6181035039	RENTERIA,PATRICIA ET AL	15523	GIBSON AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12452 as Residential Use (15523 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12452 consists of APN 6181-035-039. Based on a review of on-line maps and photographs, Parcel #12452 consists of a residential structure located west of S.Gibson Avenue, west of I-710. No EDR listings were identified associated with this address.	7-19	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Alondra

	IMPACT	PARCEL	DISPLACEMENT	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	TOT_UNITS	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	12453	Y	Residential	0.0045		0.2344	0	6181035038	QUINTEROS,WALTER AND PRISCILLA	15519	GIBSON AVE	COMPTON CA	The ROW Impact Report identifies Parcel #12453 as Residential Use (15519 S. Gibson Avenue). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #12453 consists of APN 6181-035-038. Based on a review of on-line maps and photographs, Parcel #12453 consists of a residential structure located west of S.Gibson Avenue, west of I-710. No EDR listings were identified associated with this address.	7-19	Low
W	TCE	12454	N	Business		1.4853		0	6180024015	KINGSFORD STREET INVESTORS LLC	_ _ _ _ _	GIBSON AVE	COMPTON CA	The ROW Impact Report identified Parcel #12454 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12454 consists of APN 6180-024-015. Based on review of on-line maps and photographs, Parcel #12454 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	7-19	Low
W	TCE	12455	N	Business		0.2221		0	6180024017	KINGSFORD STREET INVESTORS LLC	_ _ _ _ _	GIBSON AVE	COMPTON CA	The ROW Impact Report identified Parcel #12455 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12455 consists of APN 6180-024-017. Based on review of on-line maps and photographs, Parcel #12455 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	7-19	Low
W	TCE	12457	N	Business		0.0652		0	6180024005	KINGSFORD STREET INVESTORS LLC	_ _ _ _ _	GIBSON AVE	COMPTON CA	The ROW Impact Report identified Parcel #12457 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12457 consists of APN 6180-024-005. Based on review of on-line maps and photographs, Parcel #12457 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	7-19	Low
W	TCE	12456	N	Business		0.0589		0	6180024004	KINGSFORD STREET INVESTORS LLC	_ _ _ _ _	GIBSON AVE	COMPTON CA	The ROW Impact Report identified Parcel #12456 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12456 consists of APN 6180-024-004. Based on review of on-line maps and photographs, Parcel #12456 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	7-19	Low
W	TCE	12459	N	Business		0.2726		0	6180024020	KINGSFORD STREET INVESTORS LLC	_ _ _ _ _	GIBSON AVE	COMPTON CA	The ROW Impact Report identified Parcel #12459 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12459 consists of APN 6180-024-020. Based on review of on-line maps and photographs, Parcel #12459 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	7-19	Low
W	TCE	12458	N	Business		0.1694		0	6180024019	KINGSFORD STREET INVESTORS LLC	_ _ _ _ _	GIBSON AVE	COMPTON CA	The ROW Impact Report identified Parcel #12458 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12458 consists of APN 6180-024-019. Based on review of on-line maps and photographs, Parcel #12458 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	7-19	Low
W	TCE	12461	N	Business		0.0389		0	6180024021	KINGSFORD STREET INVESTORS LLC	_ _ _ _ _	GIBSON AVE	COMPTON CA	The ROW Impact Report identified Parcel #12461 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12461 consists of APN 6180-024-021. Based on review of on-line maps and photographs, Parcel #12461 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	7-19	Low
W	TCE	12460	N	Business		0.0179		0	6180024018	KINGSFORD STREET INVESTORS LLC	_ _ _ _ _	GIBSON AVE	COMPTON CA	The ROW Impact Report identified Parcel #12460 as Business Use, owned by Kingsford Street Investors LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12460 consists of APN 6180-024-018. Based on review of on-line maps and photographs, Parcel #12460 consists of a vacant strip of land located adjacent to the west of I-710. No EDR listings were identified in this area.	7-19	Low
E	TCE	12322	N	BUSINESS		0.0484		0	6239015001	MA,RONG CO TR	6439	ALONDRA BLVD	PARAMOUNT CA	The ROW Impact Report identified Parcel #12322 as Business Use, owned by Rong Ma Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12322 consists of APN 6239-015-001. Based on review of on-line maps and photographs, Parcel #12322 consists of a portion of a commercial building (6439 Alondra Boulevard) within the Paramount Business Park, located north of Alondra Boulevard, east of I-710.This parcel was identified in the EDR Report as Asea Brown Boveri Inc. (EDR ID#1735) in the Los Angeles County HMS database with an "open" facility status. No other details were reported. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-19	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Alondra

	IMPACT	PARCEL	DISPLACEMENT	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	TOT_UNITS	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	12323	N	BUSINESS	0.0025	0.0464		0	6239015003	LMC ENTERPRISES	6401	ALONDRA BLVD	PARAMOUNT CA	The ROW Impact Report identified Parcel #12323 as Business Use, owned by LMC Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12323 consists of APN 6239-015-003. Based on review of on-line maps and photographs, Parcel #12323 consists of a portion of a commercial building (6401 Alondra Boulevard) within the Paramount Business Park, located north of Alondra Boulevard, east of I-710. This parcel was identified in the EDR Report as Chemco Products Co. (EDR ID#1748) in the Los Angeles County HMS, FINDS, and HAZNET databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-19	Low
E	Partial, TCE	12324	N	BUSINESS	0.0005	0.0761		0	6239015004	KIM,RYEU K AND SONG J	6329	ALONDRA BLVD	PARAMOUNT CA	The ROW Impact Report identified Parcel #12324 as Business Use, owned by Ryeu K and Song J Kim. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12324 consists of APN 6239-015-004. Based on review of on-line maps and photographs, Parcel #12324 consists of a portion of a commercial building (6329 Alondra Boulevard) within the Paramount Business Park, located north of Alondra Boulevard, east of I-710. No EDR listings were identified associated with this address.	7-19	Low
E	TCE	12325	N	BUSINESS		0.0322		0	6239015013	QUINTERO,FRANCISCO	6301	ALONDRA BLVD	PARAMOUNT CA	The ROW Impact Report identified Parcel #12325 as Business Use, owned by Ryeu K and Song J Kim. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #12325 consists of APN 6239-015-013. Based on review of on-line maps and photographs, Parcel #12325 consists of a commercial building (6301 Alondra Boulevard) within the Paramount Business Park, located north of Alondra Boulevard, east of I-710. This parcel was identified in the EDR Report (EDR ID#1748) as Revco Industries Inc. in the Los Angeles County HMS database; as Rollstone International Hats in the Los Angeles County HMS database; as Paramount Business Park in the HAZNET database; and as Woods Solid Fill Dump in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-19	Low
E	Partial, TCE	41226	N	Flood Control	0.1196	0.4378		0	6239002012	BENSON,FRANCES C TR	LA RIVER		PARAMOUNT CA	The ROW Impact Report identified Parcel #41226 as Flood Control Use owned by Frances C Benson Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41226 consists of APN 6239-002-012. Based on a review of on-line maps and photographs, Parcel #41226 consists of a segment of the LA River, bound to the south Alondra Boulevard, east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Partial, TCE	41226	N	Flood Control	0.8635	1.0117		0	6239002011	BENSON,FRANCES C TR	LA RIVER		COMPTON CA	The ROW Impact Report identified Parcel #41226 as Flood Control Use owned by Frances C Benson Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41226 consists of APN 6239-002-011. Based on a review of on-line maps and photographs, Parcel #41226 consists of a segment of the LA River, bound to the south Alondra Boulevard, east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Partial, TCE	41226	N	Flood Control	0.4041	0.7201		0	6239001907	L A CO FLOOD CONTROL DIST	LA RIVER		COMPTON CA	The ROW Impact Report identified Parcel #41226 as Flood Control Use owned by the LA County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41226 consists of APN 6239-001-907. Based on a review of on-line maps and photographs, Parcel #41226 consists of a segment of the LA River, east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Partial, TCE	41226	N	Flood Control	0.0055	0.0111		0	6239001001	WILSON,MARGARET E	LA RIVER		COMPTON CA	The ROW Impact Report identified Parcel #41226 as Flood Control Use owned by Margaret E Wilson. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41226 consists of APN 6239-001-001. Based on a review of on-line maps and photographs, Parcel #41226 consists of a small strip of the LA River, east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Partial, TCE	41226	N	Flood Control	0.0511	0.1584		0	6239001012	WILSON,MARGARET E	LA RIVER		COMPTON CA	The ROW Impact Report identified Parcel #41226 as Flood Control Use owned by Margaret E Wilson. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41226 consists of APN 6239-001-012. Based on a review of on-line maps and photographs, Parcel #41226 consists of a segment of the LA River bound to the north by Somerset Boulevard, east of I-710. No EDR listings were identified in this area.	7-19	Low
E	Partial, TCE	41226	N	Flood Control	0.0323	0.0158		0	6239001904	L A CO FLOOD CONTROL DIST	LA RIVER		COMPTON CA	The ROW Impact Report identified Parcel #41226 as Flood Control Use owned by the LA County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41226 consists of APN 6239-001-904. Based on a review of on-line maps and photographs, Parcel #41226 consists of a narrow strip of the LA River bound to the north by Somerset Boulevard, east of I-710. No EDR listings were identified in this area.	7-19	Low

SOMERSET Blvd

Totals

High	3
Medium	1
Low	62

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Rosecrans

	IMPACT	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
SOMERSET Blvd															
E	Partial, TCE	41301	N	LA RIVER	LA RIVER	PARAMOUNT CA	Flood Control	6237026903	LA RIVER	LA RIVER		PARAMOUNT CA	The ROW Impact Report identified Parcel #41301 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41301 consists of APN 6237-026-903. Based on a review of on-line maps and photographs, Parcel #41301 consists of a segment of the LA River bound to the south by Somerset Boulevard and to the north by Rosecrans Avenue, east of I-710. No EDR listings were identified in this area.	7-20	Low
Rosecrans Ave.															
E	Full	13303	N	KUBIK,LEON AND ANNA	0	PARAMOUNT CA	Flood Control	6236037004	KUBIK,LEON AND ANNA	0		PARAMOUNT CA	The ROW Impact Report identified Parcel #13303 as Flood Control Use, owned by Leon and Anna Kubik. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #13303 consists of APN 6236-037-004. Based on a review of on-line maps and photographs, Parcel #13303 consists of a strip of vacant land located east of the Rosecrans onramp to the northbound I-710, and west of the LA River. No EDR listings were identified in this area.	7-20	Low
E	Full	13306	N	KUBIK,LEON AND ANNA AND	0	PARAMOUNT CA	Flood Control	6236035009	KUBIK,LEON AND ANNA AND	0		PARAMOUNT CA	The ROW Impact Report identified Parcel #13306 as Flood Control Use, owned by Leon and Anna Kubik. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #13306 consists of APN 6236-035-009. Based on a review of on-line maps and photographs, Parcel #13306 consists of a strip of vacant land located east of I-710 and west of the LA River. No EDR listings were identified in this area.	7-21	Low
E	Full	13304	N	CHEVRON USA INC	0	PARAMOUNT CA	Flood Control	6236037002	CHEVRON USA INC	0		PARAMOUNT CA	The ROW Impact Report identified Parcel #13304 as Flood Control Use, owned by Chevron USA Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #13304 consists of APN 6236-037-002. Based on a review of on-line maps and photographs, Parcel #13304 consists of a strip of vacant land located east of I-710 and west of the LA River. No EDR listings were identified in this area.	7-20	High
E	Full	13305	N	FILIPPI,SOBEIDA	0	PARAMOUNT CA	Flood Control	6236035013	FILIPPI,SOBEIDA	0		PARAMOUNT CA	The ROW Impact Report identified Parcel #13305 as Flood Control Use, owned by Sobeida Filippi. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #13305 consists of APN 6236-035-013. Based on a review of on-line maps and photographs, Parcel #13305 consists of a strip of vacant land located east of I-710 and west of the LA River. No EDR listings were identified in this area.	7-21	Low
E	Full	13307	N	FILIPPI,SOBEIDA	0	PARAMOUNT CA	Flood Control	6236035012	FILIPPI,SOBEIDA	0		PARAMOUNT CA	The ROW Impact Report identified Parcel #13307 as Flood Control Use, owned by Sobeida Filippi. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #13307 consists of APN 6236-035-012. Based on a review of on-line maps and photographs, Parcel #13307 consists of a strip of vacant land located east of I-710 and west of the LA River. No EDR listings were identified in this area.	7-21	Low
E	Full	13308	N	FILIPPI,SOBEIDA	0	PARAMOUNT CA	Flood Control	6236035011	FILIPPI,SOBEIDA	0		PARAMOUNT CA	The ROW Impact Report identified Parcel #13308 as Flood Control Use, owned by Sobeida Filippi. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #13308 consists of APN 6236-035-011. Based on a review of on-line maps and photographs, Parcel #13308 consists of a strip of vacant land located east of I-710 and west of the LA River. No EDR listings were identified in this area.	7-21	Low
E	Partial, TCE	41302	N	L A CO FLOOD CONTROL DIST	LA RIVER	PARAMOUNT CA	Flood Control	6236037901	L A CO FLOOD CONTROL DIST	LA RIVER		PARAMOUNT CA	The ROW Impact Report identified Parcel #41302 as Flood Control Use, owned by the LA County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41302 consists of APN 6236-037-901. Based on a review of on-line maps and photographs, Parcel #41302 consists of a segment of the LA River located north of Rosecrans Avenue, east of I-710. No EDR listings were identified in this area.	7-20	Low
E	Partial, TCE	41309	N	KENNEDY,BRIAN AND	LA RIVER	PARAMOUNT CA	Flood Control	6236035010	KENNEDY,BRIAN AND	LA RIVER		PARAMOUNT CA	The ROW Impact Report identified Parcel #41309 as Flood Control Use, owned by Brian Kennedy. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41309 consists of APN 6236-035-010. Based on a review of on-line maps and photographs, Parcel #41309 consists of a segment of the LA River and an adjacent strip land to the west. No EDR listings were identified in this area.	7-21	Low
E	Partial, TCE	41310	N			PARAMOUNT CA	Flood Control	6236001900	L A CO FLOOD CONTROL DIST	LA RIVER		PARAMOUNT CA	The ROW Impact Report identified Parcel #41310 as Flood Control Use owned by the LA County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41310 consists of APN 6236-001-900. Based on a review of on-line maps and photographs, Parcel #41310 consists of a segment of the LA River bound to the south by the intersection of I-105 and I-710. No EDR listings were identified in this area.	7-21	Low
I - 105 Freeway															

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT		NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
	MARTIN LUTHER KING JUNIOR Blvd																		
W	Partial, TCE	14101			14101	N		ERMM CORP	5447 MARTIN LUTHER KING JR BLVD	LYNWOOD CA	Business	6194031008	ERMM CORP	5447	MARTIN LUTHER KING JR BLVD	LYNWOOD CA	The ROW Impact Report identified Parcel #14101 as Business use, owned by ERMM Corp. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14101 consists of APN 6194-031-008. Based on review of on-line maps and photographs, Parcel #14101 consists of three commercial structures occupied by Kirk's Diesel (5447 Martin Luther King Boulevard), located north of Martin Luther King Jr. Boulevard and west of I-710.This parcel was identified in the EDR Report (EDR ID#1274) as Diesel Mobile Service in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-22	High
W	TCE	14102			14102	N		GALLINUCCI,PEDRO AND LUCIA	11200 WRIGHT RD	LYNWOOD CA	Business	6194030011	GALLINUCCI,PEDRO AND LUCIA	11200	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14102 as Business use, owned by Pedro and Lucia Gallinucci. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14102 consists of APN 6194-030-011. Based on review of on-line maps and photographs, Parcel #14102 consists of four commercial structures occupied by Ace Machine Shop (11200 Wright Road), located east of Wright Road and west of I-710.This parcel was identified in the EDR Report (EDR ID#1220) as Ace Machine Shop Inc. in the FINDS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-22	Low
W	TCE	14103			14103	N		HITE PROPERTY CO	11156 WRIGHT RD	LYNWOOD CA	Business	6194030017	HITE PROPERTY CO	11156	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14103 as Business use, owned by Hite Property Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14103 consists of APN 6194-030-017. Based on review of on-line maps and photographs, Parcel #14103 consists of two commercial structures and parking occupied by Pasco Specialty Manufacturing (11156 Wright Road), located east of Wright Road and west of I-710.This parcel was identified in the EDR Report (EDR ID#1187) as Pasco Specialty and Manufacturing Co. in the HAZNET and Los Angeles County HMS, databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-22	Low
W	TCE	14104			14104	N		ORELLANA,LEONEL AND HILDA C	11132 WRIGHT RD	LYNWOOD CA	Business	6194030020	ORELLANA,LEONEL AND HILDA C	11132	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14104 as Business use, owned by Leonel and Hilda Orellana. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14104 consists of APN 6194-030-020. Based on review of on-line maps and photographs, Parcel #14104 consists of one small commercial structure occupied by KDH Used Truck Sales (11132 Wright Road), located east of Wright Road and west of I-710. No EDR listings were identified associated with this address.	7-22	Low
W	TCE	14105			14105	N		FOX,RUSSEL L AND LINDA K	11126 WRIGHT RD	LYNWOOD CA	Business	6194030016	FOX,RUSSEL L AND LINDA K	11126	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14105 as Business use, owned by Russell L and Linda K Fox. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14105 consists of APN 6194-030-016. Based on review of on-line maps and photographs, Parcel #14105 consists of one small commercial structure occupied by First Finish Inc. (11126 Wright Road), located east of Wright Road and west of I-710.This parcel was identified in the EDR Report (EDR ID#1187) as The First Finish in the FINDS and Drycleaners databases (Linen supply); as Sunbelt Solutions LLC in the HAZNET database; as WA Rasic Construction in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-22	Low
W	TCE	14106			14106	N		VALDEZ,SALVADOR AND MARIA AND	11122 WRIGHT RD	LYNWOOD CA	Business	6194030018	VALDEZ,SALVADOR AND MARIA AND	11122	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14106 as Business use, owned by Salvador and Maria Valdez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14106 consists of APN 6194-030-018. Based on review of on-line maps and photographs, Parcel #14106 consists of one commercial structure occupied by S&A Bumper Fixing (11122 Wright Road), located east of Wright Road and west of I-710.This parcel was identified in the EDR Report (EDR ID#1187) as S&A Bumper Fixing Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-22	Low
W	TCE	14107			14107	N		VALDEZ,SALVADOR AND MARIA AND	11118 WRIGHT RD	LYNWOOD CA	Business	6194030019	VALDEZ,SALVADOR AND MARIA AND	11118	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14107 as Business use, owned by Salvador and Maria Valdez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14107 consists of APN 6194-030-019. Based on review of on-line maps and photographs, Parcel #14107 is associated with Parcel #14106. Refer to Parcel #14106 for EDR listings.	7-22	Low
W	TCE	14108			14108	N		VARELA,RAUL	11116 WRIGHT RD	LYNWOOD CA	Business	6194029007	VARELA,RAUL	11116	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14108 as Business use, owned by Raul Varela. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14108 consists of APN 6194-029-007. Based on review of on-line maps and photographs, Parcel #14108 consists of one small commercial structure occupied by RTS Towing Services (11116 Wright Road), located east of Wright Road and west of I-710. No EDR listings were identified associated with this address.	7-22	Low
W	TCE	14109			14109	N		NUNEZ,DANIEL	11108 WRIGHT RD	LYNWOOD CA	Business	6194029003	NUNEZ,DANIEL	11108	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14109 as Business use, owned by Daniel Nunez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14109 consists of APN 6194-029-003. Based on review of on-line maps and photographs, Parcel #14109 consists of one small commercial structure occupied by Foam City (11108 Wright Road), located east of Wright Road and west of I-710. This parcel was identified in the EDR Report (EDR ID# 1187) as Industrial Enterprises in the EMI database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-22	Low
W	TCE	14110			14110	N		TEJEDA,JUAN F AND	11100 WRIGHT RD	LYNWOOD CA	Business	6194029001	TEJEDA,JUAN F AND	11100	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14110 as Business use, owned by Juan F Tejeda. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14110 consists of APN 6194-029-001. Based on review of on-line maps and photographs, Parcel #14110 consists of one small commercial structure occupied by Hub City Kustoms Paint & Body (11100 Wright Road), located east of Wright Road and west of I-710. This parcel was identified in the EDR Report (EDR ID# 1187) as Ideal Fumigation Inc. in the HAZNET database; Brother Wheel Polishing in the RCRA-SQG and FINDS databases; as Corona Wheel & Polishing Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-23	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT		NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial, TCE	14111			14111	N		WASATCH IMPORT CO	11000 WRIGHT RD	LYNWOOD CA	Business	6194029009	WASATCH IMPORT CO	11000	WRIGHT RD	LYNWOOD CA	The ROW Impact Report identified Parcel #14111 as Business use, owned by Wasatch Import Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14111 consists of APN 6194-029-009. Based on review of on-line maps and photographs, Parcel #14111 consists of two commercial structures occupied by Wasatch Co. (11000 Wright Road), located east of Wright Road and west of I-710. This parcel was identified in the EDR Report (EDR ID# 1161) as A C Properties in the Los Angeles County HMS database; Gannett Outdoor Co. Inc. in the HIST UST and SWEEPS UST databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-23	Low
W	Full	14112			14112	N		LYNWOOD CITY	5208 IMPERIAL HWY	LYNWOOD CA	Business	6194005900	LYNWOOD CITY	5208	IMPERIAL HWY	LYNWOOD CA	The ROW Impact Report identified Parcel #14112 as Business use, owned by Lynwood City. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14112 consists of APN 6194-005-900. Based on review of on-line maps and photographs, Parcel #14112 consists of a vacant parcel of land located south of Imperial Highway, adjacent to the west of the Imperial onramp to I-710. No EDR listings were identified in this area.	7-23	Low
W	Full	14113			14113	Y	Business	MANCILLA,MANUEL AND PATRICIA	5200 E IMPERIAL HWY	LYNWOOD CA	Business	6194005001	MANCILLA,MANUEL AND PATRICIA	5200	IMPERIAL HWY	LYNWOOD CA	The ROW Impact Report identified Parcel #14113 as Business use, owned by Manuel and Patricia Mancilla. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14113 consists of APN 6194-005-001. Based on review of on-line maps and photographs, Parcel #14113 consists of a small commercial structure occupied by Manny's Garage & Mufflers (5200 E. Imperial Highway), located in the southeast corner of the intersection of E. Imperial Highway and Wright Road, west of I-710. No EDR listings were identified associated with this address.	7-23	Low
	Partial	14114			14114	N		MANCILLA,MANUEL AND PATRICIA	5170 E IMPERIAL HWY	LYNWOOD CA	Business	6194004001	MANCILLA,MANUEL AND PATRICIA	5170	IMPERIAL HWY	LYNWOOD CA	The ROW Impact Report identified Parcel #14114 as Business use, owned by Manuel and Lidia P Mancilla. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14114 consists of APN 6194-004-001. Based on review of on-line maps and photographs, Parcel #14114 consists of a paved parking lot associated with the adjoining business (Vegas Tires-5170 E. Imperial Highway). This parcel is located in the southwest corner of the intersection of E. Imperial Highway and Wright Road, west of I-710. No EDR listings were identified in this area.	7-23	Low
W	Partial	14115			14115	N		NORTHWEST DEALERCO HOLDINGS LLC	11000 ATLANTIC AVE	LYNWOOD CA	Business	6194004037	NORTHWEST DEALERCO HOLDINGS LLC	11000	ATLANTIC AVE	LYNWOOD CA	The ROW Impact Report identified Parcel #14115 as Business use, owned by Northwest Dealerco Holdings LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14115 consists of APN 6194-004-037. Based on review of on-line maps and photographs, Parcel #14115 consists of a 76 gas station (11000 Atlantic Avenue)located in the southeast corner of the intersection of E. Imperial Highway and Atlantic Avenue, west of I-710. This parcel was identified in the EDR report (EDR ID#927) as Lees Union 76 Service in the EDR Historical Auto Station database for the years 2001, 2003-2005, and 2011; as Lynwood 76 in the FINDS database; Lees Unocal Service Station in the HAZNET database; Tosco Corporation Station #30442 in the HAZNET database; Conoco Phillips #252474 in the HAZNET database; Western Fuel Group in the HAZNET database; 76 Products Station #2474 in the Hist Cortese, ENF, HAZNET, and Los Angeles County HMS databases; Union Oil Service Station #2474 in the HIST UST database; Unocal Corp SS 2474 in the SWEEPS UST and Los Angeles County HMS databases; Tosco 76 Station 2474 in the LUST, UST, and HIST UST databases. According to GeoTracker, the site is listed with a status of "completed-case closed" as of 01/22/2015 for a release gasoline to "aquifer used for drinking water supply". Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-23	High
W	Partial	14116			14116	Y	Business	CORONA,JUAN G AND SOFIA ET AL	11004 ATLANTIC AVE	LYNWOOD CA	Business	6194004042	CORONA,JUAN G AND SOFIA ET AL	11004	ATLANTIC AVE	LYNWOOD CA	The ROW Impact Report identified Parcel #14116 as Business use, owned by Juan G and Sofia Corona Et Al. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14116 consists of APN 6194-004-042. Based on review of on-line maps and photographs, Parcel #14116 consists of Tierra Mia Coffee (11004 Atlantic Avenue), located east of Atlantic Avenue, west of I-710. No EDR listings were identified associated with this address.	7-23	Low
E	Partial, TCE	41417			41417	N		RIO HONDO RANCHO	LA RIVER	LYNWOOD CA	Flood Control	6234013002	RIO HONDO RANCHO	LA RIVER		LYNWOOD CA	The ROW Impact Report identified Parcel #41417 as Flood Control Use owned by Rio Hondo Rancho. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41417 consists of APN 6234-013-002. Based on a review of on-line maps and photographs, Parcel #41417 consists of a segment of the LA River and a portion of Hollydale Park, located adjacent to the east. No EDR listings were identified in this area.	7-22	Low
E	Partial, TCE	41418			41418	N		L A CO FLOOD CONTROL DIST	LA RIVER	LYNWOOD CA	Flood Control	6234013903	L A CO FLOOD CONTROL DIST	LA RIVER		LYNWOOD CA	The ROW Impact Report identified Parcel #41418 as Flood Control Use owned by the LA County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41418 consists of APN 6234-013-903. Based on a review of on-line maps and photographs, Parcel #41418 consists of a segment of the LA River and a portion of Hollydale Park, located adjacent to the east. No EDR listings were identified in this area.	7-22	Low
E	Partial, TCE	41419			41419	N		L A CO FLOOD CONTROL DIST	LA RIVER	LYNWOOD CA	Flood Control	6234013900	L A CO FLOOD CONTROL DIST	LA RIVER		LYNWOOD CA	The ROW Impact Report identified Parcel #41419 as Flood Control Use owned by the LA County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41419 consists of APN 6234-013-900. Based on a review of on-line maps and photographs, Parcel #41419 consists of a segment of the LA River and a portion of Hollydale Park, located adjacent to the east. No EDR listings were identified in this area.	7-22	Low
E	Partial, TCE	41420			41420	N		SOUTH GATE CITY	LA RIVER	LYNWOOD CA	Flood Control	6234013271	SOUTH GATE CITY	LA RIVER		LYNWOOD CA	The ROW Impact Report identified Parcel #41420 as Flood Control Use owned by City of South Gate. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41420 consists of APN 6234-013-271. Based on a review of on-line maps and photographs, Parcel #41420 consists of a segment of the LA River and a portion of Hollydale Park, located adjacent to the east. No EDR listings were identified in this area.	7-22	Low
E	Utility TCE	41420			41420	N		SOUTH GATE CITY	LA RIVER	LYNWOOD CA	Flood Control	6234013271	SOUTH GATE CITY	LA RIVER		LYNWOOD CA	The ROW Impact Report identified Parcel #41420 as Flood Control Use owned by City of South Gate. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41420 consists of APN 6234-013-271. Based on a review of on-line maps and photographs, Parcel #41420 consists of a segment of the LA River and a portion of Hollydale Park, located adjacent to the east. No EDR listings were identified in this area.	7-22	Low
E	Partial, TCE	41421			41421	N		CHEVRON USA INC	LA RIVER	LYNWOOD CA	Flood Control	6234012002	CHEVRON USA INC	LA RIVER		LYNWOOD CA	The ROW Impact Report identified Parcel #41421 as Flood Control Use owned by Chevron USA Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41421 consists of APN 6234-012-002. Based on a review of on-line maps and photographs, Parcel #41421 consists of a vacant strip of land indicative of a subsurface pipeline. This parcel is located between I-710 and the LA River, south of Imperial Highway. No EDR listings were identified in this area.	7-23	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT		NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	41422			41422	N		SOUTH GATE CITY	LA RIVER	LYNWOOD CA	Flood Control	6234012270	SOUTH GATE CITY	LA RIVER		LYNWOOD CA	The ROW Impact Report identified Parcel #41422 as Flood Control Use owned by City of South Gate. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41422 consists of APN 6234-012-270. Based on a review of on-line maps and photographs, Parcel #41422 consists of a segment of the LA River bound to the north by Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Utility TCE	41422			41422	N		SOUTH GATE CITY	LA RIVER	LYNWOOD CA	Flood Control	6234012270	SOUTH GATE CITY	LA RIVER		LYNWOOD CA	The ROW Impact Report identified Parcel #41422 as Flood Control Use owned by City of South Gate. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41422 consists of APN 6234-012-270. Based on a review of on-line maps and photographs, Parcel #41422 consists of a segment of the LA River bound to the north by Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	TCE	41423			41423	N		L A CO FLOOD CONTROL DIST	LA RIVER	LYNWOOD CA	Flood Control	6234012900	L A CO FLOOD CONTROL DIST	LA RIVER		LYNWOOD CA	The ROW Impact Report identified Parcel #41423 as Flood Control Use owned by the Los Angeles County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41423 consists of APN 6234-012-900. Based on a review of on-line maps and photographs, Parcel #41423 consists of a segment of the LA River and the adjacent LA County Flood Control Imperial Yard-South, to the east. This parcel is bound to the north by Imperial Highway. No EDR listings were identified in this area.	7-23	Medium
E	Utility TCE	41423			41423	N		LA RIVER	L A CO FLOOD CONTROL DIST	LYNWOOD CA	Flood Control	6234012900	L A CO FLOOD CONTROL DIST	LA RIVER		LYNWOOD CA	The ROW Impact Report identified Parcel #41423 as Flood Control Use owned by the Los Angeles County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41423 consists of APN 6234-012-900. Based on a review of on-line maps and photographs, Parcel #41423 consists of a segment of the LA River and the adjacent LA County Flood Control Imperial Yard-South, to the east. This parcel is bound to the north by Imperial Highway. No EDR listings were identified in this area.	7-23	Medium
E	Utility TCE	14253			14253	N			CHEVRON USA INC	SOUTH GATE	BUSINESS	6234011006	CHEVRON USA INC			SOUTH GATE	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14253 consists of APN 6234-011-006. Based on a review of on-line maps and photographs, Parcel #14253 consists of a segment a Southern California Edison utility easement, south of Borwick Avenue and east of Hollydale Park. No EDR listings were identified in this area.		High
E	Utility TCE	51454			51454	N		SCE CORRIDOR	SO CALIF EDISON CO	SOUTH GATE	Utility	6234011800	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51454 consists of APN 6234-011-800. Based on a review of on-line maps and photographs, Parcel #51454 consists of a segment a Southern California Edison utility easement, north of Borwick Avenue and south of East Imperial Highway. No EDR listings were identified in this area.		Low
E	Utility TCE	61455			61455	N		LADWP	L A CITY DEPT OF WATER AND POWER	SOUTH GATE	Utility	6234011274	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61455 consists of APN 6234-011-274. Based on a review of on-line maps and photographs, Parcel #61455 consists of a segment a Southern California Edison utility easement, north of Borwick Avenue and south of East Imperial Highway. No EDR listings were identified in this area.		Low
E	Partial, TCE	41424			41424	N		L A CO FLOOD CONTROL DIST	LA RIVER	LYNWOOD CA	Flood Control	6234012901	L A CO FLOOD CONTROL DIST	LA RIVER		LYNWOOD CA	The ROW Impact Report identified Parcel #41424 as Flood Control Use owned by the Los Angeles County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41424 consists of APN 6234-012-901. Based on a review of on-line maps and photographs, Parcel #41424 consists vacant land located to the south of Imperial Highway and adjacent to the west of the LA River. No EDR listings were identified in this area.	7-23	Low
	IMPERIAL Highway																		
E	Utility TCE	61456			61456	N		L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6233031271	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61456 consists of APN 6233-031-271. Based on a review of on-line maps and photographs, Parcel #61456 consists of a segment a Southern California Edison utility easement, north of East Imperial Highway and south of Leeds Street. No EDR listings were identified in this area.		Low
E	Utility TCE	51457			51457	N		0	SCE CORRIDOR	SOUTH GATE CA	Utility	6233031803		SCE CORRIDOR		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51457 consists of APN 6233-031-803. Based on a review of on-line maps and photographs, Parcel #51457 consists of a segment a Southern California Edison utility easement, north of East Imperial Highway and south of Leeds Street. No EDR listings were identified in this area.		Low
E	Utility TCE	61458			61458	N		L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6233031272	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61458 consists of APN 6233-031-272. Based on a review of on-line maps and photographs, Parcel #61458 consists of a segment a Southern California Edison utility easement, north of East Imperial Highway and south of Leeds Street. No EDR listings were identified in this area.		Low
E	Partial, TCE	41425			41425	N		L A CO FLOOD CONTROL DIST	5525 IMPERIAL HWY	SOUTH GATE CA	Flood Control	6233032900	L A CO FLOOD CONTROL DIST	5525	IMPERIAL HWY	SOUTH GATE CA	The ROW Impact Report identified Parcel #41425 as Flood Control Use owned by the Los Angeles County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41425 consists of APN 6233-032-900. Based on a review of on-line maps and photographs, Parcel #41425 consists of the LA County Flood Control Imperial Yard-North (5525 Imperial Highway), located north of Imperial Highway and adjacent to the east of the LA River. No EDR listings were identified associated with this address.	7-23	Low
E	Utility TCE	41425			41425	N		L A CO FLOOD CONTROL DIST	5525 IMPERIAL HWY	SOUTH GATE CA	Flood Control	6233032900	L A CO FLOOD CONTROL DIST	5525	IMPERIAL HWY	SOUTH GATE CA	The ROW Impact Report identified Parcel #41425 as Flood Control Use owned by the Los Angeles County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41425 consists of APN 6233-032-900. Based on a review of on-line maps and photographs, Parcel #41425 consists of the LA County Flood Control Imperial Yard-North (5525 Imperial Highway), located north of Imperial Highway and adjacent to the east of the LA River. No EDR listings were identified associated with this address.	7-23	Low
E	Partial, TCE	41426			41426	N		JANIS,S ROGER AND ESTELLE C	LA RIVER	SOUTH GATE CA	Flood Control	6233032009	JANIS,S ROGER AND ESTELLE C	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41426 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41426 consists of APN 6233-032-009. Based on a review of on-line maps and photographs, Parcel #41426 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT		NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Utility TCE	41426			41426	N		JANIS,S ROGER AND ESTELLE C	LA RIVER	SOUTH GATE CA	Flood Control	6233032009	JANIS,S ROGER AND ESTELLE C	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41426 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41426 consists of APN 6233-032-009. Based on a review of on-line maps and photographs, Parcel #41426 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Partial, TCE	41427			41427	N		JANIS,S ROGER AND ESTELLE C	LA RIVER	SOUTH GATE CA	Flood Control	6233032002	JANIS,S ROGER AND ESTELLE C	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41427 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41427 consists of APN 6233-032-002. Based on a review of on-line maps and photographs, Parcel #41427 consists of a segment of the LA River located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Utility TCE	41427			41427	N		JANIS,S ROGER AND ESTELLE C	LA RIVER	SOUTH GATE CA	Flood Control	6233032002	JANIS,S ROGER AND ESTELLE C	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41427 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41427 consists of APN 6233-032-002. Based on a review of on-line maps and photographs, Parcel #41427 consists of a segment of the LA River located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Partial, TCE	41428			41428	N		JANIS,S ROGER AND ESTELLE C	LA RIVER	SOUTH GATE CA	Flood Control	6233032003	JANIS,S ROGER AND ESTELLE C	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41428 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41428 consists of APN 6233-032-003. Based on a review of on-line maps and photographs, Parcel #41428 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Utility TCE	41428			41428	N		JANIS,S ROGER AND ESTELLE C	LA RIVER	SOUTH GATE CA	Flood Control	6233032003	JANIS,S ROGER AND ESTELLE C	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41428 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41428 consists of APN 6233-032-003. Based on a review of on-line maps and photographs, Parcel #41428 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Partial, TCE	41429			41429	N		WATERSHED CONSERVATION AUTHORITY	LA RIVER	SOUTH GATE CA	Flood Control	6233032903	WATERSHED CONSERVATION AUTHORITY	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41429 as Flood Control Use owned by the Watershed Conservation Authority. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41429 consists of APN 6233-032-903. Based on a review of on-line maps and photographs, Parcel #41429 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Partial, TCE	41430			41430	N		WATERSHED CONSERVATION AUTHORITY	LA RIVER	SOUTH GATE CA	Flood Control	6233032902	WATERSHED CONSERVATION AUTHORITY	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41430 as Flood Control Use owned by the Watershed Conservation Authority. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41430 consists of APN 6233-032-902. Based on a review of on-line maps and photographs, Parcel #41430 consists of a vacant strip of land located adjacent to the west of the LA River, north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Partial, TCE	41431			41431	N			LA RIVER	SOUTH GATE CA	Flood Control	6233032901		LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41431 as Flood Control Use owned by the State of California. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41431 consists of APN 6233-032-901. Based on a review of on-line maps and photographs, Parcel #41431 consists of a vacant strip of land located adjacent to the west of the LA River, north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Partial, TCE	41432			41432	N		CHEVRON USA INC	LA RIVER	SOUTH GATE CA	Flood Control	6233032010	CHEVRON USA INC	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41432 as Flood Control Use owned by the State of California. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41432 consists of APN 6233-032-010. Based on a review of on-line maps and photographs, Parcel #41432 consists of a vacant strip of land indicative of a subsurface pipeline. This parcel is located between I-710 and the LA River, north of Imperial Highway. No EDR listings were identified in this area.	7-23	High
E	Partial, TCE	41433			41433	N		JANIS INVESTMENT CO	LA RIVER	SOUTH GATE CA	Flood Control	6233037901	JANIS INVESTMENT CO	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41433 as Flood Control Use owned by Janis Investment Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41433 consists of APN 6233-037-901. Based on a review of on-line maps and photographs, Parcel #41431 consists of vacant land referred to as "Parque de Rios" located between I-710 and the LA River, north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Full	41434			41434	N		CHEVRON USA INC	LA RIVER	SOUTH GATE CA	Flood Control	6233028026	CHEVRON USA INC	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41434 as Flood Control Use owned by the State of California. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41434 consists of APN 6233-028-026. Based on a review of on-line maps and photographs, Parcel #41434 consists of a vacant strip of land indicative of a subsurface pipeline. This parcel is located between I-710 and the LA River, north of Imperial Highway. No EDR listings were identified in this area.	7-23	High
E	Partial, TCE	41435			41435	N		JANIS,S ROGER AND ESTELLE C	LA RIVER	SOUTH GATE CA	Flood Control	6233028019	JANIS,S ROGER AND ESTELLE C	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41435 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41435 consists of APN 6233-028-019. Based on a review of on-line maps and photographs, Parcel #41435 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Partial, TCE	41436			41436	N		JANIS,S ROGER AND ESTELLE C	LA RIVER	SOUTH GATE CA	Flood Control	6233028005	JANIS,S ROGER AND ESTELLE C	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41436 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41436 consists of APN 6233-028-005. Based on a review of on-line maps and photographs, Parcel #41436 consists of a segment of the LA River located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Utility TCE	41436			41436	N		JANIS,S ROGER AND ESTELLE C	LA RIVER	SOUTH GATE CA	Flood Control	6233028005	JANIS,S ROGER AND ESTELLE C	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41436 as Flood Control Use owned by Roger and Estelle Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41436 consists of APN 6233-028-005. Based on a review of on-line maps and photographs, Parcel #41436 consists of a segment of the LA River located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Utility TCE	41463			41463	N		GOLD INVESTMENTS LLC AND	LA RIVER	SOUTH GATE CA	Flood Control	6233028004	GOLD INVESTMENTS LLC AND	LA RIVER		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41463 consists of APN 6233-028-004. Based on a review of on-line maps and photographs, Parcel #41463 consists of a segment of the confluence between the LA River and Rio Hondo River, located north of Imperial Highway and east of the I-710. No EDR listings were identified in this area.		Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT		NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	41437			41437	N		GUTIERREZ,JUAN R	LA RIVER	SOUTH GATE CA	Flood Control	6233028022	GUTIERREZ,JUAN R	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41437 as Flood Control Use owned by Juan R Gutierrez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41437 consists of APN 6233-028-022. Based on a review of on-line maps and photographs, Parcel #41437 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Utility TCE	41437			41437	N		GUTIERREZ,JUAN R	LA RIVER	SOUTH GATE CA	Flood Control	6233028022	GUTIERREZ,JUAN R	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41437 as Flood Control Use owned by Juan R Gutierrez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41437 consists of APN 6233-028-022. Based on a review of on-line maps and photographs, Parcel #41437 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	TCE	41438			41438	N		COX,ALVIN E	LA RIVER	SOUTH GATE CA	Flood Control	6233028023	COX,ALVIN E	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41438 as Flood Control Use owned by Alvin E Cox. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41438 consists of APN 6233-028-023. Based on a review of on-line maps and photographs, Parcel #41438 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Utility TCE	41438			41438	N		COX,ALVIN E	LA RIVER	SOUTH GATE CA	Flood Control	6233028023	COX,ALVIN E	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41438 as Flood Control Use owned by Alvin E Cox. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41438 consists of APN 6233-028-023. Based on a review of on-line maps and photographs, Parcel #41438 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Utility TCE	14361			14361	N		JS AND H INVESTMENT	5527 LEEDS ST	SOUTH GATE CA	Business	6233028002	JS AND H INVESTMENT	5527	LEEDS ST	SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14361 consists of APN 6233-028-002. Based on a review of on-line maps and photographs, Parcel #14361 consists of land at 5527 Leeds Street, north of Leeds Street, south of Meadow Road, and east of the LA River/Rio Hondo River confluence. No EDR listings were identified in this area.		Low
E	Utility TCE	61460			61460	N		L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6233028270	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61460 consists of APN 6233-028-270. Based on a review of on-line maps and photographs, Parcel #61460 consists of a segment a Southern California Edison utility easement, bounded by Meadow Road to the north and Leeds Street to the south. No EDR listings were identified in this area.		Low
E	Utility TCE	61459			61459	N		L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6233029270	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61460 consists of APN 6233-028-270. Based on a review of on-line maps and photographs, Parcel #61460 consists of a segment a Southern California Edison utility easement, bounded by Meadow Road to the north and Leeds Street to the south. No EDR listings were identified in this area.		Low
E	Partial, TCE	41439			41439	N		SOUTH GATE CITY S BY S	LA RIVER	SOUTH GATE CA	Flood Control	6233028900	SOUTH GATE CITY S BY S	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41439 as Flood Control Use owned by City of South Gate. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41439 consists of APN 6233-028-900. Based on a review of on-line maps and photographs, Parcel #41439 consists of a segment of the flood control channel located north of Imperial Highway. No EDR listings were identified in this area.	7-23	Low
E	Partial, TCE	41440			41440	N		JANIS INVESTMENT CO	LA RIVER	SOUTH GATE CA	Flood Control	6233037900	JANIS INVESTMENT CO	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41440 as Flood Control Use owned by Janis Investment Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41440 consists of APN 6233-037-900. Based on a review of on-line maps and photographs, Parcel #41440 consists of vacant land located between I-710 and the LA River. No EDR listings were identified in this area.	7-23	Low
E	Partial, TCE	41441			41441	N		JANIS,S RODGER AND ESTELLE C	LA RIVER	SOUTH GATE CA	Flood Control	6233001011	JANIS,S RODGER AND ESTELLE C	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41441 as Flood Control Use owned by Rodger and Estelle C Janis. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41441 consists of APN 6233-001-001. Based on a review of on-line maps and photographs, Parcel #41441 consists of a segment of the LA River, located south of I-710. No EDR listings were identified in this area.	7-23	Low
E	Partial, TCE	41442			41442	N		SOUTH GATE CITY	LA RIVER	SOUTH GATE CA	Flood Control	6233001903	SOUTH GATE CITY	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41442 as Flood Control Use owned by City of South Gate. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41442 consists of APN 6233-001-903. Based on a review of on-line maps and photographs, Parcel #41442 consists of a segment of the LA River, located south of I-710. No EDR listings were identified in this area.	7-23	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT		NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
	Partial, TCE	41450	41458														The ROW Impact Report identified Parcel #41450 as Flood Control Use owned by City of South Gate. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41450 consists of APN 6233-001-902. Based on a review of on-line maps and photographs, Parcel #41450 consists of a segment of the Rio Hondo Channel, located south of I-710. No EDR listings were identified in this area.		
E					41450	N		SOUTH GATE CITY	LA RIVER	SOUTH GATE CA	Flood Control	6233001902	SOUTH GATE CITY	LA RIVER		SOUTH GATE CA		7-23	Low
	TCE	41451	41459														The ROW Impact Report identified Parcel #41451 as Flood Control Use owned by the LA County Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41451 consists of APN 6233-001-901. Based on a review of on-line maps and photographs, Parcel #41451 consists of a vacant strip of land located between the LA River and the Rio Hondo Channel, located south of I-710. No EDR listings were identified in this area.		
E					41451	N		L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control	6233001901	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA		7-23	Low
	Full	14443	14445														The ROW Impact Report identified Parcel #14443 as Business use, owned by K Associates. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14443 consists of APN 6194-003-037. Based on review of on-line maps and photographs, Parcel #14443 consists of a Church's Chicken restaurant (5101 E. Imperial Highway) located in the northeast corner of E. Imperial Highway and Atlantic Avenue. No EDR listings were identified associated with this address.		
W					14443	Y	Business	K ASSOCIATES	10998 ATLANTIC AVE	LYNWOOD CA	Business	6194003037	K ASSOCIATES	10998	ATLANTIC AVE	LYNWOOD CA		7-23	Low
	Full	14444	14446														The ROW Impact Report identified Parcel #14444 as Residential Use (10841 Saint James Avenue). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14444 consists of APN 6194-003-031. Based on review of on-line maps and photographs, Parcel #14444 consists of a multi-family residential structure located north of E. Imperial Highway. No EDR listings were identified associated with this address.		
W					14444	Y	Residential	MERUELO,ALEX TR	10841 SAINT JAMES AVE	SOUTH GATE CA	Residential	6194003031	MERUELO,ALEX TR	10841	SAINT JAMES AVE	SOUTH GATE CA		7-23	Low
	Full	14445	14447														The ROW Impact Report identified Parcel #14445 as Business Use, owned by BKG Properties LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14445 consists of APN 6194-003-041. Based on review of on-line maps and photographs, Parcel #14445 consists of a Weinerschnitzel Restaurant (5141 E. Imperial Highway) located north of E. Imperial Highway. No EDR listings were identified associated with this address.		
W					14445	Y	Business	BKG PROPERTIES LLC	5141 IMPERIAL HWY	SOUTH GATE CA	Business	6194003041	BKG PROPERTIES LLC	5141	IMPERIAL HWY	SOUTH GATE CA		7-23	Low
	Full	14446	14448														The ROW Impact Report identified Parcel #14446 as Business Use, owned by Terrence A Magee Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14446 consists of APN 6194-003-026. Based on review of on-line maps and photographs, Parcel #14446 consists of a commercial structure occupied by Daetweiler Tire Company (5155 E. Imperial Highway) located north of E. Imperial Highway. No EDR listings were identified associated with this address.		
W					14446	Y	Business	MAGEE,TERRENCE A TR	5155 IMPERIAL HWY	SOUTH GATE CA	Business	6194003026	MAGEE,TERRENCE A TR	5155	IMPERIAL HWY	SOUTH GATE CA		7-23	Low
	Full	14447	14449														The ROW Impact Report identified Parcel #14447 as Business Use, owned by Amos and Flora Shaw Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14447 consists of APN 6194-003-025. Based on review of on-line maps and photographs, Parcel #14447 consists of a commercial structure occupied by Shreeji Laundromat (5165 E. Imperial Highway) located at the northwest corner of E. Imperial Highway and Wright Road. This parcel was identified in the EDR Report (EDR ID#927) as Shreeji Laundry in the EDR Historical Cleaner database for the years 2006, 2009-2011. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.		
W					14447	Y	Business	SHAW,AMOS AND FLORA B TRS	5165 IMPERIAL HWY	SOUTH GATE CA	Business	6194003025	SHAW,AMOS AND FLORA B TRS	5165	IMPERIAL HWY	SOUTH GATE CA		7-23	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Imperial

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	DISPLACEMENT		NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	14448	14450		14448	Y	Business	FRYS 710 FREEWAY INVESTMENT INC	5201 IMPERIAL HWY	SOUTH GATE CA	Business	6194002025	FRYS 710 FREEWAY INVESTMENT INC	5201	IMPERIAL HWY	SOUTH GATE CA	The ROW Impact Report identified Parcel #14448 as Business Use, owned by Frys 710 Freeway Investment Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #14448 consists of APN 6194-002-025. Based on review of on-line maps and photographs, Parcel #14448 consists of an ARCO gas station (5201 E. Imperial Highway) located at the northeast corner of E. Imperial Highway and Wright Road. This parcel was identified in the EDR Report (EDR ID# 927) as Copper Wash LLC in the Los Angeles County HMS database; as Shell in the LUST, HIST UST, and HAZNET databases; Chang's Shell in the LUST and UST databases; YM Shell in the HAZNET database; Shell Service Station in the ERNS, SWEEPS UST, Los Angeles County HMS, RCRA-SQG, FINDS, and HAZNET databases; SIM Shell in the RCRA-SQG database; and JK Shell in the EDR Historical Auto station database for the years 2001-2003. According to GeoTracker, the following two cases are associated with this parcel: Shell is listed with a status of "completed-case closed" as of 10/24/1996 for a release of gasoline to soil; and Chang's Shell is listed with a status of "completed-case closed" as of 07/17/2013 for a release of gasoline to "an aquifer used for drinking water supply". Additionally, each of the 16 wells located onsite are reportedly being sampled for post-remedial action verification monitoring to evaluate remediation system performance. Based on the post-remedial action sampling that is ongoing at the site, this site is considered to represent an environmental concern to the ISA Study Area and a file review is recommended. Additionally, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-23	High
W	TCE	41449	41451		41449	N		DICKINSON,GEORGE W	LA RIVER	SOUTH GATE CA	Flood Control	6233001018	DICKINSON,GEORGE W	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41449 as Flood Control Use, owned by George W Dickinson. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41449 consists of APN 6233-001-018. Based on review of on-line maps and photographs, Parcel #41449 consists of a segment of the LA River located north of I-710. No EDR listings were identified in this area.	7-23	Low

UPRR

Totals
High 7
Mediu m 1
Low 53

UPRR

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
LOS ANGELES RIVER																		
W	TCE	61579	61461		61579	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6233001272	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61579 consists of APN 6233-001-272. Based on a review of on-line maps and photographs, Parcel #61579 consists of a segment a Department of Water and Power utility easement, bounded by the LA River to the west and I-710 to the south. No EDR listings were identified in this area.	7-23	Low	
W	Utility TCE	61579	61461		61579	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6233001272	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61579 consists of APN 6233-001-272. Based on a review of on-line maps and photographs, Parcel #61579 consists of a segment a Department of Water and Power utility easement, bounded by the LA River to the west and I-710 to the south. No EDR listings were identified in this area.	7-23	Low	
W	Utility TCE	61592			61592	BENSON,FRANCES C TR	10000 W FRONTAGE RD	SOUTH GATE CA	Utility	6233002006	BENSON,FRANCES C TR	10000	FRONTAGE RD	SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61592 consists of APN 6233-002-006. Based on a review of on-line maps and photographs, Parcel #61592 consists of a segment a stockpile yard located at 10000 West Frontage Road, bounded by the LA River to the west and I-710 to the south. No EDR listings were identified in this area.		High	Risk based on storage yard
W	Utility TCE	71593			71593	L A CITY	LADWP	SOUTH GATE CA	Public	6233002908	L A CITY	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71593 consists of APN 6233-002-908. Based on a review of on-line maps and photographs, Parcel #71593 consists of a segment a stockpile yard located at , bounded by the LA River to the west, I-710 to the south and the Union Pacific Railroad to the east. No EDR listings were identified in this area.		High	Risk based on storage yard
E/W	Utility TCE	71594			71594	L A CITY	LADWP	SOUTH GATE CA	Public	6233002906	L A CITY	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71594 consists of APN 6233-002-906. Based on a review of on-line maps and photographs, Parcel #71594 consists of a segment the Union Pacific Railroad that intersects the Rio Hondo River and I-710. No EDR listings were identified in this area.		Medium	Risk based on railroad property
W	Utility TCE	71595			71595	L A CITY	LADWP	SOUTH GATE CA	Public	6233002910	L A CITY	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71595 consists of APN 6233-002-910. Based on a review of on-line maps and photographs, Parcel #71595 consists of a segment of land adjacent to the east of the Union Pacific Railroad and west of the I-710. See parcel #15196 for a review of adjacent EDR listings.		Medium	Risk based on railroad property
W	Utility Partial, TCE	15196			15196	BENSON,FRANCES C TR	10126 W FRONTAGE RD	SOUTH GATE CA	FALSE	6233003005	BENSON,FRANCES C TR	10126	FRONTAGE RD	SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15196 consists of APN 6233-003-005. Based on a review of on-line maps and photographs, Parcel #15196 consists of a segment the Union Pacific Railroad that intersects the Rio Hondo River and I-710.This parcel was identified in the EDR Report to be adjacent to W.A. Woods Industries at 10120 Frontage Road (EDR ID #1041) which was listed in the CA LUST, CA LDS, CA RGA LUST, CA HIST CORTESE, and CA HIST UST databases. Three LUST cases associated with the listing, all of which are listed as "Completed - Case Closed" as of 04/06/2007, 09/26/1996, and 5/20/2016. The contaminants listed are diesel and benzene which affected soil. No other information was available for review within the EDR Report or the GeoTracker database. Based on the regulatory agency closure status, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.		Medium	Risk based on if subsurface soils are to be encountered
E/W	Utility TCE	51597			51597	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6233003801	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51597 consists of APN 6233-003-801. Based on a review of on-line maps and photographs, Parcel #51597 consists of a segment of land adjacent to the east of the Union Pacific Railroad, east and west of the I-710, and also consists of a segment of the Rio Hondo River. See parcel #15196 for a review of adjacent EDR listings.		Low	
W	Utility TCE	51598			51598	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6222042800	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51598 consists of APN 6233-003-800. Based on a review of on-line maps and photographs, Parcel #51598 consists of a segment of land adjacent to the east of the Union Pacific Railroad, east of the I-710. See parcel #15196 for a review of adjacent EDR listings.		Low	
W	Utility TCE	71599			71599	LA CITY	LADWP	SOUTH GATE CA	Public	6222040910	LA CITY	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71599 consists of APN 6222-040-910. Based on a review of on-line maps and photographs, Parcel #71599 consists of a segment of land adjacent to the east of the Union Pacific Railroad, east of the I-710. See parcel #15196 for a review of adjacent EDR listings.		Low	
W	Utility TCE	71501			71501	LONG BEACH CITY	LADWP	SOUTH GATE CA	Public	6222040907	LONG BEACH CITY	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71501 consists of APN 6222-040-907. Based on a review of on-line maps and photographs, Parcel #71501 consists of a segment of land adjacent to the west of the Union Pacific Railroad, east of the I-710. See parcel #15196 for a review of adjacent EDR listings.		Low	
W	Utility TCE	71502			71502	LONG BEACH CITY	LADWP	SOUTH GATE CA	Public	6222040909	LONG BEACH CITY	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71502 consists of APN 6222-040-909. Based on a review of on-line maps and photographs, Parcel #71502 consists of a segment of land adjacent to the west of the Union Pacific Railroad, east of the I-710. See parcel #15196 for a review of adjacent EDR listings.		Low	
W	Utility TCE	71504			71504	LONG BEACH CITY	LADWP	SOUTH GATE CA	Public	6222040905	LONG BEACH CITY	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71504 consists of APN 6222-040-905. Based on a review of on-line maps and photographs, Parcel #71504 consists of a segment of land adjacent to the east of the Union Pacific Railroad, east of the I-710. See parcel #15196 for a review of adjacent EDR listings.		Low	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
W	Utility TCE	61505			61505	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6222041270	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61505 consists of APN 6222-041-270. Based on a review of on-line maps and photographs, Parcel #61505 consists of a segment of a Department of Water and Power utility easement bounded by the LA river to the west and the I-710 to the east. No EDR listings were identified in this area.		Low	
W	Utility TCE	61506			61506	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6222040912	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61506 consists of APN 6222-040-912. Based on a review of on-line maps and photographs, Parcel #61506 consists of a segment of a Department of Water and Power utility easement bounded by the LA river to the west and the I-710 to the east. No EDR listings were identified in this area.		Low	
W	Utility TCE	51507			51507	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6233002801	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51507 consists of APN 6233-002-801. Based on a review of on-line maps and photographs, Parcel #51507 consists of a segment of a Department of Water and Power utility easement bounded by the LA river to the west and the I-710 to the east. No EDR listings were identified in this area. See parcel #15196 for a review of adjacent EDR listings.		Low	
UPRR																		
W	TCE	41501			41501	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control	6222042900	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41501 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41501 consists of APN 622-204-2900. Based on a review of on-line maps and photographs, Parcel #41501 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of I-710. No EDR listings were identified in this area.	7-24	Low	
W	Partial, TCE	61502			61502	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6222041270	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	The ROW Impact Report identified Parcel #61502 as Utility Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61502 consists of APN 6222-041-270. Based on a review of on-line maps and photographs, Parcel #61502 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of I-710. No EDR listings were identified in this area.	7-24	Low	
W	Partial, TCE	41503			41503	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control	6222041900	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41503 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41503 consists of APN 6222-041-900. Based on a review of on-line maps and photographs, Parcel #41503 consists of a segment of the LA River, south of Southern Avenue, and west of I-710. No EDR listings were identified in this area.	7-24	Low	
W	Partial, TCE	15104			15104	BORK CORP	_ _ _ _ SOUTHERN AVE	SOUTH GATE CA	Business	6222036003	BORK CORP	_ _ _ _	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15104 as Business Use, owned by BORK CORP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15104 consists of APN 6222-036-003. Based on a review of on-line maps and photographs, Parcel #15104 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of Salt Lake Avenue. No EDR listings were identified in this area.	7-24	Low	
W	Partial, TCE	15105			15105	CHEVRON USA INC	_ _ _ _ SOUTHERN AVE	FALSE	Business	6222036002	CHEVRON USA INC	_ _ _ _	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15105 as Business Use, owned by CHEVRON USA INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15105 consists of APN 6222-036-003. Based on a review of on-line maps and photographs, Parcel #15105 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of Salt Lake Avenue. No EDR listings were identified in this area.	7-24	High	Risk based on potential pipeline
W	TCE	15106			15106	BORK CORP	5310 SOUTHERN AVE	SOUTH GATE CA	Business	6222036004	BORK CORP	5310	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15106 as Business Use, owned by BORK CORP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15106 consists of APN 6222-036-004. Based on a review of on-line maps and photographs, Parcel #15106 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of Salt Lake Avenue. No EDR listings were identified in this area.	7-24	Low	
W	Utility TCE	15106			15106	BORK CORP	5310 SOUTHERN AVE	SOUTH GATE CA	Business	6222036004	BORK CORP	5310	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15106 as Business Use, owned by BORK CORP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15106 consists of APN 6222-036-004. Based on a review of on-line maps and photographs, Parcel #15106 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of Salt Lake Avenue. No EDR listings were identified in this area.	7-24	Low	
W	Partial, TCE	15107			15107	BORK CORP	5310 SOUTHERN AVE	SOUTH GATE CA	Business	6222036005	BORK CORP	5310	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15107 as Business Use, owned by BORK CORP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15107 consists of APN 6222-036-005. Based on a review of on-line maps and photographs, Parcel #15107 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of Salt Lake Avenue. This parcel was identified in the EDR Report as Southern California Edison Shred Substation (EDR ID# 944) in the RCRA-SQG, FINDS, CA NPDES, CA WDS, CA LUST, CA HIST UST, CA SWEEPS UST, CA HAZNET, CA EMI, and CA ENVIROSTOR databases; as Bell Foundry Co. (EDR ID# 944) in the CA LOS ANGELES CO. HMS, CA RGA LUST, FTTS, and HIST FTTS databases. The LUST cleanup status is reported as "Completed – Case Closed" as of 9/30/1999. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-24	High	Risk is based on industrial property (>20 years with apparent poor BMPs)

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
W	Utility TCE	15107			15107	BORK CORP	5310 SOUTHERN AVE	SOUTH GATE CA	Business	6222036005	BORK CORP	5310	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15107 as Business Use, owned by BORK CORP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15107 consists of APN 6222-036-005. Based on a review of on-line maps and photographs, Parcel #15107 consists of a segment of land adjacent to the south of Southern Avenue, east of the LA River, and west of Salt Lake Avenue. This parcel was identified in the EDR Report as Southern California Edison Shred Substation (EDR ID# 944) in the RCRA-SQG, FINDS, CA NPDES, CA WDS, CA LUST, CA HIST UST, CA SWEEPS UST, CA HAZNET, CA EMI, and CA ENVIROSTOR databases; as Bell Foundry Co. (EDR ID# 944) in the CA LOS ANGELES CO. HMS, CA RGA LUST, FTTS, and HIST FTTS databases. The LUST cleanup status is reported as "Completed – Case Closed" as of 9/30/1999. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-24	Medium	Risk based on if subsurface is to be encountered
SOUTHERN Ave																		
W	TCE	15108			15108	BORK CORP	5335 SOUTHERN AVE	SOUTH GATE CA	BUSINESS	6222001011	BORK CORP	5335	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15108 as Business Use, owned by BORK CORP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15108 consists of APN 6222-001-011. Based on a review of on-line maps and photographs, Parcel #15108 consists of a segment of land adjacent to the north of Southern Avenue, east of the Union Pacific Railroad, and west of the LA River. The parcel was identified in the EDR Report as California Alabama Pipe Co (EDR ID#944) in the CERCLIS-NFRAP, LA Co. Site Mitigation, and CA ENVIROSTOR databases. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-25	Low	
W	Partial, TCE	15109			15109	STEIGELY,EDWARD AND DOROTHY TRS	9480 BURTIS ST	SOUTH GATE CA	BUSINESS	6222001018	STEIGELY,EDWARD AND DOROTHY TRS	9480	BURTIS ST	SOUTH GATE CA	The ROW Impact Report identified Parcel #15109 as Business Use, owned by STEIGELY, EDWARD AND DOROTHY TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15109 consists of APN 6222-001-018. Based on a review of on-line maps and photographs, Parcel #15109 consists of a segment of land located at 9480 Burtis Street, adjacent to the north of Southern Avenue and west of the LA River. The address was identified as Edson Industries (EDR #944) in the FTTS, HIST FTTS, FINDS, CA WDS, CA NPDES, CA EMI, and SSDS databases. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-25	Low	
W	Utility Partial, TCE	15109			15109	STEIGELY,EDWARD AND DOROTHY TRS	9480 BURTIS ST	SOUTH GATE CA	BUSINESS	6222001018	STEIGELY,EDWARD AND DOROTHY TRS	9480	BURTIS ST	SOUTH GATE CA	The ROW Impact Report identified Parcel #15109 as Business Use, owned by STEIGELY, EDWARD AND DOROTHY TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15109 consists of APN 6222-001-018. Based on a review of on-line maps and photographs, Parcel #15109 consists of a segment of land located at 9480 Burtis Street, adjacent to the north of Southern Avenue and west of the LA River. The address was identified as Edson Industries (EDR #944) in the FTTS, HIST FTTS, FINDS, CA WDS, CA NPDES, CA EMI, and SSDS databases. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-25	Low	
W	Partial, TCE	15110			15110	CHEVRON USA INC	0	SOUTH GATE CA	BUSINESS	6222001013	CHEVRON USA INC	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #15110 as Business Use, owned by CHEVRON USA INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15110 consists of APN 6222-001-013. Based on a review of on-line maps and photographs, Parcel #15110 consists of a segment of land adjacent to the north of Southern Avenue, west of the LA River, and east of Burtis Street. No EDR listings were identified in this area.	7-25	High	Risk based on potential pipeline
W	Utility TCE	15110			15110	CHEVRON USA INC	0	SOUTH GATE CA	BUSINESS	6222001013	CHEVRON USA INC	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #15110 as Business Use, owned by CHEVRON USA INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15110 consists of APN 6222-001-013. Based on a review of on-line maps and photographs, Parcel #15110 consists of a segment of land adjacent to the north of Southern Avenue, west of the LA River, and east of Burtis Street. No EDR listings were identified in this area.	7-25	High	Risk based on potential pipeline
W	Partial, TCE	41511			41511	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control	6222001903	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41511 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41511 consists of APN 6222-001-903. Based on a review of on-line maps and photographs, Parcel #41511 consists of segment of the LA River north of Southern Avenue. No EDR listings were identified in this area.	7-25	Low	
W	Partial, TCE	61512			61512	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6222001278	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	The ROW Impact Report identified Parcel #61512 as Utility Use, owned by LA CITY DEPT OF WATER AND POWER . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61512 consists of APN 6222-001-278. Based on a review of on-line maps and photographs, Parcel #61512 consists of segment of land east of the LA River, west of I-710, and north of Southern Avenue. No EDR listings were identified in this area.	7-25	Low	
W	Partial, TCE	41513			41513	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control	6222001904	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41513 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41513 consists of APN 6222-001-904. Based on a review of on-line maps and photographs, Parcel #41513 consists of segment of land east of the LA River and adjacent to the north of Southern Avenue. No EDR listings were identified in this area.	7-25	Low	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
W	Full	71514			71514	COMMUNITY DEV COMMISSION OF	0	SOUTH GATE CA	Public	6222001916	COMMUNITY DEV COMMISSION OF	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #71514 as Public Use, owned by the Commission of Community Development. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71514 consists of APN 6222-001-916. Based on a review of on-line maps and photographs, Parcel #71514 consists of vacant land located south of the South Gate water tanks, north of Southern Avenue, and adjacent to the west of I-710. No EDR listings were identified in this area.	7-25	Low	
W	Full	15115			15115	KUDCO DIVERSIFIED INC	0	SOUTH GATE CA	BUSINESS	6222001021	KUDCO DIVERSIFIED INC	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #15115 as Business Use, owned by Kudco Diversified Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15115 consists of APN 6222-001-021. Based on a review of on-line maps and photographs, Parcel #15115 consists of a vacant land with a billboard sign located north of Southern Avenue and adjacent to the west of I-710. No EDR listings were identified in this area.	7-25	Low	
W	Full	15116			15116	KUDCO DIVERSIFIED INC	0	SOUTH GATE CA	BUSINESS	6222001020	KUDCO DIVERSIFIED INC	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #15116 as Business Use, owned by Kudco Diversified Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15116 consists of APN 6222-001-020. Based on a review of on-line maps and photographs, Parcel #15116 consists of vacant land with a billboard sign located south of the South Gate water tank and adjacent to the west of I-710. No EDR listings were identified in this area.	7-25	Low	
W	TCE	61517			61517	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6222001276	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	The ROW Impact Report identified Parcel #61517 as Utility Use, owned by LA CITY DEPT OF WATER AND POWER . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61517 consists of APN 6222-001-276. Based on a review of on-line maps and photographs, Parcel #61517 consists of segment of land east of the LA River, west of I-710, and north of Southern Avenue. No EDR listings were identified in this area.	7-25	Low	
W	TCE	51518			51518	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6222001801	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51518 as Utility Use, owned by SO CALIF EDISON CO . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #51518 consists of APN 6222-001-801. Based on a review of on-line maps and photographs, Parcel #51518 consists of segment of land east of the LA River, west of I-710 on-ramp from Firestone Boulevard, and north of Southern Avenue. No EDR listings were identified in this area.	7-25	Low	
W	TCE	15119			15119	BP WEST COAST PRODUCTS LLC	LA RIVER	SOUTH GATE CA	Flood Control	6222001003	BP WEST COAST PRODUCTS LLC	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #15119 as Flood Control Use, owned by BP WEST PRODUCTS LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15119 consists of APN 6222-001-003. Based on a review of on-line maps and photographs, Parcel #15119 consists of segment of land east of the LA River, west of I-710 on-ramp from Firestone Boulevard, and north of Southern Avenue. No EDR listings were identified in this area.	7-25	Low	
W	TCE	41520			41520	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control	6222001901	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41520 as Flood Control Use, owned by LA CO FLOOD CONTROL DIST. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41520 consists of APN 6222-001-901. Based on a review of on-line maps and photographs, Parcel #41520 consists of segment of land east of the LA River, west of I-710 on-ramp from Firestone Boulevard, and north of Southern Avenue. This parcel was formerly part of a landfill associated with Parcel #41543, #15268, #61544, #41520, and #71570 (see Parcel #41543 for EDR discussion).	7-25	High	Risk due to landfill use per Figure 18-1
W	TCE	41521			41521	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control	6222001906	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41521 as Flood Control Use, owned by LA CO FLOOD CONTROL DIST. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41521 consists of APN 6222-001-906 Based on a review of on-line maps and photographs, Parcel #41521 consists of segment of land east of the LA River, west of I-710 on-ramp from Firestone Boulevard, and north of Southern Avenue. No EDR listings were identified in this area.	7-25	Low	
W	Partial, TCE	61522			61522	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6222001277	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	The ROW Impact Report identified Parcel #61522 as Utility Use, owned by LA CITY DEPT OF WATER AND POWER . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61522 consists of APN 6222-001-277. Based on a review of on-line maps and photographs, Parcel #61522 consists of segment of land east of the LA River, west of I-710, and south of Firestone Boulevard. No EDR listings were identified in this area.	7-25	Low	
W	Partial, TCE	41523			41523	BP WEST COAST PRODUCTS LLC	LA RIVER	SOUTH GATE CA	Flood Control	6222001917	BP WEST COAST PRODUCTS LLC	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41523 as Flood Control Use, owned by BP WEST COAST PRODUCTS LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41523 consists of APN 6222-001-917 Based on a review of on-line maps and photographs, Parcel #41523 consists of segment of the LA River, adjacent to the south of Firestone Boulevard, and west of I-710 on-ramp from Firestone Boulevard. No EDR listings were identified in this area.	7-25	Low	
W	Partial, TCE	15124			15124	EAST FIRESTONE LLC	9300 RAYO AVE	SOUTH GATE CA	BUSINESS	6222001019	EAST FIRESTONE LLC	9300	RAYO AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15124 as Business Use, owned by EAST FIRESTONE LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15124 consists of APN 6222-001-019. Based on a review of on-line maps and photographs, Parcel #15124 consists of segment of the LA River, adjacent to the south of Firestone Boulevard, and west of I-710 on-ramp from Firestone Boulevard. The parcel was identified in the EDR Report as Purex Corp (EDR ID# 923) in the RCRA-SQG, CA HAZNET databases; as Dial Corporation(EDR ID# 923) in the CA SWF/LF, CA SLIC, CA LOS ANGELES CO. HMS, FTTS, HIST FTTS, FINDS, CA Notify 65, ERNS, CA CHMIRS, and CA EMI databases. The SLIC status is listed as "No further action required" Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-25	Low	

FIRESTONE Blvd

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
W	Partial, TCE	41540			41540	BP WEST COAST PRODUCTS LLC	LA RIVER	SOUTH GATE CA	Flood Control	6232001002	BP WEST COAST PRODUCTS LLC	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41540 as Flood Control Use, owned by BP WEST COAST PRODUCTS LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41540 consists of APN 6232-001-002. Based on a review of on-line maps and photographs, Parcel #41540 consists of segment of LA River, west of I-710, adjacent to north of Firestone Boulevard, and south of the Southern Pacific Railroad. No EDR listings were identified in this area.	7-25	Low	
W	TCE	41541			41541	BP WEST COAST PRODUCTS LLC	LA RIVER	SOUTH GATE CA	Flood Control	6232001001	BP WEST COAST PRODUCTS LLC	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41541 as Flood Control Use, owned by BP WEST COAST PRODUCTS LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41541 consists of APN 6232-001-001. Based on a review of on-line maps and photographs, Parcel #41541 consists of segment of LA River, west of I-710, adjacent to north of Firestone Boulevard, and south of the Southern Pacific Railroad. No EDR listings were identified in this area.	7-25	Low	
W	TCE	61542			61542	L A CITY DEPT OF WATER AND POWER	LA RIVER	SOUTH GATE CA	Utility	6232001270	L A CITY DEPT OF WATER AND POWER	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #61542 as Flood Control Use, owned by LA CITY DEPT OF WATER AND POWER, occupied by transmission power lines and leased to Fantasy Nursery for nursery plant storage. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61542 consists of APN 6232-001-270. Based on a review of on-line maps and photographs, Parcel #61542 consists of segment of LA River, west of I-710, adjacent to north of Firestone Boulevard, and south of the Southern Pacific Railroad. GWS Wholesale Nursery (EDR ID# 897) was identified at 5423 Firestone Blvd. in this area in the EMI database for reportable air emissions for the years 2005 and 2006. The on-line South Coast Air Quality Management District (SCAQMD) Facility Information Detail (FIND) database indicates that GWS formerly operated a diesel-fueled electric emergency generator on this parcel. The permit is expired. Notices of violations were reported in 2003 for failure to operate with a permit and in 2004 for fugitive dust. Both violations have achieved compliance. Based on the lack of listing in other databases indicating a release to soil and/or groundwater, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-25	Low	
W	TCE	41543			41543	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control	6232001902	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41543 as Flood Control Use, owned by LA CO FLOOD CONTROL DIST. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41543 consists of APN 6232-001-902. Based on a review of on-line maps and photographs, Parcel #41543 consists of segment of land east of the LA River, west of I-710, north of Firestone Boulevard, and south of the Southern Pacific Railroad. According to the on-line SWIS database (SWIS No. 19-AA-1064), the facility permit was issued in August 2004 and it is permitted to handle a maximum of 12,500 cubic yards of green waste per year or 200 tons per day. The facility is inspected quarterly by the County of Los Angeles and the last inspection was performed on 07/22/2015. No significant violations observed at time of inspection. The inspection report states, "no accumulation of dust or apparent safety hazards on site and no unusual odors were detected." All documents appeared to be in order. Violations were noted during inspections in 2010 and 2013. Based on the use of this area, there is potential for waste materials to exist which may be encountered during construction and/or excavation activities and therefore, this area is considered to have high risk waste issues. This parcel was formerly part of a landfill that also included Parcel #4074, 4075, 4076, and 4078. South Gate Solid Fill (EDR ID# 1057) was identified in the SWF/LF database. This closed solid waste disposal site is owned by the City of South Gate and based on a review of the SWIS database (SWIS No.19-AA-0042), the address 10200 Miller Way is associated with this property. Reportedly, this property was a former inert waste disposal site. Regulatory status of the former disposal facility is reported as "to be determined". The facility is inspected annually by the County of Los Angeles and the most recent inspection report available on-line was dated 3/39/2015. The following observations were reported "No areas of differential settlement were observed. No evidence of vegetative distress seen. Watering protocols for the composting operation were conservative enough not to result in excess water ponding or	7-25	High	Risk based on former landfill
UPRR Patata Xing																		
W	TCE	81546	81601		81546	0	RAIL OPS	SOUTH GATE CA	Railroad	6216034800		RAIL OPS		SOUTH GATE CA	The ROW Impact Report identified Parcel #81546 as Railroad Use, owned by SOU PAC TRANS CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81546 consists of APN 6216-034-800. Based on a review of on-line maps and photographs, Parcel #81546 consists of segment of the Union Pacific Railroad, adjacent to the west of the LA River and north of Rayo Avenue. No EDR listings were identified in this area.	7-26	Medium	Risk based on railroad property

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
	Utility TCE	15480			15480	ARMSTRONG CORK		0	Business	6224031003	ARMSTRONG CORK				The ROW Impact Report identified Parcel #15480 as Business use, owned by Armstrong Cork. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15480 consists of APN 6224-031-003. Based on review of on-line maps and photographs, Parcel #15480 is occupied by Armstrong World Industries Inc. (5037 Patata Street) located north of Patata Street, west of I-710 .This parcel was identified in the EDR Report (EDR ID#810) as Armstrong World Industries in the Envirostor, FINDS, RCRA-LQD, WDS, HIST CORTESE, LUST, HIST UST, SWEEPS UST, and EMI databases. According to the GeoTracker database, the site is listed with a status of "Completed-Case Closed" as 10/07/96 for a release of aviation fuel to soil. According to the Envirostor database, the site is listed with a status of "under investigation" as of 09/17/2013. Envirostor also reported that the site has been used for the manufacturing of resilient flooring (e.g., vinyl flooring, linoleum, cork floor) since approximately 1937 (DTSC, 2013; Weston, 2014). Hazardous substances documented as having been used and/or stored on the site include, but are not limited to: VOCs [primarily dichloromethane (DCM), methyl ethyl ketone (MEK) 1,1,1-trichloroethane (1,1,1-TCA), trichloroethylene (TCE), and vinyl acetate (VA)]; semi-volatile organic compounds (SVOCs) [primarily diisononyl phthalate (DINP) and butyl benzyl phthalate (BBP)]; metals (primarily lead, mercury, and zinc), polychlorinated biphenyls (PCBs), and asbestos. Specific hazardous substance storage and disposal practices have not been adequately documented (DTSC, 2013; Weston, 2014).Based on the information reported on the Envirostor database, these listings are expected to have created an environmental concern to the ISA Study Area.		High	Risk based on known contamination
W	Utility Partial, TCE	81581			81581	SOU PAC TRANS CO		0	Railroad	6224031800	SOU PAC TRANS CO				The ROW Impact Report identified Parcel #81581 as Railroad Use, owned by SOU PAC TRANS CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81581 consists of APN 6224-031-800. Based on a review of on-line maps and photographs, Parcel #81581 consists of a segment of land adjacent to the north of the Union Pacific Railroad, west of the LA River. No EDR listings were identified in this area.		Low	
W	Utility TCE	15482			15482	CHEVRON		0	Business	6224031002	CHEVRON				The ROW Impact Report identified Parcel #15482 as Business Use, owned by CHEVRON. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15482 consists of APN 6224-031-002. Based on a review of on-line maps and photographs, Parcel #15482 consists of a segment of land adjacent to the north of the Union Pacific Railroad, west of the LA River. No EDR listings were identified in this area.		High	Risk based on potential pipeline
W	Utility TCE	41583			41583	L A CO FLOOD CONTROL DIST S BY S	0	0	Flood Control	6224031900	L A CO FLOOD CONTROL DIST S BY S	0			The ROW Impact Report identified Parcel #41583 as Business Use, owned by CHEVRON. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41583 consists of APN 6224-031-900. Based on a review of on-line maps and photographs, Parcel #41583 consists of a segment of land adjacent to the north of the Union Pacific Railroad, west of the LA River. No EDR listings were identified in this area.		Low	
W	TCE	81547	81602		81547	SOU PAC TRANS CO	RAIL OPS	CUDAHY CA	Railroad	6232001802	SOU PAC TRANS CO	RAIL OPS		CUDAHY CA	The ROW Impact Report identified Parcel #81547 as Railroad Use, owned by SOU PAC TRANS CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81547 consists of APN 6232-001-802. Based on a review of on-line maps and photographs, Parcel #81547 consists of segment of the Union Pacific Railroad that runs over the LA River and north of Rayo Avenue. No EDR listings were identified in this area.	7-26	Medium	Risk based on railroad property
W	Utility TCE	41584			41584	L A CO FLOOD CONTROL DIST	0	0	Flood Control	6224039900	L A CO FLOOD CONTROL DIST	0			The ROW Impact Report identified Parcel #41584 as Business Use, owned by CHEVRON. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41584 consists of APN 6224-039-900. Based on a review of on-line maps and photographs, Parcel #41584 consists of a segment of land adjacent to the north of the Union Pacific Railroad, west of the LA River. No EDR listings were identified in this area.		Low	
W	TCE	81548	81603		81548	SOU PAC TRANS CO	RAIL OPS	CUDAHY CA	Railroad	6232001801	SOU PAC TRANS CO	RAIL OPS		CUDAHY CA	The ROW Impact Report identified Parcel #81548 as Railroad Use, owned by SOU PAC TRANS CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81548 consists of APN 6232-001-801. Based on a review of on-line maps and photographs, Parcel #81548 consists of segment of the Union Pacific Railroad adjacent to the east of the LA River and west of the I-710. No EDR listings were identified in this area.	7-26	Medium	Risk based on railroad property
W	Utility TCE	61551	61606		61551	L A CITY DEPT OF WATER AND POWER	#REF!	CUDAHY CA	Utility	6224040272	L A CITY DEPT OF WATER AND POWER	LADWP		CUDAHY CA	The ROW Impact Report identified Parcel #61551 as Utility Use, owned by L A CITY DEPT OF WATER AND POWER. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41584 consists of APN 6224-040-272. Based on a review of on-line maps and photographs, Parcel #41584 consists of a segment of land adjacent to the north of the Union Pacific Railroad, west of the LA River. No EDR listings were identified in this area.	5C-26	Low	
E	TCE	81549	81604		81549	SOU PAC CO	RAIL OPS	CUDAHY CA	Railroad	6224040801	SOU PAC CO	RAIL OPS		CUDAHY CA	The ROW Impact Report identified Parcel #81549 as Railroad Use, owned by SOU PAC CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81549 consists of APN 6224-040-801. Based on a review of on-line maps and photographs, Parcel #81549 consists of segment of the Union Pacific Railroad adjacent to the east of the LA River and west of the I-710. No EDR listings were identified in this area.	7-26	Medium	Risk based on railroad property
W	Partial, TCE	41550	41605		41550	L A CO FLOOD CONTROL DIST	LA RIVER	CUDAHY CA	Flood Control	6224040900	L A CO FLOOD CONTROL DIST	LA RIVER		CUDAHY CA	The ROW Impact Report identified Parcel #41550 as Flood Control Use, owned by LA FLOOD CONTROL DIST. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41550 consists of APN 6232-040-900. Based on a review of on-line maps and photographs, Parcel #41550 consists of segment of land adjacent to the west of the I-710 and a portion of the I-710, south of Jaboneria Road . No EDR listings were identified in this area.	7-26	Low	
W	Partial, TCE	41550	41605		41550	L A CO FLOOD CONTROL DIST	LA RIVER	CUDAHY CA	Flood Control	6224040901	L A CO FLOOD CONTROL DIST	LA RIVER		CUDAHY CA	The ROW Impact Report identified Parcel #41550 as Flood Control Use, owned by LA FLOOD CONTROL DIST. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41550 consists of APN 6232-040-901. Based on a review of on-line maps and photographs, Parcel #41550 consists of segment of land adjacent to the west of the I-710 and a portion of the I-710, south of Jaboneria Road . No EDR listings were identified in this area.	7-26	Low	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

QUINN St

LOS ANGELES RIVER

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
E	Partial, TCE	61544	61443		61544	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6233001275	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	The ROW Impact Report identified Parcel #61544 as Utility Use, owned by L A CITY DEPT OF WATER AND POWER. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61544 consists of APN 6233-001-275. Based on a review of on-line maps and photographs, Parcel #61544 consists of segment of the Rio Hondo River, bound to the west by the I-710 and to the south by Meadow Road. This parcel was formerly part of a landfill associated with Parcel #41543, #15268, #61544, #41520, and #71570 (see Parcel #41543 for EDR discussion).	7-23	High	Risk is based on known or potential impacts
E	TCE	41563	41453		41563	L A CITY DEPT OF WATER AND POWER	LA RIVER	SOUTH GATE CA	Flood Control	6233028274	L A CITY DEPT OF WATER AND POWER	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41563 as Flood Control Use, owned by LA CITY DEPT OF WATER AND POWER . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41563 consists of APN 6233-028-274. Based on a review of on-line maps and photographs, Parcel #41563 consists of segment of land east of the LA River, west of I-710, and north of Southern Avenue. No EDR listings were identified in this area.	7-23	Low	
E	TCE	41564	41454		41564	L A CITY DEPT OF WATER AND POWER	LA RIVER	SOUTH GATE CA	Flood Control	6233027270	L A CITY DEPT OF WATER AND POWER	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41564 as Flood Control Use, owned by LA CITY DEPT OF WATER AND POWER. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41564 consists of APN 6233-027-270. Based on a review of on-line maps and photographs, Parcel #41564 consists of segment of land east of the Rio Hondo River, east of I-710, north of Meadow Road, and south the Union Pacific Railroad. No EDR listings were identified in this area.	7-23	Low	
E	TCE	41565	41455		41565	0	LA RIVER	SOUTH GATE CA	Flood Control	6233027800		LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41565 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41565 consists of APN 6233-027-800. Based on a review of on-line maps and photographs, Parcel #41565 consists of segment of land east of the Rio Hondo River, east of I-710, north of Meadow Road, and south the Union Pacific Railroad. No EDR listings were identified in this area.	7-23	Low	
E	TCE	41566	41456		41566	0	LA RIVER	SOUTH GATE CA	Flood Control	6233027803		LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41565 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41565 consists of APN 6233-027-803. Based on a review of on-line maps and photographs, Parcel #41565 consists of segment of land east of the Rio Hondo River, east of I-710, north of Meadow Road, and south the Union Pacific Railroad. No EDR listings were identified in this area.	7-23	Low	
E	TCE	41567	41457		41567	0	LA RIVER	SOUTH GATE CA	Flood Control	6233001800		LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41567 as Flood Control Use. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #41567 consists of APN 6233-001-800. Based on a review of on-line maps and photographs, Parcel #41567 consists of segment of land east of the Rio Hondo River, east of I-710, north of Meadow Road, and south the Union Pacific Railroad. No EDR listings were identified in this area.	7-23	Low	
	Utility TCE	51587			51587	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6233002804	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51587 as Utility Use, owned by SO CALIF EDISON CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51587 consists of APN 6233-002-804. Based on a review of on-line maps and photographs, Parcel #51587 consists of a segment of land within a Southern California utility easement, adjacent to the east of the Rio Hondo River, north of Meadow Road, and west of the Union Pacific Railroad. No EDR listings were identified in this area.		Low	
	Utility TCE	51588			51588	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6233002800	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51588 as Utility Use, owned by SO CALIF EDISON CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51588 consists of APN 6233-002-800. Based on a review of on-line maps and photographs, Parcel #51588 consists of a segment of land within a Southern California utility easement, adjacent to the east of the Rio Hondo River, north of Meadow Road, and west of the Union Pacific Railroad. No EDR listings were identified in this area.		Low	
	Utility TCE	41589			41589	L A CO FLOOD CONTROL DIST	RIO HONDO	SOUTH GATE CA	Flood Control	6233002902	L A CO FLOOD CONTROL DIST	RIO HONDO		SOUTH GATE CA	The ROW Impact Report identified Parcel #41589 as Flood Control Use, owned by L A CO FLOOD CONTROL DIST. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41589 consists of APN 6233-002-902. Based on a review of on-line maps and photographs, Parcel #41589 consists of a segment of land within a Southern California utility easement, adjacent to the east of the Rio Hondo River, north of Meadow Road, and west of the Union Pacific Railroad. No EDR listings were identified in this area.		Low	
	Utility TCE	41591			41591	L A CO FLOOD CONTROL DIST	RIO HONDO	SOUTH GATE CA	Flood Control	6233002903	L A CO FLOOD CONTROL DIST	RIO HONDO		SOUTH GATE CA	The ROW Impact Report identified Parcel #41591 as Flood Control Use, owned by L A CO FLOOD CONTROL DIST. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41591 consists of APN 6233-002-903. Based on a review of on-line maps and photographs, Parcel #41591 consists of a segment of the Rio Hondo River, north of Meadow Road, and west of the Union Pacific Railroad. No EDR listings were identified in this area.		Low	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
E	Partial, TCE	15268	14360		15268	SOUTH GATE CITY	0	SOUTH GATE CA	BUSINESS	6233002901	SOUTH GATE CITY	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #15268 as Business Use, owned by SOUTH GATE CITY. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15268 consists of APN 6233-002-901. Based on a review of on-line maps and photographs, Parcel #15268 consists of segment of land bounded to the northwest by I-710, northeast by the Union Pacific Railroad, southeast by the Rio Hondo Channel, and southwest by the LA River. This parcel is currently leased to GWS, Inc. for use as an active composting operation for green waste. and used to be associated with a former landfill. This parcel was formerly part of a landfill associated with Parcel #41543, #15268, #61544, #41520, and #71570 (see Parcel #41543 for EDR discussion).	7-23	High	Risk is based on former landfill
E	Utility TCE	15268	14360		15268	SOUTH GATE CITY	0	SOUTH GATE CA	BUSINESS	6233002901	SOUTH GATE CITY	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #15268 as Business Use, owned by SOUTH GATE CITY. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15268 consists of APN 6233-002-901. Based on a review of on-line maps and photographs, Parcel #15268 consists of segment of land bounded to the northwest by I-710, northeast by the Union Pacific Railroad, southeast by the Rio Hondo Channel, and southwest by the LA River. This parcel is currently leased to GWS, Inc. for use as an active composting operation for green waste. and used to be associated with a former landfill. This parcel was formerly part of a landfill associated with Parcel #41543, #15268, #61544, #41520, and #71570 (see Parcel #41543 for EDR discussion).	7-23	High	Risk based on landfill use
E	Full	15245	14344		15245	SOUTH GATE CITY	0	SOUTH GATE CA	BUSINESS	6233002900	SOUTH GATE CITY	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #15245 as Business Use, owned by SOUTH GATE CITY. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #61544 consists of APN 6233-002-900. Based on a review of on-line maps and photographs, Parcel #15245 consists of segment of land, bound to the east by the Rio Hondo River, to the west by the I-710 and to the south by Meadow Road. This parcel was formerly part of a landfill associated with Parcel #41543, #15268, #61544, #41520, and #71570 (see Parcel #41543 for EDR discussion).	7-23	High	
E/W	TCE	81569	81544		81569	LONG BEACH CITY	RAIL OPS	SOUTH GATE CA	Railroad	6233002907	LONG BEACH CITY	RAIL OPS		SOUTH GATE CA	The ROW Impact Report identified Parcel #81569 as Railroad Use, owned by City of Long Beach. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81569 consists of APN 6233-002-907. Based on a review of on-line maps and photographs, Parcel #81569 consists of a segment of Union Pacific Railroad tracks that travels beneath I-710 and extends east and west of I-710. No EDR listings were identified in this area.	7-23	Medium	Risk is based on railroad property
E	Partial, TCE	71570	71545		71570	SOUTH GATE CITY	0	SOUTH GATE CA	Public	6233003902	SOUTH GATE CITY	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #71570 as Public Use, owned by City of South Gate. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71570 consists of APN 6233-003-902. ,Based on a review of on-line maps and photographs, Parcel #71570 consists of vacant land located adjacent to the east of I-710 and bound to the east by the Rio Hondo Channel. No EDR listings were identified in this area.	7-24	Low	
E	Utility TCE	71570	71545		71570	SOUTH GATE CITY	0	SOUTH GATE CA	Public	6233003902	SOUTH GATE CITY	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #71570 as Public Use, owned by City of South Gate. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71570 consists of APN 6233-003-902. ,Based on a review of on-line maps and photographs, Parcel #71570 consists of vacant land located adjacent to the east of I-710 and bound to the east by the Rio Hondo Channel. No EDR listings were identified in this area.	7-24	Low	
E/W	Partial, TCE	51571	51546		51571	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6233003801	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51571 as Utility Use, owned by SCE. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51571 consists of APN 6233-003-801. Based on a review of on-line maps and photographs, Parcel #51571 consists of a segment of the LA River located west of I-710. No EDR listings were identified in this area.	7-24	Low	
E/W	Utility Partial, TCE	51571	51546		51571	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6233003801	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51571 as Utility Use, owned by SCE. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51571 consists of APN 6233-003-801. Based on a review of on-line maps and photographs, Parcel #51571 consists of a segment of the LA River located west of I-710. No EDR listings were identified in this area.	7-24	Low	
E	Partial, TCE	15272	15247		15272	LOYNDS,RONALD R	0	SOUTH GATE CA	Business	6233003006	LOYNDS,RONALD R	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #15272 as Business Use, owned by Ronal R Loynds. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15272 consists of APN 6233-003-006. Based on a review of on-line maps and photographs, Parcel #15272 consists of a strip of vacant land located east of Miller Way, east of I-710. No EDR listings were identified in this area.	7-24	Low	
E	Partial, TCE	51573	51549		51573	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6232017800	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51573 as Utility Use, owned by SCE. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51573 consists of APN 6233-017-800. Based on a review of on-line maps and photographs, Parcel #51573 consists of a vacant strip of land located east of I-710. No EDR listings were identified in this area.	7-24	Low	
E/W	Utility TCE	51508			51508	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6233003801	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51508 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51508 consists of APN 6233-003-801. Based on a review of on-line maps and photographs, Parcel #51508 consists of segment of the Rio Hondo River, east of the I-710, and west of Karmont Avenue. No EDR listings were identified in this area.		Low	
	Utility TCE	41509			41509	L A CO FLOOD CONTROL DIST	RIO HONDO	SOUTH GATE CA	Flood Control	6233003901	L A CO FLOOD CONTROL DIST	RIO HONDO		SOUTH GATE CA	The ROW Impact Report identified Parcel #41509 as Flood Control Use, owned by L A FLOOD CONTROL DIST. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41509 consists of APN 6233-003-901. Based on a review of on-line maps and photographs, Parcel #41509 consists of segment of vacant land adjacent to the east of the Rio Hondo River, east of the I-710, and west of Karmont Avenue. No EDR listings were identified in this area.		Low	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
	Utility TCE	51510			51510	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6233003802	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51510 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51510 consists of APN 6233-003-802. Based on a review of on-line maps and photographs, Parcel #51510 consists of segment of land occupied a plant nursery and utility easement, adjacent to the east of the Rio Hondo River, east of the I-710, and west of Karmont Avenue. No EDR listings were identified in this area.		Low	
	Utility TCE	51511			51511	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6233003800	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51511 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51511 consists of APN 6233-003-800. Based on a review of on-line maps and photographs, Parcel #51511 consists of segment of land occupied a plant nursery and utility easement, adjacent to the east of the Rio Hondo River, east of the I-710, and west of Karmont Avenue. No EDR listings were identified in this area.		Low	
E	Full	51574	51548		51574		SCE CORRIDOR	SOUTH GATE CA	Utility	6232014800	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51574 as Utility Use, owned by SCE. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51574 consists of APN 6232-014-800. Based on a review of on-line maps and photographs, Parcel #51574 consists of a strip of land occupied by transmission power lines, located adjacent to the east of I-710 and west of Miller Way. No EDR listings were identified in this area.	7-24	Low	
E	Full	51575	51550		51575	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6232014801	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51575 as Utility Use, owned by SCE. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51575 consists of APN 6232-014-801. Based on a review of on-line maps and photographs, Parcel #51575 consists of a strip of land occupied by transmission power lines, located adjacent to the east of I-710 and west of Miller Way. No EDR listings were identified in this area.	7-24	Low	
E	Full	71525			71525	SOUTH GATE CITY	0	SOUTH GATE CA	Public	6232014900	SOUTH GATE CITY	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #71525 as Public Use, owned by the City of South Gate. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71525 consists of APN 6232-014-900. Based on a review of on-line maps and photographs, Parcel #71525 consists of vacant land located adjacent to the east of I-710 and south of Miller Way. No EDR listings were identified in this area.	7-24	Low	
E	Full	15276	15251		15276	LANGENHUIZEN,WILLIAM A CO TR	10101 MILLER WAY	SOUTH GATE CA	Business	6232014023	LANGENHUIZEN,WILLIAM A CO TR	10101	MILLER WAY	SOUTH GATE CA	The ROW Impact Report identified Parcel #15276 as Business Use, owned by William A Langenhuizen Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15276 consists of APN 6232-014-023. Based on a review of on-line maps and photographs, Parcel #15276 consists of the Lange Trucking Inc. facility (10101 Miller Way) located west of Miller Way and adjacent to the east of I-710. This parcel was identified in the EDR Report (EDR ID#1032) as Lange Trucking in the Los Angeles County HMS and LUST databases. According to the GeoTracker online database, the site is listed with a status of "Open-Site Assessment" as of 06/03/2009 for a release of diesel. Groundwater monitoring is ongoing at this property. Based on the regulatory status, this listing has potentially created an environmental concern to the ISA Study Area. In addition, there is potential for contamination to exist which may be encountered during construction and/or excavation activities.	7-24	High	Risk is based on known or potential impacts
E	Partial, TCE	15277	15252		15277	FIOLA INTERNATIONAL INC	9925 MILLER WAY	SOUTH GATE CA	Business	6232014025	FIOLA INTERNATIONAL INC	9925	MILLER WAY	SOUTH GATE CA	The ROW Impact Report identified Parcel #15277 as Business Use, owned by Fiola International. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15277 consists of APN 6232-014-025. Based on a review of on-line maps and photographs, Parcel #15277 consists of the Cal State Express Inc. facility (9850 Miller Way) located west of Miller Way, south of Frontage Road, and adjacent to the east of I-710. This parcel was identified in the EDR Report (EDR ID#1010) as Fiola International in the Los Angeles County HMS and LUST databases; as LA Express Assembly and Dist. Inc. in the FINDS and CERCLIS databases; as Vacant in the HIST CORTESE and SWEEPS UST databases. According to the GeoTracker online database, the site is listed with a status of "Completed-Case closed" as of 07/23/1996 for a release of other solvents or non-petroleum hydrocarbon to soil. Based on the regulatory agency closure status, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual contamination to exist which may be encountered during construction and/or excavation activities.	7-24	High	Risk is based on known or potential impacts
E	Full	71528			71528	SOUTH GATE CITY	0	SOUTH GATE CA	Public	6232016903	SOUTH GATE CITY	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #71528 as Public Use, owned by the City of South Gate. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71528 consists of APN 6232-016-903. Based on a review of on-line maps and photographs, Parcel #71528 consists of vacant land adjacent to the east of Miller Way and adjacent to the west of Garfield Avenue, east of I-710. No EDR listings were identified in this area.	7-24	Low	
E	Partial, TCE	41526			41526	L A CO FLOOD CONTROL DIST	LA RIVER	SOUTH GATE CA	Flood Control	6232017910	L A CO FLOOD CONTROL DIST	LA RIVER		SOUTH GATE CA	The ROW Impact Report identified Parcel #41526 as Flood Control Use, owned by the LA Flood Control District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41526 consists of APN 6232-017-910. Based on a review of on-line maps and photographs, Parcel #41526 consists of a segment of the Rio Hondo Channel , located south of Southern Avenue, east of I-710. No EDR listings were identified in this area.	7-24	Low	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
E	Partial	71527			71527	SOUTH GATE CITY	9830 MILLER WAY	SOUTH GATE CA	Public	6232017906	SOUTH GATE CITY	9830	MILLER WAY	SOUTH GATE CA	The ROW Impact Report identified Parcel #71527 as Public Use, owned by the City of South Gate. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71527 consists of APN 6232-017-906. Based on a review of on-line maps and photographs, Parcel #71527 consists of a portion of a paved parking lot located adjacent to the east of Miller Way and adjacent to the west of Garfield Avenue, east of I-710. No EDR listings were identified in this area.	7-24	Low	
E	Full	15278	15253		15278	SEITZ,MICHAEL G TR	0	SOUTH GATE CA	Business	6232014024	SEITZ,MICHAEL G TR	0		SOUTH GATE CA	The ROW Impact Report identified Parcel #15278 as Business Use, owned by Michael G Seitz Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15278 consists of APN 6232-014-024. Based on a review of on-line maps and photographs, Parcel #15278 consists of a paved lot utilized for trailer storage, located south of Frontage Road and adjacent to the east of I-710. No EDR listings were identified in this area.	7-24	Low	
E	Partial	15229			15229	J B HUNT TRANSPORT INC	5440 SOUTHERN AVE	SOUTH GATE CA	Business	6232015009	J B HUNT TRANSPORT INC	5440	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15229 as Business Use, owned by J B Hunt Transport Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15229consists of APN 6232-015-009. Based on a review of on-line maps and photographs, Parcel #15229 is associated with Parcel#15230, occupied by J B Hunt Transportation (5730 Southern Avenue), located south of Southern Avenue and east of I-710. See Parcel# 15230 for EDR information.	7-24	High	Risk is based on known or potential impacts
E	Partial, TCE	15230			15230	J B HUNT TRANSPORT INC	5532 SOUTHERN AVE	SOUTH GATE CA	Business	6232015003	J B HUNT TRANSPORT INC	5532	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15230 as Business Use, owned by J B Hunt Transport Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15230 consists of APN 6232-015-003. Based on a review of on-line maps and photographs, Parcel #15230 consists of the JB hunt Transportation facility (5650 Southern Avenue), located south of Southern and east of I-710. This parcel was identified in the EDR Report (EDR ID#969) as JB Hunt Transportation in the HAZNET, LUST, UST, RCRA-SQG, FINDS, AST, CHMIRS, HIST UST, SLIC, WDS, SWEEPS UST and Los Angeles County HMS databases; as Bulk Transportation in the HAZNET database; as 1X JB HUNT in the HAZNET, NPDES, HIST CORTESE, LUST, SLIC, LA County HMS databases. According to the GeoTracker online database, the site is listed with a status of "Completed-Case closed" as of 09/08/2015 for a release of diesel/ MTBE/ TBA/other fuel oxygenates to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-24	High	Risk is based on known or potential impacts
E	Partial	15231			15231	WORLD OIL CO	5630 SOUTHERN AVE	SOUTH GATE CA	Business	6232015004	WORLD OIL CO	5630	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15231 as Business Use, owned by World Oil Corp. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15231 consists of APN 6232-015-004. Based on a review of on-line maps and photographs, Parcel #15231 is associated with Parcel#15232, occupied by the Pan Pacific Petroleum facility (5730 Southern Avenue), located south of Southern and adjacent to the west of Garfield Avenue, east of I-710. See Parcel# 15232 for EDR information.	7-24	High	Risk based on former petroleum facility use
E	Partial	15232			15232	WORLD OIL CORP	5730 SOUTHERN AVE	SOUTH GATE CA	Business	6232015005	WORLD OIL CORP	5730	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15232 as Business Use, owned by World Oil Corp. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15232 consists of APN 6232-015-005. Based on a review of on-line maps and photographs, Parcel #15232 consists of the Pan Pacific Petroleum facility (5730 Southern Avenue) located south of Southern and adjacent to the west of Garfield Avenue, east of I-710. This parcel was identified in the EDR Report (EDR ID#969) as Lunday Thagard Co in the NPDES and HAZNET databases; as Pan Pacific Petroleum in the WDS database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-24	High	Risk based on former petroleum facility use

SOUTHERN Ave

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
E	Partial	15233			15233	IN O VATE INC	9301 GARFIELD AVE	SOUTH GATE CA	BUSINESS	6232010016	IN O VATE INC	9301	GARFIELD AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15233 as Business Use, owned by INNOVATE INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15233 consists of APN 6232-010-016. Based on a review of on-line maps and photographs, Parcel #15233 consists of segment of land adjacent to the north of Southern Avenue and west of I-710. The parcel was identified in the EDR Report as 9301 Garfield Ave (EDR ID# 948) in the ERNS and HMIRS databases; as Lunday-Thagard Refinery (EDR ID# 948) in the RCRA-LQG, CA NPDES, CA SLIC, CA CHMIRS, CA EMI, TRIS, RMP, CA WDS, CA HIST UST, and CA HAZNET databases; as Asphalt Refinery (EDR ID# 948) in the CA CHMIRS database; as Herbert Malarkey Roofing Company (EDR ID# 948) in the CA EMI, FINDS, CA WDS database; as G S Roofing Products Inc. (EDR ID# 948) in the CA EMI and CA HAZNET databases. The Lundy-Thagard Refinery received violations, which subsequently achieved compliance. According to the SLIC database, a release of fuel oxygenates and gasoline was discovered in 2002 that impacted soil and groundwater. This facility is under the supervision of the RWQCB. The on-line GeoTracker database reports the cleanup status as "Open – Remediation" as of 1/22/2009. A semi-annual groundwater monitoring program has been implemented at this property and an additional groundwater monitoring well to further investigate down-gradient impacts was installed in October 2010. In 2015, groundwater was reported between 62 and 65 feet bgs and flow direction ranged from south-southeast to southeast. Based on the information reviewed on-line, it appears that additional remediation and site assessment activities are required at this property and a file review is recommended. Therefore, this property represents an environmental concern to the proposed I-710 Corridor Project. It should be noted that soil contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	7-25	High	Risk is based on known or potential impacts
E	Partial, TCE	15234			15234	SULLY-MILLER CONTRACTING CO	5625 SOUTHERN AVE	SOUTH GATE CA	BUSINESS	6232010008	SULLY-MILLER CONTRACTING CO	5625	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15234 as Business Use, owned by SULLY-MILLER CONTRACTING CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15234 consists of APN 6232-010-008. Based on a review of on-line maps and photographs, Parcel #15234 consists of segment of land adjacent to the north of Southern Avenue and west of I-710. The parcel was identified in the EDR Report at 5625 Southern Avenue as Sully Miller Construction (EDR ID# 969) in the FINDS, CA LOS ANGELES CO. HMS, ERNS, CHMIRS, CA LUST, CA EMI, CA HAZNET, and CA UST databases; as South Gate HMA Plant (EDR ID# 969) in the CA HIST UST and CA SWEEPS UST database; as Blue Diamond Materials (EDR ID# 969) in the CA HAZNET and CA AST databases. According to the on-line GeoTracker database, Sully-Miller Contracting Co. is listed in the LUST database with a cleanup status of "Open – Site Assessment" as of 11/4/2009. According to the on-line GeoTracker database, the RWQCB is the lead agency for the case and contaminants of concern include BTEX, diesel, and fuel oxygenates. No additional information is accessible on-line. Based on the open case status and lack of data available on-line, a file review is recommended for this property.	7-25	High	Risk is based on known or potential impacts
E	Utility TCE	15234			15234	SULLY-MILLER CONTRACTING CO	5625 SOUTHERN AVE	SOUTH GATE CA	BUSINESS	6232010008	SULLY-MILLER CONTRACTING CO	5625	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15234 as Business Use, owned by SULLY-MILLER CONTRACTING CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15234 consists of APN 6232-010-008. Based on a review of on-line maps and photographs, Parcel #15234 consists of segment of land adjacent to the north of Southern Avenue and west of I-710. The parcel was identified in the EDR Report at 5625 Southern Avenue as Sully Miller Construction (EDR ID# 969) in the FINDS, CA LOS ANGELES CO. HMS, ERNS, CHMIRS, CA LUST, CA EMI, CA HAZNET, and CA UST databases; as South Gate HMA Plant (EDR ID# 969) in the CA HIST UST and CA SWEEPS UST database; as Blue Diamond Materials (EDR ID# 969) in the CA HAZNET and CA AST databases. According to the on-line GeoTracker database, Sully-Miller Contracting Co. is listed in the LUST database with a cleanup status of "Open – Site Assessment" as of 11/4/2009. According to the on-line GeoTracker database, the RWQCB is the lead agency for the case and contaminants of concern include BTEX, diesel, and fuel oxygenates. No additional information is accessible on-line. Based on the open case status and lack of data available on-line, this property represents an environmental concern to the proposed I-710 Corridor Project and a file review is recommended.	7-25	High	Risk based on known contamination and industrial use with poor BMPs
E	Partial, TCE	15235			15235	CALIFORNIAN SOUTH GATE	5601 SOUTHERN AVE	SOUTH GATE CA	BUSINESS	6232010011	CALIFORNIAN SOUTH GATE	5601	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15235 as Business Use, owned by Californian South Gate Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15234 consists of APN 6232-010-008. Based on a review of on-line maps and photographs, Parcel #15234 consists of segment of land adjacent to the north of Southern Avenue and west of I-710 and is associated with Parcel ID#15234. See Parcel ID #15234 for EDR listings and information.	7-25	High	Risk based on known contamination and industrial use with poor BMPs
E	Utility TCE	15235			15235	CALIFORNIAN SOUTH GATE	5601 SOUTHERN AVE	SOUTH GATE CA	BUSINESS	6232010011	CALIFORNIAN SOUTH GATE	5601	SOUTHERN AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15235 as Business Use, owned by Californian South Gate Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15234 consists of APN 6232-010-008. Based on a review of on-line maps and photographs, Parcel #15234 consists of segment of land adjacent to the north of Southern Avenue and west of I-710 and is associated with Parcel ID#15234. See Parcel ID #15234 for EDR listings and information.	7-25	High	Risk based on known contamination and industrial use with poor BMPs
E	Partial, TCE	61554			61554	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6232009273	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	The ROW Impact Report identified Parcel #61554 as Utility Use, owned by LADWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61554 consists of APN 6232-009-273. Based on a review of on-line maps and photographs, Parcel #61554 is occupied by transmission power lines located between Garfield Avenue and I-710. No EDR listings were identified in this area.	7-25	Low	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
E	Partial, TCE	61555			61555	L A CITY DEPT OF WATER AND POWER	LADWP	SOUTH GATE CA	Utility	6232009272	L A CITY DEPT OF WATER AND POWER	LADWP		SOUTH GATE CA	The ROW Impact Report identified Parcel #61555 as Utility Use, owned by LADWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61555 consists of APN 6232-009-272. Based on a review of on-line maps and photographs, Parcel #61555 is occupied by transmission power lines located between Garfield Avenue and I-710. No EDR listings were identified in this area.	7-25	Low	
E	Partial, TCE	51536			51536	SO CALIF EDISON CO	SCE CORRIDOR	SOUTH GATE CA	Utility	6232009800	SO CALIF EDISON CO	SCE CORRIDOR		SOUTH GATE CA	The ROW Impact Report identified Parcel #51536 as Utility Use, owned by SO CALIF EDISON CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #51536 consists of APN 6232-009-800 Based on a review of on-line maps and photographs, Parcel #51536 consists of segment of land, adjacent to the east of the I-710 off-ramp from Firestone Boulevard, south of Firestone Boulevard. No EDR listings were identified in this area.	7-25	Low	
E	Partial, TCE	15237			15237	MANN ENTERPRISES INC	5700 FIRESTONE BLVD	SOUTH GATE CA	BUSINESS	6232009009	MANN ENTERPRISES INC	5700	FIRESTONE BLVD	SOUTH GATE CA	The ROW Impact Report identified Parcel #15237 as Business Use, owned by MANN ENTERPRISES INC, currently occupied by Target. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15237 consists of APN 6232-009-009. Based on a review of on-line maps and photographs, Parcel #15237 consists of two segments of land adjacent to the south of Firestone Boulevard and adjacent to the east of the I-710 off-ramp to Firestone Boulevard. The parcel was identified in the EDR Report as Target Store T0190 at 5700 Firestone Boulevard (EDR ID# 905) in the FINDS, CA HAZNET, and RCRA-SQG databases; and as South Gate Town Center (EDR ID# 905) in the LA CO. SITE MITIGATION database. A review of the GeoTracker database identified that groundwater underneath Parcel #15237 is impacted by the ARCO-Vinvale Tank Farm at 8601 Garfield Ave. Based on the information available on-line, this property represents an environmental concern to the proposed I-710 Corridor Project.	7-25	High	Risk is due to known contamination
E	Utility TCE	15237			15237	MANN ENTERPRISES INC	5700 FIRESTONE BLVD	SOUTH GATE CA	BUSINESS	6232009009	MANN ENTERPRISES INC	5700	FIRESTONE BLVD	SOUTH GATE CA	The ROW Impact Report identified Parcel #15237 as Business Use, owned by MANN ENTERPRISES INC, currently occupied by Target. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15237 consists of APN 6232-009-009. Based on a review of on-line maps and photographs, Parcel #15237 consists of two segments of land adjacent to the south of Firestone Boulevard and adjacent to the east of the I-710 off-ramp to Firestone Boulevard. The parcel was identified in the EDR Report as Target Store T0190 at 5700 Firestone Boulevard (EDR ID# 905) in the FINDS, CA HAZNET, and RCRA-SQG databases; and as South Gate Town Center (EDR ID# 905) in the LA CO. SITE MITIGATION database. A review of the GeoTracker database identified that groundwater underneath Parcel #15237 is impacted by the ARCO-Vinvale Tank Farm at 8601 Garfield Ave. Based on the information available on-line, this property represents an environmental concern to the proposed I-710 Corridor Project.	7-25	High	Risk is due to known contamination
FIRESTONE Blvd																		
E	Partial	15338			15338	LLOVIO,SERGIO E TR	5645 FIRESTONE BLVD	SOUTH GATE CA	BUSINESS	6232002012	LLOVIO,SERGIO E TR	5645	FIRESTONE BLVD	SOUTH GATE CA	The ROW Impact Report identified Parcel #15338 as Business Use, owned by LLOVIO, SERGIO E TR. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15338 consists of APN 6232-002-012. Based on a review of on-line maps and photographs, Parcel #15338 consists of a segment of land along the northeast corner of the intersection of National Avenue and Firestone Boulevard. Llovio Ford was identified at 5645 Firestone Boulevard in this area in the CA UST, CA LOS ANGELES CO. HMS databases; and as Central Ford Automotive Inc. in the CA HAZNET. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area. See Parcel #15339 for a discussion on nearby EDR listings of potential concern.	7-25	Low	
E	Partial, TCE	15339			15339	ALUM LANDLORD QRS 16 105 INC	5625 FIRESTONE BLVD	SOUTH GATE CA	BUSINESS	6232002005	ALUM LANDLORD QRS 16 105 INC	5625	FIRESTONE BLVD	SOUTH GATE CA	The ROW Impact Report identified Parcel #15339 as Business Use, owned by ALUM LANDLORD QRS 16 105 INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15339 consists of APN 6232-002-005. Based on a review of on-line maps and photographs, Parcel #15339 consists of segment of land along the northwest corner of the intersection of National Avenue and Firestone Boulevard. International Window Corp was identified at 5625 Firestone Boulevard in this area in the CA UST, CA LUST, CA SLIC, CA HIST UST, CA SWEEPS UST, CA LOS ANGELES CO. HMS MITIGATION, CA ENF, CA HIST CORTESE, and CA HAZNET database. Reportedly, a release was discovered in 1990 that affected the groundwater at the site. The site is under the jurisdiction of the RWQCB. According to the on-line GeoTracker database, the cleanup status is reported as "Completed – Case Closed" as of 8/30/2001. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities. Groundwater beneath this property has been impacted by the ARCO-Vinvale Tank Farm at 8601 Garfield Ave (see Parcel #15365).	7-25	High	Risk is based on known or potential impacts

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
E	TCE	15356			15365	BP WEST COAST PRODUCTS LLC	8601 GARFIELD AVE	SOUTH GATE CA	BUSINESS	6232002002	BP WEST COAST PRODUCTS LLC	8601	GARFIELD AVE	SOUTH GATE CA	The ROW Impact Report identified Parcel #15365 as Business Use, owned by BP WEST COAST PRODUCTS LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15365 consists of APN 6232-002-002. Based on a review of on-line maps and photographs, Parcel #15365 consists of the Tesoro Vinvale Terminal 6 facility (ARCO-Vinvale) located adjacent to the east of the I-710., and west of Garfield Avenue (8601 Garfield Avenue). This address was identified in the EDR Report (EDR ID#656) in the FINDS, EMI, LUST, HAZNET, TRIS, NPDES, SLIC, SWEEPS UST, Los Angeles County HMS, CHMIRS, UST, EDR Historical Auto station, AST, and ENVIROSTOR databases. According to the GeoTracker database, this site is listed with a cleanup status of "Open-Site Remediation" since 06/30/2001. GeoTracker states that the site is an approximately 35-acre fuel terminal currently used for storage and loading of gasoline and diesel fuel products for delivery by tanker trucks to various local retail outlets in the Los Angeles metropolitan area since 1977. Approximately 34 million gallons of fuel are stored and processed at the facility. The site previously operated as a refinery from approximately 1923 to 1957 under the ownership of Rio Grande Oil Company. In 1957, all the refining equipment was removed to accommodate the construction of the 710 freeway. The site operated as a storage and distribution facility for Richfield's Watson Refinery until 1977. The Site lies within the Central Basin Pressure Area and is underlain by three major water-bearing zones: shallow hydrostratigraphic zone (SHZ): 50-90 feet below ground surface (bgs); middle hydrostratigraphic zone (MHZ): 100-175 feet bgs; and deep hydrostratigraphic zone (DHZ): 270-320 feet bgs. In addition, upper and lower subzones have been identified and reported in the SHZ and MHZ. Localized perched zones also occur within the shallow unsaturated zone (SUZ), which extends from the surface to approximately 50 feet bgs. The SHZ is the shallowest continuously saturated water-bearing zone and occurs as extensive lenses of sandy and/or gravelly fine-grained material within the Bellflower aquitard. The confined MHZ and DHZ correspond with the Exposition and Hollydale aquifers, respectively.	7-25	High	Risk is based on known impacts and use as a petroleum facility.
UPRR Patata Xing																		
E	TCE	81552	81614		81552	SOU PAC TRANS CO	RAIL OPS	BELL GARDENS CA	Railroad	6232002800	SOU PAC TRANS CO	RAIL OPS		BELL GARDENS CA	The ROW Impact Report identified Parcel #81552 as Railroad Use, owned by SOU PAC TRANS CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81552 consists of APN 6232-002-800. Based on a review of on-line maps and photographs, Parcel #81552 consists of segment of Southern Pacific Railroad, perpendicular to the east of the I-710 and parallel to south of Shull Street. An adjacent property (5614 Shull Street) was identified in the EDR Report as Bell Gardens Redevelopment Department (EDR ID# 837) in the CA HIST UST database; as City of Bell Gardens (Berk Oil) (EDR ID# 837) in the CA LOS ANGELES CO. HMS, FINDS, and US BROWNFIELDS databases; and as Berk Oil (EDR ID# 837) in the CA HIST CORTESE, CA LUST, CA SLIC, and CA ENVIROSTOR databases. According to the online GeoTracker database, Berk Oil is listed as "Open -Site Assessment as of 10/19/2015". The site is currently owned by the City of Bell Garden and resides in one their redevelopment areas. The site is a 4.33 acre parcel that consisted of two former industrial facilities: Berk Oil and PMC. The Berk Oil facility which operated from 1965 through 1989 mainly as an asphalt mixing and oil distribution facility. The PMC was located on the eastern half and operated from 1953 through 1996 as a metal and fabrication facility. Environmental site investigations began in 1985 and included soil borings to a maximum of 80 feet below ground surface (bgs), groundwater sampling using hydropunch and installation of eight monitoring wells. In 1989, six underground storage tanks for asphalt, diesel, and waste oil were removed from the site. Analytical results confirmed that both soil and groundwater are impacted with petroleum hydrocarbons, metals, and volatile organic chemicals (VOCs). During investigations in 2010, groundwater was encountered in two saturated zones at 20 feet and 60 feet bgs. The groundwater flow of the shallower zone was toward the southwest and the deeper zone flows to the south. As of January 2015, due to financial hardship, the City of Bell Garden is still looking for potential developers to handle the investigations and cleanup of the site. No further information was available on the GeoTracker database.	7-26	High	Risk based on known contamination and industrial use with poor BMPs
E	Utility TCE	15386			15386	REDEVELOPMENT AGENCY OF	5636 SHULL ST	BELL GARDENS CA	Business	6227034906	REDEVELOPMENT AGENCY OF	5636	SHULL ST	BELL GARDENS CA	The ROW Impact Report identified Parcel #15386 as Business Use, owned by REDEVELOPMENT AGENCY OF. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15386 consists of APN 6227-034-906. Based on a review of on-line maps and photographs, Parcel #15386 consists of consists of land associated with 5614 Shull Street, perpendicular to the east of the I-710 and parallel to south of Shull Street. The address 5614 Shull Street was identified in the EDR Report as Bell Gardens Redevelopment Department (EDR ID# 837) in the CA HIST UST database; as City of Bell Gardens (Berk Oil) (EDR ID# 837) in the CA LOS ANGELES CO. HMS, FINDS, and US BROWNFIELDS databases; as Berk Oil (EDR ID# 837) in the CA HIST CORTESE, CA LUST, CA SLIC, and CA ENVIROSTOR databases. See Parcel #81552 for review of EDR information.		High	Risk based on known contamination and industrial use with poor BMPs
E	Utility Partial, TCE	15385			15385	REDEVELOPMENT AGENCY OF		0	Business	6227034904	REDEVELOPMENT AGENCY OF				The ROW Impact Report identified Parcel #15385 as Business Use, owned by REDEVELOPMENT AGENCY OF. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15385 consists of APN 6227-034-904. Based on a review of on-line maps and photographs, Parcel #15385 consists of consists of vacant land adjacent to the north of the Union Pacific Railroad, east of the I-710, and south of Shull Street. See parcel #15386 for review of EDR information.		High	Risk based on known contamination and industrial use with poor BMPs
E	TCE	81553	81615		81553	SOU PAC CO	RAIL OPS	BELL GARDENS CA	Railroad	6227034802	SOU PAC CO	RAIL OPS		BELL GARDENS CA	The ROW Impact Report identified Parcel #81553 as Railroad Use, owned by SOU PAC CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #81553 consists of APN 6227-034-802. Based on a review of on-line maps and photographs, Parcel #81553 consists of segment of land adjacent to the north of the Southern Pacific Railroad, east of the I-710, and parallel to south of Shull Street. See Parcel #81552 for review of EDR information.	7-26	High	Risk based on known contamination and industrial use with poor BMPs

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Firestone

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis	Risk Rationale (High and Medium Only)
E	Partial, TCE	15362	16224		15362	SELF,DALE W AND KAREN N TRS	8000 BELL GARDENS AVE	BELL GARDENS CA	BUSINESS	6227026005	SELF,DALE W AND KAREN N TRS	8000	BELL GARDENS AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #15362 as Business Use, owned by SELF,DALE W AND KAREN N TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #15106 consists of APN 6222-026-005. Based on a review of on-line maps and photographs, Parcel #15362 is associated with the address 8000 Bell Gardens Avenue and consists of a segment of land adjacent to east of the I-710, south of Quinn Street, and north of Celia Street. No EDR listings were identified in this area.	7-26	Medium	Risk based on railroad property

QUINN St

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Florence

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	16208	16225		16208	PIZANO,ALFREDO G AND DELIA L	7724 BELL GARDENS AVE	BELL GARDENS CA	Residential	0.037		0.081	6227020012	PIZANO,ALFREDO G AND DELIA L	7724	BELL GARDENS AVE	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16208 as Residential Use (7724 Bell Gardens Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16208 consists of APN 6227-020-012. Based on a review of on-line maps and photographs, Parcel #16208 consists of a residential structure located adjacent to the east of I-710 and north of Bell Gardens Avenue. No EDR listings were identified associated with this address.	7-26	Low
E	TCE	16210	16227		16210	ROJAS,CASTO J AND	5508 CLARA ST	BELL GARDENS CA	Residential		0.0118		6227020016	ROJAS,CASTO J AND	5508	CLARA ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16210 as Residential Use (5508 Clara Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16210 consists of APN 6227-020-016. Based on a review of on-line maps and photographs, Parcel #16210 consists of three multi-family residential structures located adjacent to the east of I-710 and south of Clara Street. No EDR listings were identified associated with this address.	7-26	Low
CLARA STREET																				
W	TCE	61649	61606		61649	L A CITY DEPT OF WATER AND POWER	LADWP	CUDAHY CA	Utility	0	0.093		6224038273							
W	Utility TCE	61649	61606		61649	L A CITY DEPT OF WATER AND POWER	LADWP	CUDAHY CA	Utility		0.048		6224038273	L A CITY DEPT OF WATER AND POWER	LADWP		CUDAHY CA	The ROW Impact Report identified Parcel #61649 as Utility Use, owned by LA DWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61649 consists of a portion of APN 6224-038-273. Based on a review of on-line maps and photographs, Parcel #61649 consists of a segment of land along the DWP utility corridor, bounded to the west the LA River and east to the I-710. No EDR listings were identified in this area.	7-26	Low
W	Ped Partial	61649	61606		61649	L A CITY DEPT OF WATER AND POWER	LADWP	CUDAHY CA	Utility	0.0419			6224038273	L A CITY DEPT OF WATER AND POWER	LADWP		CUDAHY CA	The ROW Impact Report identified Parcel #61649 as Utility Use, owned by LA DWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61649 consists of a portion of APN 6224-038-273. Based on a review of on-line maps and photographs, Parcel #61649 consists of a segment of land along the DWP utility corridor, bounded to the west the LA River and east to the I-710. No EDR listings were identified in this area.	7-26	Low
W	Utility TCE	41650			41650	L A CO FLOOD CONTROL DIST	0	0	Flood Control		0.1743		6224037900	L A CO FLOOD CONTROL DIST	0			The ROW Impact Report identified Parcel #41650 as Flood Control Use, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41650 consists of a portion of APN 6224-037-900. Based on a review of on-line maps and photographs, Parcel #41650 consists of a segment of the LA River, adjacent to the south of Clara Street and west of the I-710. No EDR listings were identified in this area.		Low
W	Ped Partial	41650			41650	L A CO FLOOD CONTROL DIST	0	0	Flood Control	0.3541			6224037900	L A CO FLOOD CONTROL DIST	0			The ROW Impact Report identified Parcel #41650 as Flood Control Use, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41650 consists of a portion of APN 6224-037-900. Based on a review of on-line maps and photographs, Parcel #41650 consists of a segment of the LA River, adjacent to the south of Clara Street and west of the I-710. No EDR listings were identified in this area.		Low
W	Utility TCE	16151			16151	CHEVRON USA INC	0	0	Business		0.0106		6226027016	CHEVRON USA INC	0			The ROW Impact Report identified Parcel #16151 as Business Use, owned by CHEVRON USA INC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #16151 consists of a portion of APN 6226-027-016. Based on a review of on-line maps and photographs, Parcel #16151 consists of a segment of the River Road, bounded to the north by Clara Street, to the east by the LA River, and residential homes to the west. No EDR listings were identified in this area.		High
W	Ped Partial	16151			16151	CHEVRON USA INC	0	0	Business	0.022			6226027016	CHEVRON USA INC	0			The ROW Impact Report identified Parcel #16151 as Business Use, owned by CHEVRON USA INC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #16151 consists of a portion of APN 6226-027-016. Based on a review of on-line maps and photographs, Parcel #16151 consists of a segment of River Road, bounded to the north by Clara Street, to the east by the LA River, and residential homes to the west. No EDR listings were identified in this area.		High
W	Utility TCE	16152			16152	CHEVRON USA INC	0	0	Business		0.0046		6226018001	CHEVRON USA INC	0			The ROW Impact Report identified Parcel #16152 as Business Use, owned by CHEVRON. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #16152 consists of a portion of APN 6226-018-001. Based on a review of on-line maps and photographs, Parcel #16152 consists of a segment of River Road, bounded to the south by Clara Street, to the east by the LA River, and residential homes to the west. No EDR listings were identified in this area.		High
W	Utility TCE	41653			41653	L A CO FLOOD CONTROL DIST	0	0	Flood Control		0.0756		6226034900	L A CO FLOOD CONTROL DIST	0			The ROW Impact Report identified Parcel #41653 as Flood Control Use, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41653 consists of a portion of APN 6226-034-900. Based on a review of on-line maps and photographs, Parcel #41653 consists of a segment of the LA River, adjacent to the south of Clara Street and west of the I-710. No EDR listings were identified in this area.		Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Florence

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	16101	16107		16101	POLCAT INDUSTRIES LLC	5427 CLARA ST	BELL CA	Business	1.6224			6226034002	POLCAT INDUSTRIES LLC	5427	CLARA ST	BELL CA	The ROW Impact Report identified Parcel #16101 as Business use, owned by Polcat Industries LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #16101 consists of APN 6226-034-002. Based on review of on-line maps and photographs, Parcel #16101 consists of the U-Store Bell storage facility (5427 Clara Street) located adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-27	Low
W	Full	16102	16108		16102	POLCAT INDUSTRIES LLC	5427 CLARA ST	BELL CA	BUSINESS	1.0742			6226033002	POLCAT INDUSTRIES LLC	5427	CLARA ST	BELL CA	The ROW Impact Report identified Parcel #16102 as Business use, owned by Polcat Industries LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #16102 consists of APN 6226-033-002. Based on review of on-line maps and photographs, Parcel #16102 consists of the U-Store Bell storage facility (5427 Clara Street) located adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-27	Low
W	Partial, TCE	61603	61609		61603	L A CITY DEPT OF WATER AND POWER	LADWP	BELL CA	Utility	0.8105	0.5256		6226033270	L A CITY DEPT OF WATER AND POWER	LADWP		BELL CA	The ROW Impact Report identified Parcel #61603 as Utility Use, owned by LA City Department of Water and Power (LADWP). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61603 consists of APN 6226-034-270 and located adjacent to the east of the LA River and west of I-710. Based on a review of on-line maps and photographs, Parcel #61603 is occupied by transmission power lines. No EDR listings were identified in this area.	7-27	Low
W	Partial, TCE	61603	61609		61603	L A CITY DEPT OF WATER AND POWER	LADWP	BELL CA	Utility	0.5288	0.2439		6226033270	L A CITY DEPT OF WATER AND POWER	LADWP		BELL CA	The ROW Impact Report identified Parcel #61603 as Utility Use, owned by LA City Department of Water and Power (LADWP). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61603 consists of APN 6226-034-270 and located adjacent to the east of the LA River and west of I-710. Based on a review of on-line maps and photographs, Parcel #61603 is occupied by transmission power lines. No EDR listings were identified in this area.	7-27	Low
W	Partial, TCE	41604	41610		41604	L A CO FLOOD CONTROL DIST	LA RIVER	BELL CA	Flood Control	0.7007	0.4535		6226033900	L A CO FLOOD CONTROL DIST	LA RIVER		BELL CA	The ROW Impact Report identifies Parcel #41604 as Flood Control Use, owned by the LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41604 consists of APN 6226-033-900. Based on a review of on-line maps and photographs, Parcel #41604 consists of a segment of the LA River south of Florence Avenue, west of I-710. No EDR listings were identified in this area.	7-27	Low
W	Partial, TCE	16105	16111		16105	CHEVRON USA INC	____ FLORENCE AVE	BELL CA	RESIDENTIAL	0.0096	0.0102		6226005011	CHEVRON USA INC	____	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #16105 as Residential Use, owned by Chevron USA Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #16105 consists of APN 6226-005-011. Based on a review of on-line maps and photographs, Parcel #16105 consists of a portion of a road located within the Florence Village Mobile Home Park, adjacent to the west of the LA River, West of I-710. No EDR listings were identified in this area.	7-27	High
W	Partial, TCE	71606	71612		71606	BELL CITY COMMUNITY HOUSING	5220 FLORENCE AVE	BELL CA	Public	0.0038	0.1549		6226005902	BELL CITY COMMUNITY HOUSING	5220	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #71606 as Public Use, owned by City of Bell Community Housing. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71606 consists of a portion of APN 6226-005-902. Based on a review of on-line maps and photographs, Parcel #71606 consists of a portion of the Florence Village Mobile Home Park (5220 Florence Avenue), west of the LA River and I-710. No EDR listings were identified in this area.	7-27	Low
W	Utility TCE	71606	71612		71606	BELL CITY COMMUNITY HOUSING	5220 FLORENCE AVE	BELL CA	Public		0.3604		6226005902	BELL CITY COMMUNITY HOUSING	5220	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #71606 as Public Use, owned by City of Bell Community Housing. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71606 consists of a portion of APN 6226-005-902. Based on a review of on-line maps and photographs, Parcel #71606 consists of a portion of the Florence Village Mobile Home Park (5220 Florence Avenue), west of the LA River and I-710. No EDR listings were identified in this area.	7-27	Low
W	Utility TCE	71655			71655	BELL CITY COMMUNITY HOUSING	5162 FLORENCE AVE	BELL CA	Public		0.1573		6226005901	BELL CITY COMMUNITY HOUSING	5162	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #71655 as Public Use, owned by City of Bell Community Housing. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71606 consists of a portion of APN 6226-005-901. Based on a review of on-line maps and photographs, Parcel #71606 consists of a portion of the Florence Village Mobile Home Park (5220 Florence Avenue), west of the LA River and I-710. No EDR listings were identified in this area.	7-27	Low
W	TCE	71607	71613		71607	BELL CITY COMMUNITY HOUSING	5162 FLORENCE AVE	BELL CA	Public		0.1722		6226005900	BELL CITY COMMUNITY HOUSING	5162	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #71607 as Public Use, owned by City of Bell Community Housing. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71607 consists of a portion of APN 6226-005-900. Based on a review of on-line maps and photographs, Parcel #71607 consists of a portion of the Florence Village Mobile Home Park (5162 Florence Avenue), west of the LA River and I-710. No EDR listings were identified in this area.	7-27	Low
W	Utility TCE	71607	71613		71607	BELL CITY COMMUNITY HOUSING	5162 FLORENCE AVE	BELL CA	Public		0.0118		6226005900	BELL CITY COMMUNITY HOUSING	5162	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #71607 as Public Use, owned by City of Bell Community Housing. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71607 consists of a portion of APN 6226-005-900. Based on a review of on-line maps and photographs, Parcel #71607 consists of a portion of the Florence Village Mobile Home Park (5162 Florence Avenue), west of the LA River and I-710. No EDR listings were identified in this area.	7-27	Low
																			7-27	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Florence

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial	16211	16228		16211	BICYCLE CASINO LP	7301 EASTERN AVE	BELL GARDENS CA	BUSINESS	0.0247			6227001018	BICYCLE CASINO LP	7301	EASTERN AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #16211 as Business use, owned by Bicycle Casino LP. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #16211 consists of APN 6227-001-018. Based on review of on-line maps and photographs, Parcel #16211 consists of the Bicycle Hotel and Casino (7301 Eastern Avenue) located adjacent to the east of I-710, south of Florence Avenue. This parcel was identified in the EDR Report (EDR ID# 656) as Bicycle Club Casino in the Los Angeles County HMS database; as Yoshi's Sushi Bar and Grill in the Los Angeles County HMS database; as Abbey California Parking Inc. in the Los Angeles County HMS database; as Bicycle Casino in the LUST, NPDES, and HAZNET databases; as 7301 Eastern Avenue in the ERNS, CHMIRS, and Los Angeles County HMS databases; and as LCP Associates in the HAZNET database. According to GeoTracker, the site is listed with a status of "completed-case closed" as of 09/25/2009 for a release of gasoline to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-27	Medium
FLORENCE AVENUE																				
W	TCE	71638	71655		71638	BELL CITY	5241 FLORENCE AVE	BELL CA	Public		0.0479		6327034906	BELL CITY	5241	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #71638 as Public Use, owned by City of Bell . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71638 consists of a portion of APN 6237-034-906. Based on a review of on-line maps and photographs, Parcel #71638 consists of vacant land (5241 Florence Avenue) located north of Florence Avenue, west of the LA River and I-710. No EDR listings were identified associated with this address.	7-27	Low
W	Utility TCE	71638	71655		71638	BELL CITY	5241 FLORENCE AVE	BELL CA	Public		0.1451		6327034906	BELL CITY	5241	FLORENCE AVE	BELL CA	The ROW Impact Report identified Parcel #71638 as Public Use, owned by City of Bell . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71638 consists of a portion of APN 6237-034-906. Based on a review of on-line maps and photographs, Parcel #71638 consists of vacant land (5241 Florence Avenue) located north of Florence Avenue, west of the LA River and I-710. No EDR listings were identified associated with this address.	7-27	Low
W	Partial, TCE	41639	41656		41639	L A CO FLOOD CONTROL DIST	LA RIVER	BELL CA	Flood Control	1.15	0.4216		6327039900	L A CO FLOOD CONTROL DIST	LA RIVER		BELL CA	The ROW Impact Report identifies Parcel #41639 as Flood Control Use, owned by the LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41639 consists of APN 6327-039-900. Based on a review of on-line maps and photographs, Parcel #41639 consists of a segment of the LA River bound to the south by E. Florence Avenue and to north by E. Gage Avenue, west of I-710. No EDR listings were identified in this area.	7-27	Low
W	Utility TCE	41639	41656		41639	L A CO FLOOD CONTROL DIST	LA RIVER	BELL CA	Flood Control		0.0069		6327039900	L A CO FLOOD CONTROL DIST	LA RIVER		BELL CA	The ROW Impact Report identifies Parcel #41639 as Flood Control Use, owned by the LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41639 consists of APN 6327-039-900. Based on a review of on-line maps and photographs, Parcel #41639 consists of a segment of the LA River bound to the south by E. Florence Avenue and to north by E. Gage Avenue, west of I-710. No EDR listings were identified in this area.	7-27	Low
W	Partial, TCE	41639	41656		41639	L A CO FLOOD CONTROL DIST	LA RIVER	BELL CA	Flood Control	0.0065	0.0104		6327039901	L A CO FLOOD CONTROL DIST	LA RIVER		BELL CA	The ROW Impact Report identifies Parcel #41639 as Flood Control Use, owned by the LA Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41639 consists of APN 6327-039-901. Based on a review of on-line maps and photographs, Parcel #41639 consists of a vacant strip of land located adjacent to the west of the LA River, bound to the south by E. Florence Avenue and to north by E. Gage Avenue, west of I-710. No EDR listings were identified in this area.	7-27	Low
W	Partial, TCE	61640	61657		61640	L A CITY DEPT OF WATER AND POWER	LADWP	BELL CA	Utility	0.2563	0.2662		6327039270	L A CITY DEPT OF WATER AND POWER	LADWP		BELL CA	The ROW Impact Report identified Parcel #61640 as Utility Use, owned by LADWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61640 consists of APN 6327-039-270. Based on a review of on-line maps and photographs, Parcel #61640 is occupied by transmission power lines, located west of I-710. No EDR listings were identified in this area.	7-27	Low
W	Full	16441	16458		16441	JEFFRIES,RAYMOND E CO TR	5412 GAGE AVE	BELL CA	Business	3.046		1.3696	6327039001	JEFFRIES,RAYMOND E CO TR	5412	GAGE AVE	BELL CA	The ROW Impact Report identified Parcel #16441 as Business use, owned by Raymond E Jeffries Co Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative7 Maps and County Assessor website revealed that Parcel #16441 consists of APN 6327-039-001. Based on review of on-line maps and photographs, Parcel #16441 consists of the Mini Coach Inc. Collision Center (5412 E. Gage Avenue) located adjacent to the west of I-710, south of E. Gage Avenue. This parcel was identified in the EDR Report (EDR ID# 662) as Raymond Jeffries in the HIST Cortese, LUST, and Los Angeles County HMS databases; as Ceramica Warehouse in the Los Angeles County HMS database; and as Jeffries Truck Parts in the WDS database. According to GeoTracker, the site is listed with a status of "completed-case closed" as of 02/22/1993 for a release of gasoline to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-27	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Florence

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Utility TCE	41654			41654	L A CO FLOOD CONTROL DIST	LA RIVER	BELL CA	Flood Control		0.117		6315031903	L A CO FLOOD CONTROL DIST	LA RIVER		BELL CA	The ROW Impact Report identified Parcel #41654 as Flood Control Use, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41654 consists of a portion of APN 6315-031-903. Based on a review of on-line maps and photographs, Parcel #41654 consists of a segment of the LA River, adjacent to the north of Gage Avenue and west of the I-710. No EDR listings were identified in this area.		Low
W	Utility Partial, TCE	61644	61661		61644	L A CITY DEPT OF WATER AND POWER	LADWP	BELL CA	Utility	0.0078	0.1385		6315031272	L A CITY DEPT OF WATER AND POWER	LADWP		BELL CA	The ROW Impact Report identified Parcel #61644 as Utility Use, owned by LA DWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61644 consists of a portion of APN 6315-031-272. Based on a review of on-line maps and photographs, Parcel #61644 consists of a segment of land along the DWP utility corridor, bounded to the west the LA River, east to the I-710, and south to Gage Avenue. No EDR listings were identified in this area.	5C-28	Low
W	Utility TCE	16443	16459		16443	CHEVRON USA INC	0	BELL CA	Business		0.0022		6315031002	CHEVRON USA INC	0		BELL CA	The ROW Impact Report identified Parcel #16443 as Business Use, owned by CHEVRON USA INC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #16443 consists of a portion of APN 6315-031-002. Based on a review of on-line maps and photographs, Parcel #16443 consists of a segment of the DWP corridor bounded to the north by the Union Pacific Railroad, to the east by the LA River, and I-710 to the west. No EDR listings were identified in this area.	5C-28	High
W	Utility TCE	16456			16456	CHEVRON USA INC	0	BELL CA	Business		0.0023		6315031001	CHEVRON USA INC	0		BELL CA	The ROW Impact Report identified Parcel #16456 as Business Use, owned by CHEVRON USA INC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #16456 consists of a portion of APN 6315-031-001. Based on a review of on-line maps and photographs, Parcel #16456 consists of a segment of the DWP corridor bounded to the north by the Union Pacific Railroad, to the east by the LA River, and I-710 to the west. No EDR listings were identified in this area.		High
W	Utility Partial, TCE	71658			71658	L A CITY EX AT ACQ	0	BELL CA	Public	0.0014	0.0138		6315031901	L A CITY EX AT ACQ	0		BELL CA	The ROW Impact Report identified Parcel #71658 as Public Use, owned by L A CITY EX AT ACQ A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71658 consists of a portion of APN 6315-031-901. Based on a review of on-line maps and photographs, Parcel #71658 consists of a segment of the DWP corridor bounded to the north by the Union Pacific Railroad, to the east by the LA River, and I-710 to the west. No EDR listings were identified in this area.		Low
W	Utility TCE	41659			41659	L A CO FLOOD CONTROL DIST	LA RIVER	BELL CA	Flood Control		0.0121		6315031903	L A CO FLOOD CONTROL DIST	LA RIVER		BELL CA	The ROW Impact Report identified Parcel #41659 as Flood Control Use, owned by LA CO FLOOD CONTROL DISTRICT. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41659 consists of a portion of APN 6315-031-903. Based on a review of on-line maps and photographs, Parcel #41659 consists of a segment of the LA River, adjacent to the south of the Union Pacific Railroad and west of the I-710. No EDR listings were identified in this area.		Low
W	Utility TCE	51660			51660	SO CALIF EDISON CO	SCE CORRIDOR	BELL CA	Utility		0.4038		6315031802	SO CALIF EDISON CO	SCE CORRIDOR		BELL CA	The ROW Impact Report identified Parcel #51660 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51660 consists of a portion of APN 6315-031-802. Based on a review of on-line maps and photographs, Parcel #51660 consists of a segment of the LA River with overhead SCE utility powerlines, adjacent to the south of the Union Pacific Railroad, bounded to the west by Randolph Street, and to the east by the I-710. No EDR listings were identified in this area.		Low
																			7-27	
E	Partial	16312	16329		16312	GLORENCE EASTERN MARKETPLACE LLC	7121 EASTERN AVE	BELL GARDENS CA	BUSINESS	0.0314			6328015059	GLORENCE EASTERN MARKETPLACE LLC	7121	EASTERN AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #16312 as Business use, owned by Glorence Eastern Marketplace LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #16312 consists of APN 6328-015-059. Based on review of on-line maps and photographs, Parcel #16312 consists of a Century 21 Real Estate Office (7121 Eastern Avenue) located west of Eastern Avenue, east of I-710. This parcel is associated with EDR listings for Parcel # 16313.	7-27	Low
E	Partial	16313	16330		16313	GLORENCE EASTERN MARKETPLACE LLC	7131 EASTERN AVE	BELL GARDENS CA	BUSINESS	0.0462			6328015060	GLORENCE EASTERN MARKETPLACE LLC	7131	EASTERN AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #16313 as Business use, owned by Glorence Eastern Marketplace LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #16313 consists of APN 6328-015-060. Based on review of on-line maps and photographs, Parcel #16313 consists of an IHOP Restaurant (7131 Eastern Avenue) located in the northwest corner of the intersection of E. Florence Avenue and Eastern Avenue, east of I-710. This parcel was identified in the EDR Report (EDR ID#656) as Bell Gardens Marketplace Shopping Center in the SLIC database. According to GeoTracker, this listing is associated with the addresses 6801-7131 Eastern Avenue. The site is listed with a status of "Completed-case closed" as of 04/24/2000 for an unspecified release to an unspecified media. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-27	Medium
E	Partial	16314	16331		16314	GLORENCE EASTERN MARKETPLACE LLC	_ _ _ _ EASTERN AVE	BELL GARDENS CA	BUSINESS	0.0143			6328015057	GLORENCE EASTERN MARKETPLACE LLC	_ _ _ _	EASTERN AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #16314 as Business use, owned by Glorence Eastern Marketplace LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #16314 consists of APN 6328-015-057. Based on review of on-line maps and photographs, Parcel #16314 consists of paved parking areas within the Bell Gardens Market Place Shopping Center, east of I-710. This Parcel is associated with EDR listings for Parcel # 16313.	7-27	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Florence

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	16319	16336		16319	DIAZ,BEATRIZ V AND	5505 LOVELAND ST	BELL GARDENS CA	RESIDENTIAL		0.0001		6328017037	DIAZ,BEATRIZ V AND	5505	LOVELAND ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16319 as Residential Use (5505 Loveland Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16319 consists of APN 6328-017-037. Based on a review of on-line maps and photographs, Parcel #16319 consists of a multi-family residential structure located north of Loveland Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	7-27	Low
E	TCE	16320	16337		16320	RUIZ,RAMON G AND	5505 LOVELAND ST	BELL GARDENS CA	RESIDENTIAL		0.0008		6328017038	RUIZ,RAMON G AND	5505	LOVELAND ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16320 as Residential Use (5505 Loveland Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16320 consists of APN 6328-017-038. Based on a review of on-line maps and photographs, Parcel #16320 consists of a multi-family residential structure located north of Loveland Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	7-27	Low
E	TCE	16321	16338		16321	BUCIO,EDUARDO AND	5505 LOVELAND ST	BELL GARDENS CA	RESIDENTIAL		0.002		6328017039	BUCIO,EDUARDO AND	5505	LOVELAND ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16321 as Residential Use (5505 Loveland Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16321 consists of APN 6328-017-039. Based on a review of on-line maps and photographs, Parcel #16321 consists of a multi-family residential structure located north of Loveland Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	7-27	Low
E	TCE	16322	16339		16322	REYES,ANA M	5505 LOVELAND ST	BELL GARDENS CA	RESIDENTIAL		0.0124		6328017040	REYES,ANA M	5505	LOVELAND ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16322 as Residential Use (5505 Loveland Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16322 consists of APN 6328-017-040. Based on a review of on-line maps and photographs, Parcel #16322 consists of a multi-family residential structure located north of Loveland Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	7-27	Low
E	TCE	16323	16340		16323	CAMACHO,JOSE M AND	5508 GAGE AVE	BELL GARDENS CA	RESIDENTIAL		0.0308		6328004078	CAMACHO,JOSE M AND	5508	GAGE AVE	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16323 as Residential Use (5508 Gage Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16323 consists of APN 6328-004-078. Based on a review of on-line maps and photographs, Parcel #16323 consists of a residential structure located south of E. Gage Avenue, adjacent to the east of I-710. No EDR listings were identified associated with this address.	7-27	Low
GAGE AVENUE																				
W	TCE	81645	81662		81645	SOU PAC TRANS CO	RAIL OPS	BELL CA	Railroad		0.2896		6315031800	SOU PAC TRANS CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81645 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81645 consists of APN 6315-031-800. Based on a review of on-line maps and photographs, Parcel #81645 consists of a segment of the Southern Pacific Railroad tracks which cross over the western side of I-710 (southbound lanes). No EDR listings were identified in this area.	7-28	Medium
W	TCE	81646	81663		81646	SO PAC TRANS CO	RAIL OPS	BELL CA	Railroad		1.7908		6315031803	SO PAC TRANS CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81646 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81646 consists of APN 6315-031-803. Based on a review of on-line maps and photographs, Parcel #81646 consists of a segment of the Southern Pacific Railroad tracks which extend west from I-710, and continue on to cross over the LA River. No EDR listings were identified in this area.	7-28	Medium
W	TCE	81647	81664		81647	SOU PAC TRANS CO	RAIL OPS	BELL CA	Railroad		2.1065		6315014803	SOU PAC TRANS CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81647 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81647 consists of APN 6315-014-803. Based on a review of on-line maps and photographs, Parcel #81647 consists of a segment of the Southern Pacific Railroad tracks which is extend is bound to the west by Walker Avenue and east by District Boulevard, west of I-710. No EDR listings were identified in this area.	7-28	Medium
E	Partial, TCE	16324	16341		16324	OUTDOOR SYSTEMS INC	____ GAGE AVE	BELL GARDENS CA	BUSINESS	0.0374	0.0124		6328002065	OUTDOOR SYSTEMS INC	____	GAGE AVE	BELL GARDENS CA	The ROW Impact Report identified Parcel #16324 as Business use, owned by Outdoor Systems Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #16324 consists of APN 6328-002-065. Based on review of on-line maps and photographs, Parcel #16324 consists of vacant lot used for old/disabled vehicle storage located adjacent to the east of I-710, north of E. Gage Avenue. No EDR listings were identified in this area.	7-28	Low
E	Full	16325	16342		16325	RODRIGUEZ,EZAIN N	5508 AGRA ST	BELL GARDENS CA	Residential	0.0449		0.1186	6328002076	RODRIGUEZ,EZAIN N	5508	AGRA ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16325 as Residential Use (5508 Agra Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16325 consists of APN 6328-002-076. Based on a review of on-line maps and photographs, Parcel #16325 consists of a residential structure located south of Agra Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	7-28	Low
E	Full	16326	16343		16326	QUIROZ,FRANCISCO AND YOLANDA	5509 AGRA ST	BELL GARDENS CA	Residential	0.077		0.1401	6328002038	QUIROZ,FRANCISCO AND YOLANDA	5509	AGRA ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16326 as Residential Use (5509 Agra Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16326 consists of APN 6328-002-038. Based on a review of on-line maps and photographs, Parcel #16326 consists of a residential structure located north of Agra Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	7-28	Low
E	Full	16327	16344		16327	CARLOS,GERARDO G	5510 LANTO ST	BELL GARDENS CA	Residential	0.0442		0.1768	6328002037	CARLOS,GERARDO G	5510	LANTO ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16327 as Residential Use (5510 Lanto Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16327 consists of APN 6328-002-037. Based on a review of on-line maps and photographs, Parcel #16327 consists of a residential structure located south of Lanto Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	7-28	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Florence

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	16328	16345		16328	HUSAR JOYCE L ET AL	5509 LANTO ST	BELL GARDENS CA	Residential	0.0003	0.0401		6328001034	HUSAR JOYCE L ET AL	5509	LANTO ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16328 as Residential Use (5509 Lanto Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16328 consists of APN 6328-001-034. Based on a review of on-line maps and photographs, Parcel #16328 consists of a residential structure located north of Lanto Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	7-28	Low
E	TCE	16329	16346		16329	DEUTSCHE BANK NATL TRUST CO TR	5516 WATCHER ST	BELL GARDENS CA	Residential		0.0411		6328001053	DEUTSCHE BANK NATL TRUST CO TR	5516	WATCHER ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16329 as Residential Use (5516 Watcher Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16329 consists of APN 6328-001-053. Based on a review of on-line maps and photographs, Parcel #16329 consists of a residential structure located south of Watcher Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	7-28	Low
E	TCE	16348	16365		16348	PLATERO,ROBERTO S AND VILMA N	5513 WATCHER ST	BELL GARDENS CA	Residential		0.0053		6328001004	PLATERO,ROBERTO S AND VILMA N	5513	WATCHER ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16348 as Residential Use (5513 Watcher Street). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16348 consists of APN 6328-001-004. Based on a review of on-line maps and photographs, Parcel #16348 consists of a residential structure located north of Watcher Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	7-28	Low
E	Full	16330	16347		16330	PLATERO,ROBERTO S AND	5513 WATCHER ST	BELL GARDENS CA	Residential	0.0037		0.0386	6328001003	PLATERO,ROBERTO S AND	5513	WATCHER ST	BELL GARDENS CA	The ROW Impact Report identifies Parcel #16330 as Residential Use. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #16330 consists of APN 6328-001-003. Based on a review of on-line maps and photographs, Parcel #16330 consists of a vacant land associated with the residence at 5513 Watcher Street, located north of Watcher Street, adjacent to the east of I-710. No EDR listings were identified associated with this address.	7-28	Low
E	Partial, TCE	51631	51648		51631	SO CALIF EDISON CO	SCE CORRIDOR	BELL GARDENS CA	Utility	0.0075	0.0182		6328001800	SO CALIF EDISON CO	SCE CORRIDOR		BELL GARDENS CA	The ROW Impact Report identified Parcel #51631 as Utility Use, owned by SCE. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51631 consists of APN 6328-001-800 and bound to the west by I-710 and to the east by Eastern Avenue. Based on a review of on-line maps and photographs, Parcel #51631 is occupied by transmission power lines. No EDR listings were identified in this area.	7-28	Low
E	Utility TCE	51631	51648		51631	SO CALIF EDISON CO	SCE CORRIDOR	BELL GARDENS CA	Utility		0.7252		6328001800	SO CALIF EDISON CO	SCE CORRIDOR		BELL GARDENS CA	The ROW Impact Report identified Parcel #51631 as Utility Use, owned by SO CALIF EDISON CO. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #51631 consists of APN 6328-001-800. Based on a review of on-line maps and photographs, Parcel #51631 consists of consists of vacant land adjacent to the south of the Southern Pacific Railroad, east of the I-710, and north of Watcher Street. No EDR listings were identified in this area.	7-28	Low
E	TCE	81632	81649		81632	SOU PAC TRANS CO	RAIL OPS	BELL CA	Railroad		0.269		6332014813	SOU PAC TRANS CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81632 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81632 consists of APN 6332-014-813. Based on a review of on-line maps and photographs, Parcel #81632 consists of a segment of the Southern Pacific Railroad tracks which cross over the eastern side of I-710 (northbound lanes). No EDR listings were identified in this area.	7-28	Medium
E	TCE	81633	81650		81633	SOU PAC TRANS CO	RAIL OPS	COMMERCE CA	Railroad		0.0141		6332014814	SOU PAC TRANS CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81633 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81633 consists of APN 6332-014-814. Based on a review of on-line maps and photographs, Parcel #81633 consists of a strip of land that transects a segment of the Southern Pacific Railroad tracks, located east of I-710. No EDR listings were identified in this area.	7-28	Medium
E	TCE	81634	81651		81634	SOU PAC TRANS CO	RAIL OPS	COMMERCE CA	Railroad		0.1968		6332014815	SOU PAC TRANS CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81634 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81634 consists of APN 6332-014-815. Based on a review of on-line maps and photographs, Parcel #81634 consists of a strip of land that transects a segment of the Southern Pacific Railroad tracks, located east of I-710. No EDR listings were identified in this area.	7-28	Medium
E	TCE	81635	81652		81635	SOU PAC TRANS CO	5520 RANDOLPH ST	COMMERCE CA	Railroad		1.6417		6332014819	SOU PAC TRANS CO	5520	RANDOLPH ST	COMMERCE CA	The ROW Impact Report identified Parcel #81635 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81635 consists of APN 6332-014-819. Based on a review of on-line maps and photographs, Parcel #81635 consists of a segment of the Southern Pacific Railroad tracks bound by I-710 to the west and Eastern Avenue to the east. No EDR listings were identified in this area.	7-28	Medium
E	TCE	81636	81653		81636	SOU PAC TRANS CO	5649 RANDOLPH ST	COMMERCE CA	Railroad		0.6802		6332014817	SOU PAC TRANS CO	5649	RANDOLPH ST	COMMERCE CA	The ROW Impact Report identified Parcel #81636 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81636 consists of APN 6332-014-817. Based on a review of on-line maps and photographs, Parcel #81636 consists of the Globe Iron Foundry Inc. facility (5649 Randolph Street) located east of I-710 and west of Eastern Avenue. This parcel was identified in the EDR Report (EDR ID# 522) as Globe Iron Foundry in the WDS, TRIS, Los Angeles County HMS, FINDS, EMI, NPDES, HIST UST, and HAZNET databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-28	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Florence

	IMPACT	Private Use ID #	Previous ID #	TYPE	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E **RANDOLPH AVENUE / UPRR**	TCE	81637	81654		81637	SOU PAC TRANS CO	6155 S EASTERN AVE	COMMERCE CA	Railroad		0.1943		6332014818	SOU PAC TRANS CO	6155	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #81637 as Railroad Use, owned by Sou Pac Trans Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81637 consists of APN 6332-014-818. Based on a review of on-line maps and photographs, Parcel #81637 consists of the Pacific Die Casting Corporation (6155 S. Eastern Avenue) located east of I-710 and west of Eastern Avenue. This parcel was identified in the EDR Report (EDR ID# 522) as 6155 S. Eastern Avenue in the ERNS database; as Pacific Die Casting Corp in the WDS, Los Angeles County HMS, FINDS, SWEEPS UST, HAZNET, and NPDES databases. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-28	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Slauson

	IMPACT	PARCEL	NAME-OTHER INFO.	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
RANDOLPH AVENUE / UPRR												
W	Utility TCE	41758	L A CO FLOOD CONTROL DIST	Flood Control	6315031902	L A CO FLOOD CONTROL DIST	LA RIVER		COMMERCE CA	The ROW Impact Report identified Parcel #41758 as Flood Control Use, owned by L A CO FLOOD CONTROL DIST. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41758 consists of APN 6315-031-902. Based on a review of on-line maps and photographs, Parcel #41758 consists of consists of a segment of the LA River, adjacent to the north of District Boulevard and west of the I-710. No EDR listings were identified associated with this parcel.		Low
W	Utility TCE	61757	L A CITY DEPT OF WATER AND POWER	Utility	6315031900	L A CITY DEPT OF WATER AND POWER	LADWP		COMMERCE CA	The ROW Impact Report identified Parcel #61757 as Utility Use, owned by L A CITY DEPT OF WATER AND POWER. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61757 consists of APN 6315-031-900. Based on a review of on-line maps and photographs, Parcel #61757 consists of consists of a segment of vacant land within the LADWP utility easement, adjacent to the north of District Boulevard and west of the I-710. No EDR listings were identified associated with this parcel.		Low
W	Utility TCE	61756	L A CITY DEPT OF WATER AND POWER	Utility	6315031271	L A CITY DEPT OF WATER AND POWER	LADWP		COMMERCE CA	The ROW Impact Report identified Parcel #61756 as Utility Use, owned by L A CITY DEPT OF WATER AND POWER. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61756 consists of APN 6315-031-271. Based on a review of on-line maps and photographs, Parcel #61756 consists of consists of a segment of a LADWP utility easement, adjacent to the north of the Southern Pacific Railroad and west of the I-710. No EDR listings were identified associated with this parcel.		Low
E	Utility TCE	17259	61 ST STREET PARTNERS LLC	Business	6332014030	61 ST STREET PARTNERS LLC	_ _ _ _	RANDOLPH ST	COMMERCE CA	The ROW Impact Report identified Parcel #17259 as Business Use, owned by 61 ST STREET PARTNERS LLC. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17259 consists of APN 6332-014-030. Based on a review of on-line maps and photographs, Parcel #17259 consists of consists of a segment of land, adjacent to the north of the Southern Pacific Railroad and west of the I-710. No EDR listings were identified associated with this parcel.		Low
E	Partial, TCE	17202	GLOBE IRON FOUNDRY MARKETING INC	Business	6332014016	GLOBE IRON FOUNDRY MARKETING INC	5603	RANDOLPH ST	COMMERCE CA	The ROW Impact Report identified Parcel #17202 as Business use owned by Globe Iron Foundry Marketing Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17202 consists of APN 6332-014-016. Based on review of on-line maps and photographs, Parcel #17202 consists of the terminus of Randolph Street (cul-de-sac) located adjacent to the east of I-710. No EDR listings were identified associated with this address.	7-29	Low
E	Full	17203	GLOBE IRON FOUNDRY MARKETING INC	Business	6332014037	GLOBE IRON FOUNDRY MARKETING INC	5603	RANDOLPH ST	COMMERCE CA	The ROW Impact Report identified Parcel #17203 as Business Use, owned by Globe Iron Foundry Marketing Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17203 consists of APN 6332-014-029. Based on review of on-line maps and photographs, Parcel #17203 consists of a commercial property (552 Randolph Street) located north of Randolph Street, adjacent to the east of I-710. This parcel was identified in the EDR Report (EDR ID#522) as Sprint Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-29	Low
E	TCE	81704	L A JUNCTION RY CO	Railroad	6332014809	L A JUNCTION RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81704 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81704 consists of APN 6332-014-809. Based on a review of on-line maps and photographs, Parcel #81704 consists of a segment of a spur of railroad tracks located between commercial buildings, east of I-710. No EDR listings were identified in this area.	7-29	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Slauson

	IMPACT	PARCEL	NAME-OTHER INFO.	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	81705	L A JUNCTION RY CO	Railroad	6332014808	L A JUNCTION RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81704 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81704 consists of APN 6332-014-808. Based on a review of on-line maps and photographs, Parcel #81704 consists of a segment of a spur of railroad tracks stemming south from E. 61st Street, located east of I-710. No EDR listings were identified in this area.	7-29	Medium
E	Partial	17236	PLAST TECHS ENTERPRISES	Business	6332014026	PLAST TECHS ENTERPRISES	5636	61ST ST	COMMERCE CA	The ROW Impact Report identified Parcel #17236 as Business use owned by Plast Techs Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17236 consists of APN 6332-014-026. Based on review of on-line maps and photographs, Parcel #17236 consists of a large commercial building (5636 E. 61st Street) occupied by Plast Techs Enterprises. This facility is located south of E. 61st Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#516) as Calif Pacific Crayon Co. in the Los Angeles Co. HMS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-29	Low
	Full									The ROW Impact Report identified Parcel #17206 as Business use owned by Sheldon Appel Co Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17206 consists of APN 6332-014-025. Based on review of on-line maps and photographs, Parcel #17206 consists of a large commercial building (5568 E. 61st Street) occupied by Regal Trading Company (5560 E. 61st Street) and Ivy Enterprises (5564 E. 61st Street). This facility is located south of E. 61st Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#516) as Henkel Corp in the CHMIRS and EMI databases; and as Cognis Corp in the LUST, RCRA-SQG, EMI, HAZNET, FINDS, DEED, ENVIROSTOR, and Los Angeles County HMS databases. According to the ENVIROSTOR database, from 1938 to 1999, this 11 acres site was occupied by various chemical manufacturing companies and a steel foundry. Some of the former operators included Crayola, Vegetable Oil Company, Emery Industries, Wulff Processing, California Carbonic, National Distillers, and Apex Steel. Henkel, the last facility operator, was an oleochemical manufacturing facility that refined vegetable and animal fats. In 1994, Henkel was granted a Conditional Authorization for the onsite treatment. In 1997, Henkel submitted a Phase I Environmental Assessment Checklist indicating further investigation was needed. DTSC conducted a Phase I Environmental Checklist verification inspection on the site and concurred further investigation was needed. Identified SWMUs included nickel storage, sulfuric acid storage, stormwater impound, wastewater sumps, wastewater pre-treatment sump, Southland Oil (State Super Fund site) property border, steel foundry, and excavations from USTs formerly containing Acetone, Methanol, Gasoline, Dowtherm A, and Therminol. Cognis Corporation took over Henkel and demolished the above ground structures in the spring 2000. In June 2000, Cognis Corporation entered into a Corrective Action Consent Agreement (CACA) with DTSC to investigate and remediate potential soil and groundwater		

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Slauson

	IMPACT	PARCEL	NAME-OTHER INFO.	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E		17206	APPEL,SHELDON CO TR	Business	6332014025	APPEL,SHELDON CO TR	5568	61ST ST	COMMERCE CA	contamination. During the fiscal year 2004/2005, DTSC oversaw implementation of an interim measure removal of lead contaminated soil in Area 2. Corrective Measures Plan, dated March 29, 2007 for Cognis Facility, was public noticed and approved by DTSC on June 29, 2007. Cognis implemented Soil Vapor Extraction (SVE) and removal of 10 cubic yards of contaminated soil with arsenic concentrations above the local background levels in one area (Area 3). In addition, the Corrective Measures Plan proposed to place a cap and additional restriction on the border with Southland Oil Site (Area 6). The restriction prohibits re-development except for the removal of the existing concrete structures and construction of a parking lot. The facility submitted Corrective Measures Completion report in July 2010. A Land Use Covenant was filed with the Los Angeles County Assessor's Office in 2012. The site returned to industrial/commercial use, with "Land use restrictions only" as of 05/16/2012. According to GeoTracker, the facility is listed with a status of "Completed-case closed" as of 02/18/2009 for a release of gasoline to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-29	High
E	Partial	17207	APPEL,SHELDON CO TR	Business	6332014028	APPEL,SHELDON CO TR	_ _ _ _	61ST ST	COMMERCE CA	The ROW Impact Report identified Parcel #17207 as Business use owned by Sheldon Appel Co Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17207 consists of APN 6332-014-028. Based on review of on-line maps and photographs, Parcel #17207 consists of a segment of E. 61st Street, located east of I-710. No EDR listings were identified in this area.	7-29	Low
E	Partial	17208	NEWARK GROUP INDUSTRIES INC	Business	6332013015	NEWARK GROUP INDUSTRIES INC	_ _ _ _	61ST ST	COMMERCE CA	The ROW Impact Report identified Parcel #17208 as Business use owned by Newark Group Industries Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17208 consists of APN 6332-013-015. Based on review of on-line maps and photographs, Parcel #17208 consists of a strip of land bordering the north side of E. 61st Street, east of I-710. No EDR listings were identified in this area.	7-29	Low
E	Full	17209	NEWARK GROUP INDUSTRIES INC	Business	6332013033	NEWARK GROUP INDUSTRIES INC	_ _ _ _	61ST ST	COMMERCE CA	The ROW Impact Report identified Parcel #17209 as Business use owned by Newark Group Industries Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17209 consists of APN 6332-013-033. Based on review of on-line maps and photographs, Parcel #17209 consists of the Golden State Fibes Recycling facility (5585 E. 61st Street) located north E. 61st Street, east of I-710. This parcel was identified in the EDR Report (EDR ID# 516) as Baker Castor Oil in the CERCLIS-NFRAP, NPDES, LA County Site Mitigation, Los Angeles County HMS, and ENVIROSTOR databases. According to the ENVIROSTOR database, the facility is listed with a status of "No further action" as of 01/17/1984. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-29	High
E	Full	17210	NEWARK GROUP INDUSTRIES INC	Business	6332013014	NEWARK GROUP INDUSTRIES INC	_ _ _ _	61ST ST	COMMERCE CA	The ROW Impact Report identified Parcel #17210 as Business use owned by Newark Group Industries Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17210 consists of APN 6332-013-014. Based on review of on-line maps and photographs, Parcel #17210 consists of a vacant strip of land located the Golden State Fibes Recycling facility (5585 E. 61st Street) located at the terminus of E. 61st Street, east of I-710.This parcel is associated with Parcel#17209, refer for EDR information.	7-29	High
E	Full	17211	NEWARK GROUP INDUSTRIES INC	Business	6332013001	NEWARK GROUP INDUSTRIES INC	_ _ _ _	61ST ST	COMMERCE CA	The ROW Impact Report identified Parcel #17211 as Business use owned by Newark Group Industries Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17211 consists of APN 6332-013-001. Based on review of on-line maps and photographs, Parcel #17211 consists of a portion of Parcel #17209. EDR listings associated with this parcel are discussed in the listing for Parcel #17209.	7-29	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Slauson

	IMPACT	PARCEL	NAME-OTHER INFO.	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	81712	L A JUNCTION RY CO.	Railroad	6332013807	L A JUNCTION RY CO.	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81712 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81712 consists of APN 6332-013-807. Based on a review of on-line maps and photographs, Parcel #81712 consists of a segment of railroad tracks trending north of E. 61st Street and adjacent to the east of I-710. No EDR listings were identified in this area.	7-29	Medium
E	Full	81713	L A JUNCTION RY CO.	Railroad	6332013808	L A JUNCTION RY CO.	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81713 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81713 consists of APN 6332-013-808. Based on a review of on-line maps and photographs, Parcel #81713 consists of a spur of railroad tracks trending east onto Parcel #17209.EDR listings associated with this parcel are discussed in the listing for Parcel #17209.	7-29	Medium
E	Partial	17214	NEWARK GROUP INDUSTRIES INC	Business	6332013006	NEWARK GROUP INDUSTRIES INC	6001	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #17214 as Business use owned by Newark Group Industries Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17214 consists of APN 6332-013-006. Based on review of on-line maps and photographs, Parcel #17214 consists of the Newark Pacific Paperboard Corporation (6001 S. Eastern Avenue) located west of S. Eastern Avenue, east of I-710. No EDR listings were identified associated with this address.	7-29	Low
E	Partial, TCE	81715	0	Railroad	6332013904		RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81715 as Railroad Use (unknown owner). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81715 consists of APN 6332-013-904. Based on a review of on-line maps and photographs, Parcel #81715 consists of a vacant strip of land located between two railroad spurs, north of Parcel #17209 and adjacent to the east of I-710. No EDR listings were identified in this area.	7-29	Medium
E	Full	81716	L A JUNCTION RY	Railroad	6332013804	L A JUNCTION RY	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81716 as Railroad Use, owned by LA Junction RY. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81716 consists of APN 6332-013-804. Based on a review of on-line maps and photographs, Parcel #81716 consists of a vacant strip of land located between two railroad spurs, north of Parcel #17209 and adjacent to the east of I-710. No EDR listing were identified in this area.	7-29	Medium
E	Full	81717	STATE OF CALIF	Railroad	6332013903	STATE OF CALIF	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81717 as Railroad Use, owned by the State of California. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81717 consists of APN 6332-013-903. Based on a review of on-line maps and photographs, Parcel #81717 consists of a vacant strip of land located between two railroad spurs, north of Parcel #17209 and adjacent to the east of I-710. No EDR listing were identified in this area.	7-29	Medium
E	Partial, TCE	81718	0	Railroad	6332013805		RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81718 as Railroad Use (unknown owner). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81718 consists of APN 6332-013-805. Based on a review of on-line maps and photographs, Parcel #81718 consists of segment of the Atchison Topeka & Santa Fe railroad tracks bound to the west by I-710 and east by S. Eastern Avenue. No EDR listing were identified in this area.	7-29	Medium
E	Partial	17219	0	Business	6332013030		5849	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #17219 as Business use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17219 consists of APN 6332-013-030. Based on review of on-line maps and photographs, Parcel #17219 consists of a large commercial facility (5849 S. Eastern Avenue) occupied by Northern Refrigerated Transportation (5949 S. Eastern Avenue), KeHe Distributors and New Century Snacks (5560 E. Slauson Avenue) This parcel is located south of S. Slauson Avenue and west of S. Eastern Avenue. Eastern Avenue, east of I-710. No EDR listings were identified associated with these addresses.	7-29	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Slauson

	IMPACT	PARCEL	NAME-OTHER INFO.	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	81720	0	Railroad	6332013802		RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81720 as Railroad Use (unknown owner). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81720 consists of APN 6332-013-802. Based on a review of on-line maps and photographs, Parcel #81720 consists of segment of the Atchison Topeka & Santa Fe railroad tracks located adjacent to the east of I-710. No EDR listing were identified in this area.	7-29	Medium
E	Full	17221	0	Business	6332013041		5424	SLAUSON AVE	COMMERCE CA	The ROW Impact Report identified Parcel #17221 as Business use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17221 consists of APN 6332-013-041. Based on review of on-line maps and photographs, Parcel #17221 consists of a large commercial facility (5340 E. Slauson Avenue) occupied by Elite Lighting. This parcel is located south of S. Slauson Avenue, east of I-710. No EDR listings were identified associated with this address.	7-29	Low
E	Full	81722	L A JUNCTION RY CO	Railroad	6332013801	L A JUNCTION RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81722 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81722 consists of APN 6332-013-801. Based on a review of on-line maps and photographs, Parcel #81722 consists of segment of the Atchison Topeka & Santa Fe railroad tracks located adjacent to the east of I-710, south of E. Slauson Avenue. No EDR listing were identified in this area.	7-29	Medium
E	Full	17223	PIEDRAS HOLDINGS LLC	Business	6332013040	PIEDRAS HOLDINGS LLC	5366	SLAUSON AVE	COMMERCE CA	The ROW Impact Report identified Parcel #17223 as Business use, owned by Piedras Holdings LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17223 consists of APN 6332-013-040. Based on review of on-line maps and photographs, Parcel #17223 consists of a commercial structure (unknown address). This parcel is located south of S. Slauson Avenue, east of I-710. No EDR listings were identified in this area.	7-29	Low
E	Full	81724	L A JUNCTION RY CO	Railroad	6332013806	L A JUNCTION RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81724 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81724 consists of APN 6332-013-806. Based on a review of on-line maps and photographs, Parcel #81724 consists of segment of the Atchison Topeka & Santa Fe railroad tracks located adjacent to the east of I-710, south of E. Slauson Avenue. No EDR listing were identified in this area.	7-29	Medium
E	Full	17225	SCHWAB,MICHAEL L AND CHERYL L	Business	6332013012	SCHWAB,MICHAEL L AND CHERYL L	5354	SLAUSON AVE	COMMERCE CA	The ROW Impact Report identified Parcel #17225 as Business use, owned by Michael L and Cheryl L Schwab. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17225 consists of APN 6332-013-012. Based on review of on-line maps and photographs, Parcel #17225 consists of a commercial structure occupied by Stanford Gift Baskets (5354 E. Slauson Avenue) located adjacent to the south of E. Slauson Avenue and adjacent to the east of I-710. This parcel was identified in the EDR Report (EDR ID# 449) as The Langlois Company in the EMI, CA FID UST, Los Angeles County HMS, HIST UST, and EMI databases; and as Northern Produce in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-29	Low
E	Full	17226	HANSEN,OVE R AND BETTY J TRS	Business	6332013013	HANSEN,OVE R AND BETTY J TRS	5362	SLAUSON AVE	COMMERCE CA	The ROW Impact Report identified Parcel #17226 as Business use, owned by Ove R and Betty Hansen Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17226 consists of APN 6332-013-013. Based on review of on-line maps and photographs, Parcel #17226 consists of a vacant piece of land located adjacent to the east of parcel #17225, south of E. Slauson Avenue, east of I-710. No EDR listings were identified in this area.	7-29	Low

SLAUSON AVENUE

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Slauson

	IMPACT	PARCEL	NAME-OTHER INFO.	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	81728	L A JUNCTION RY CO	Railroad	6332003803	L A JUNCTION RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81728 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81728 consists of APN 6332-003-803. Based on a review of on-line maps and photographs, Parcel #81728 consists of segment of the Atchison Topeka & Santa Fe railroad tracks located adjacent to the east of I-710, north of E. Slauson Avenue. No EDR listing were identified in this area.	7-29	Medium
E	Full	17329	2000 GOLD LIMITED PARTNERSHIP	Business	6332003039	2000 GOLD LIMITED PARTNERSHIP	5331	SLAUSON AVE	COMMERCE CA	The ROW Impact Report identified Parcel #17329 as Business use, owned by 2000 Gold Limited Partnership. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17329 consists of APN 6332-003-039. Based on review of on-line maps and photographs, Parcel #17329 consists of the Indio Products facility (5331 E. Slauson Avenue) located north of E. Slauson Avenue, east of I-710. This parcel was identified in the EDR Report (EDR ID#449) as Castrol Industrial N. America in the WDS and Los Angeles County HMS databases; as ULTRA Industries Inc. in the SWEEPS UST, Los Angeles County HMS, and HIST UST databases; and as Indio Products in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-29	Low
E	Full	17338	SLAUSON COMMERCE LLC	Business	6332003040	SLAUSON COMMERCE LLC	5401	SLAUSON AVE	COMMERCE CA	The ROW Impact Report identified Parcel #17338 as Business use, owned by Slauson Commerce LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17338 consists of APN 6332-003-040. Based on review of on-line maps and photographs, Parcel #17338 consists of a large commercial building occupied by G&M Mattress & Foam (5353 Slauson Avenue) and Fox Luggage Inc. (5401 Slauson Avenue), located north of Slauson Avenue, east of I-710. This parcel was identified in the EDR Report (EDR ID#449) as G&M Mattress & Foam Inc., in the EMI database; as Rockland in the NPDES database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-29	Medium
E	Full	17339	SLAUSON COMMERCE LLC	Business	6332003040	SLAUSON COMMERCE LLC	_ _ _ _	SLAUSON AVE	COMMERCE CA	The ROW Impact Report identified Parcel #17339 as Business use, owned by Slauson Commerce LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17339 consists of APN 6332-003-040. Based on review of on-line maps and photographs, Parcel #17339 consists of a large commercial building occupied by G&M Mattress & Foam (5353 Slauson Avenue) and Fox Luggage Inc. (5401 Slauson Avenue), located north of Slauson Avenue, east of I-710. This parcel was identified in the EDR Report (EDR ID#449) as G&M Mattress & Foam Inc., in the EMI database; as Rockland in the NPDES database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-29	Medium
E	Partial, TCE	81733	L A JUNCTION RY	Railroad	6332003804	L A JUNCTION RY	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81733 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81733 consists of APN 6332-003-804. Based on a review of on-line maps and photographs, Parcel #81728 consists of segment of the Atchison Topeka & Santa Fe railroad tracks located north of Slauson Avenue, east of I-710. No EDR listings were identified in this area.	7-29	Medium
E	Full	81734	L A JUNCTION RY CO	Railroad	6332002805	L A JUNCTION RY CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81734 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81734 consists of APN 6332-002-805. Based on a review of on-line maps and photographs, Parcel #81734 consists of segment of the Atchison Topeka & Santa Fe railroad tracks located adjacent to the east of I-710, north of E. Slauson Avenue. No EDR listings were identified in this area.	7-29	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Slauson

	IMPACT	PARCEL	NAME-OTHER INFO.	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	17335	SALVATION ARMY	Business	6332002036	SALVATION ARMY	5600	RICKENBACKER RD	BELL CA	The ROW Impact Report identified Parcel #17335 as Business use, owned by The Salvation Army. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17335 consists of APN 6332-002-036. Based on review of on-line maps and photographs, Parcel #17335 consists of a large commercial facility (5600 Rickenbacker Road) occupied by The Salvation Army Wellness Center located adjacent to the east of I-710. This parcel was identified in the EDR Report (EDR ID#419) as LAUSD Bell Education and Career Center in the HAZNET,SCH, NPDES, ENVIROSTOR, FINDS, RCRA-LQG databases; as FBI Warehouse in the HAZNET database; as Salvation Army in the HAZNET database; as Jet Propulsion Lab in the HAZNET database; as Bell Federal Building in the HAZNET database; as Shelter Partnership in the HAZNET database; as General Service Administration in the HAZNET database; as Bell Armed Forces Reserve Center in the HAZNET and NPDES databases; Federal Service Center in the HIST UST and Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-29	Medium
W	Partial	17440	MAYWOOD FAMILY MEDICAL CENTER	Business	6314029008	MAYWOOD FAMILY MEDICAL CENTER	4943	SLAUSON AVE	MAYWOOD CA	The ROW Impact Report identified Parcel #17440 as Business use, owned by Maywood Family Medical Center. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17440 consists of APN 6314-029-008. Based on review of on-line maps and photographs, Parcel #17440 consists of a commercial building (4943 Slauson Avenue) occupied by Nationallink Inc., located west of I-710. No EDR listings were identified associated with this address.	7-29	Low
W	Partial	17441	MAYWOOD FAMILY MEDICAL CENTER	Business	6314029009	MAYWOOD FAMILY MEDICAL CENTER	4943	SLAUSON AVE	MAYWOOD CA	The ROW Impact Report identified Parcel #17441 as Business use, owned by Maywood Family Medical Center. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17441 consists of APN 6314-029-009. Based on review of on-line maps and photographs, Parcel #17441 consists of a paved parking lot associated with Parcel#17740. No EDR listings were identified in this area.	7-29	Low
W	Partial	17442	PEREZ BODY SHOP	Business	6314029010	PEREZ BODY SHOP	4965	SLAUSON AVE	MAYWOOD CA	The ROW Impact Report identified Parcel #17442 as Business use, owned by Perez Body Shop. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17442 consists of APN 6314-029-010. Based on review of on-line maps and photographs, Parcel #17442 consists of a commercial building occupied by Perez Auto shop (4965 Slauson Avenue) located north of Slauson Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#452) as Perez Auto shop in the HAZNET database; as Maywood Bell Body shop in the RCRA-SQG, EMI, FINDS, and HAZNET databases; as Mobil Oil Co in the Los Angeles County HMS database; as Al's Body shop in the HAZNET database; as Protec Auto body in the HAZNET database; as G&M Auto body Inc. in the HAZNET database; and in the EDR Historical Auto station database for the years 1999, 2001-2004, 2008, 2010-2012. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-29	Medium
W	Full	17443	BLACKSTEN,JOHN R	Business	6314023014	BLACKSTEN,JOHN R		52ND PL	MAYWOOD CA	The ROW Impact Report identified Parcel #17443 as Business use, owned by John R Blacksten. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17443 consists of APN 6314-023-014. Based on review of on-line maps and photographs, Parcel #17443 consists of a vacant strip of land at the corner of E. 52nd Place and Alamo Avenue, west of I-710. No EDR listings were identified in this area.	7-29	Low
W	Partial	17444	DUNN-EDWARDS CORPORATION	Business	6314023009	DUNN-EDWARDS CORPORATION		52ND PL	MAYWOOD CA	The ROW Impact Report identified Parcel #17444 as Business use, owned by Dunn-Edwards Corporation. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17444 consists of APN 6314-023-009. Based on review of on-line maps and photographs, Parcel #17444 consists of a segment of E. 52nd, west of Alamo Avenue, west of I-710. No EDR listings were identified in this area.	7-29	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Slauson

	IMPACT	PARCEL	NAME-OTHER INFO.	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial	17445	DUNN-EDWARDS CORPORATION	Business	6314021015	DUNN-EDWARDS CORPORATION	4979	52ND PL	VERNON CA	The ROW Impact Report identified Parcel #17445 as Business use, owned by Dunn-Edwards Corporation. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17445 consists of APN 6314-021-015. Based on review of on-line maps and photographs, Parcel #17445 consists of an industrial property occupied by Dunn-Edwards (4979 E. 52nd Place) located north of E. 52nd Place, west of I-710. This parcel was identified in the EDR Report (EDR ID#439) as Dunn Edwards Corp in the EMI database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-29	Low
W	TCE	81747	L A JUNCTION RY CO	Railroad	6314020800	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81747 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81747 consists of APN 6314-020-800. Based on a review of on-line maps and photographs, Parcel #81747 consists of segment of the Atchison Topeka & Santa Fe railroad tracks extending north from District Boulevard, west of I-710. No EDR listings were identified in this area.	7-29	Medium
W	Partial, TCE	17449	0	Business	6314020040		5725	DISTRICT BLVD	VERNON CA	The ROW Impact Report identified Parcel #17449 as Business use, unknown owner. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17449 consists of APN 6314-020-040. Based on review of on-line maps and photographs, Parcel #17449 consists of an industrial property occupied by Joe's Plastics (5725 District Boulevard) located west of District Boulevard, west of I-710. No EDR listings were identified in this area.	7-29	Medium
W	Full	17450	DUNN-EDWARDS CORP	Business	6314020041	DUNN-EDWARDS CORP	5837	DISTRICT BLVD	VERNON CA	The ROW Impact Report identified Parcel #17450 as Business use, owned by Dunn-Edwards Corp. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17450 consists of APN 6314-020-041. Based on review of on-line maps and photographs, Parcel #17450 consists of a paved parking lot associated with Parcel # 17452, located west of District Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID#452) as Dunn-Edwards Corp in the HAZNET and LUST databases. According to the GeoTracker online database, this facility is listed with a status of "Completed-case closed" as of 01/01/2000 for a release of aviation fuel to soil. Based on the regulatory agency closure status, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual contamination to exist which may be encountered during construction and/or excavation activities.	7-29	High
W	Full	17451	DUNN EDWARDS CORP	Business	6314020042	DUNN EDWARDS CORP	5837	DISTRICT BLVD	VERNON CA	The ROW Impact Report identified Parcel #17451 as Business use, owned by Dunn-Edwards Corp. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17451 consists of APN 6314-020-042. Based on review of on-line maps and photographs, Parcel #17451 consists of a paved parking lot associated with Parcel # 17452, located west of District Boulevard, west of I-710. See Parcel#17450 for EDR information.	7-29	Medium
W	Full	17452	0	Business	6314020028		5837	DISTRICT BLVD	VERNON CA	The ROW Impact Report identified Parcel #17452 as Business use, unknown owner. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #17452 consists of APN 6314-020-028. Based on review of on-line maps and photographs, Parcel #17451 consists of a commercial building occupied by Far Fresh to You (5837 District Boulevard), located west of District Boulevard, west of I-710. No EDR listings were identified associated within this address.	7-29	Low
											7-29	
W	Partial, TCE	41753	L A CO FLOOD CONTROL DIST	Flood Control	6314034901	L A CO FLOOD CONTROL DIST	LA RIVER		BELL CA	The ROW Impact Report identifies Parcel #41753 as Flood Control Use, owned by the LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41753 consists of APN 6314-034-901. Based on a review of on-line maps and photographs, Parcel #41753 consists of a segment of the LA River located north of E. Slauson Avenue, west of I-710. No EDR listings were identified in this area.	7-29	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Slauson

	IMPACT	PARCEL	NAME-OTHER INFO.	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	81754	L A JUNCTION RY CO	Railroad	6314034802	L A JUNCTION RY CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81754 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81754 consists of APN 6314-034-802. Based on a review of on-line maps and photographs, Parcel #81754 consists of a vacant strip of land adjacent to the east of the LA River, west of I-710. No EDR listings were identified in this area.	7-29	Low
W	TCE	61755	L A CITY DEPT OF WATER AND POWER	Utility	6314034272	L A CITY DEPT OF WATER AND POWER	LADWP		BELL CA	The ROW Impact Report identified Parcel #61755 as Utility Use, owned by LADWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61755 consists of APN 6314-034-272 and located adjacent to the west of I-710. Based on a review of on-line maps and photographs, Parcel #61755 is occupied by transmission power lines. No EDR listings were identified in this area	7-29	Low

Low-24
Med-22
High-5

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
LA JUNCTION																	
	Partial, TCE	18101															
W				18101	N	0	0	VERNON CA	BUSINESS	6314033002		0		VERNON CA	The ROW Impact Report identified Parcel #18101 as Business use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18101 consists of APN 6314-033-002. Based on review of on-line maps and photographs, Parcel #18101 consists of a vacant commercial building (3030 S. Atlantic Boulevard). This parcel was identified in the EDR Report (EDR ID# 340) as International Paper Company in the HAZNET and TSCA databases; as Box USA Group in the Los Angeles County HMS, HAZNET, and WDS databases; and as Magellan Group in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-30a	Low
	TCE	81802															
W				81802	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad	6314033801	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81802 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81802 consists of APN 6314-033-801. Based on a review of on-line maps and photographs, Parcel #81802 consists of rail spurs extending from Atchison & Topeka and Santa Fe Railroad tracks located west of I-710, and south of Parcel #18102. No EDR listings were identified in this area.	7-30a	Medium
	TCE	61803															
W				61803	N	L A CITY DEPT OF WATER AND POWER	LADWP	VERNON CA	Utility	6314033271	L A CITY DEPT OF WATER AND POWER	LADWP		VERNON CA	The ROW Impact Report identified Parcel #61803 as Utility Use, owned by LADWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61803 consists of APN 6314-033-271 and located west of I-710, and adjacent to the east of the LA River. Based on a review of on-line maps and photographs, Parcel #61803 is occupied by transmission power lines. No EDR listings were identified in this area.	7-30a	Low
	TCE	81804															
W				81804	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad	6314033802	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81804 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81804 consists of APN 6314-033-802. Based on a review of on-line maps and photographs, Parcel #81804 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located west of I-710, and south of S. Atlantic Boulevard, adjacent to the east of the LA River. No EDR listings were identified in this area.	7-30a	Medium
	TCE	41805															
W				41805	N	L A CO FLOOD CONTROL DIST	LA RIVER	VERNON CA	Flood Control	6314033901	L A CO FLOOD CONTROL DIST	LA RIVER		VERNON CA	The ROW Impact Report identifies Parcel #41805 as Flood Control Use, owned by the LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41805 consists of APN 6314-033-901. Based on a review of on-line maps and photographs, Parcel #41805 consists of a segment of the LA River located south of S. Atlantic Boulevard, west of I-710. No EDR listings were identified in this area.	7-30a	Low
	TCE	81841															
W				81841	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad	6314034804	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81841 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81841 consists of APN 6314-034-804. Based on a review of on-line maps and photographs, Parcel #81841 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located adjacent to the east of the LA River, west of I-710. No EDR listings were identified in this area.		Medium
	TCE	81842															
W				81842	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad	6314033803	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81842 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81842 consists of APN 6314-033-803. Based on a review of on-line maps and photographs, Parcel #81842 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located adjacent to the east of the LA River, west of I-710. No EDR listings were identified in this area.		Medium
ATLANTIC BLVD																	
	Partial	18106															
W				18106	N	FEDEX NATIONAL LTL INC	3939 S ATLANTIC BLVD	LOS ANGELES CA	Business	6304030002	FEDEX NATIONAL LTL INC	3939	ATLANTIC BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #18106 as Business use, owned by FedEx National LTL INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18106 consists of APN 6304-030-002. Based on review of on-line maps and photographs, Parcel #18106 composes the western portion of the FedEx Freight facility (Parcel #18107-4500 Bandini Boulevard). EDR listings associated with this parcel are discussed in Parcel#18107.	7-30a	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial	18107		18107	N	FEDEX NATIONAL LTL INC	3939 S ATLANTIC BLVD	LOS ANGELES CA	Business	6304030001	FEDEX NATIONAL LTL INC	3939	ATLANTIC BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #18107 as Business use, owned by FedEx National LTL INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18106 consists of APN 6304-030-002. Based on review of on-line maps and photographs, Parcel #18107 consists of the FedEx Freight facility (4500 Bandini Boulevard) located north of S. Atlantic Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID# 311) as 4500 Bandini Boulevard in the CHMIRS database; as FedEx Freight Inc. in the RCRA-SQG, WDS, SWEEPS UST, NPDES, HIST CORTESE, and LUST databases; as Watkins Motor Lines, Inc. in the LUST and FINDS databases. According to GeoTracker, the facility is listed with a status of "Completed-case closed" as of 09/01/1999 for a release of gasoline to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-30a	High
W	Full	18108		18108	Y	REDEVELOPMENT AGENCY OF	4528 BANDINI BLVD	VERNON CA	Business	6304030906	REDEVELOPMENT AGENCY OF	4528	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18108 as Business use, owned by Redevelopment Agency. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18108 consists of APN 6304-030-906. Based on review of on-line maps and photographs, Parcel #18108 composes the parking lot portion of the Vernon Fire Department, Station #4(Parcel #18109-4530 Bandini Boulevard), located south of Bandini Boulevard and adjacent to the southwest of the S. Atlantic Boulevard onramp to I-710. This parcel was identified in the EDR Report (EDR ID# 316) with the address 4528 Bandini Boulevard as Dewitt Mail Service in the LUST, SWEEPS UST, HIST CORTESE, and HIST UST databases; and as DeWitt Trans and Storage in the RCRA-SQG and FINDS databases. According to GeoTracker, the site is listed with a status of "Completed-case closed" as of 01/01/2000 for a release of diesel to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-30a	Medium
W	Full	18109		18109	Y	VERNON CITY	4530 BANDINI BLVD	VERNON CA	Business	6304030903	VERNON CITY	4530	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18109 as Business use, owned by City of Vernon (Vernon Fire Department Station). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18109 consists of APN 6304-030-903. Based on review of on-line maps and photographs, Parcel #18109 consists of the Vernon Fire Department, Station #4, located south of Bandini Boulevard and adjacent to the southwest of the Atlantic onramp to I-710. This parcel was identified in the EDR report (EDR ID#311) as Vernon Fire Station #4 in the HIST UST, SWEEP UST, and CHMIRS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area. Based on the proximity to the LUST listing (Parcel#18109), there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-30a	Medium
W	Full	81810		81810	N	L A JUNCTION RY CO	RAIL OPS	BELL CA	Railroad	6314033800	L A JUNCTION RY CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81810 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81810 consists of APN 6314-033-800. Based on a review of on-line maps and photographs, Parcel #81810 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks which travels beneath I-710, south of S. Atlantic Boulevard. No EDR listings were identified in this area.	7-30a	Medium

BANDINI BLVD

LA JUNCTION

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial, TCE	18211		18211	N	L A UNIFIED SCHOOL DISTRICT	5500 RICKENBACKER RD	BELL CA	Business	6332002966	L A UNIFIED SCHOOL DISTRICT	5500	RICKENBACKER RD	BELL CA	The ROW Impact Report identified Parcel #18211 as Business use, owned by LA Unified School District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18211 consists of APN 6332-002-996. Based on review of on-line maps and photographs, Parcel #18211 consists of the Richard N. Slauson Southeast Occupational Center (Rickenbacker Road) located east of I-710 and south of Rickenbacker Road. This parcel was identified in the EDR report (EDR ID#419) as Slawson Southeast Occupational Center in the HAZNET, FINDS, and RCRA-LQG databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-30a	Low
E	Full	18212		18212	Y	SHELTER PARTNERSHIP INC (SALVATION ARMY)	5600 RICKENBACKER RD	BELL CA	Business	6332002035	SHELTER PARTNERSHIP INC (SALVATION ARMY)	5600	RICKENBACKER RD	BELL CA	The ROW Impact Report identified Parcel #18212 as Business use, owned by Shelter Partnership Inc. (Salvation Army). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18212 consists of APN 6332-002-035. Based on review of on-line maps and photographs, Parcel #18212 consists of a large commercial facility (5600 Rickenbacker Road) occupied by The Salvation Army Wellness Center located east of I-710. This parcel was identified in the EDR Report (EDR ID#419) as LAUSD Bell Education and Career Center in the HAZNET,SCH, NPDES, ENVIROSTOR, FINDS, RCRA-LQG databases; as FBI Warehouse in the HAZNET database; as Salvation Army in the HAZNET database; as Jet Propulsion Lab in the HAZNET database; as Bell Federal Building in the HAZNET database; as Shelter Partnership in the HAZNET database; as General Service Administration in the HAZNET database; as Bell Armed Forces Reserve Center in the HAZNET and NPDES databases; Federal Service Center in the HIST UST and Los Angeles County HMS databases. The ENVIROSTOR database lists the cleanup status as "Certified as of 10/11/2012" indicating that the DTSC-approved response action has been completed. This site comprises over 13 acres and during the PEA, in 2009, elevated levels of PAHs and arsenic were found in soils to a depth of 4-feet bgs, which required removal. Approximately 1,000 cubic yards of contaminated soil was subsequently removed and documented in a report dated 2010. Based on the certified status, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-30a	High
E	Full	18213		18213	Y	BELL CITY	5390 RICKENBACKER RD	BELL CA	Business	6332002086	BELL CITY	5390	RICKENBACKER RD	BELL CA	The ROW Impact Report identified Parcel #18213 as Business use, owned by the City of Bell. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18213 consists of APN 6332-002-086. Based on review of on-line maps and photographs, Parcel #18213 consists of a vacant parcel (5390 Rickenbacker Road) located adjacent to the east of I-710 and south of Rickenbacker Road. No EDR listings were identified associated with this address.	7-30a	Low
E	Partial, TCE	18214		18214	N	BELL CITY	5391	BELL CA	Business	6332002081	BELL CITY	5391		BELL CA	The ROW Impact Report identified Parcel #18214 as Business use, owned by the City of Bell. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18214 consists of APN 6332-002-081. Based on review of on-line maps and photographs, Parcel #18214 consists of a vacant parcel (5391 Rickenbacker Road) located east of I-710 and north of Rickenbacker Road. This parcel was identified in the EDR Report (EDR ID#421) as RedEx Home Delivery Los Angeles in the FINDS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-30a	Low
E	TCE	81815		81815	N	L A JUNCTION RY CO	RAIL OPS	BELL CA	Railroad	6332002800	L A JUNCTION RY CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81815 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81815 consists of APN 6332-002-800. Based on a review of on-line maps and photographs, Parcel #81815 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located adjacent to the east of I-710. No EDR listings were identified in this area.	7-30a	Medium
E	Partial, TCE	18216		18216	Y	PERRIN BERNARD SUPOWITZ INC	5400 LINDBERGH LN	BELL CA	Business	6332002020	PERRIN BERNARD SUPOWITZ INC	5400	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18216 as Business use, owned by Perrin Bernard Supowitz Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18216 consists of APN 6332-002-020. Based on review of on-line maps and photographs, Parcel #18216 consists of the western portion of a large commercial building occupied by The Individual Group-Fergadis Wholesale (5496 Lindbergh Lane) located east of I-710 and south of Lindbergh Lane. No EDR listings were identified associated with this address.	7-30a	Low
																7-30a	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18217		18217	Y	BELL PUBLIC FINANCING AUTHORITY	0	BELL CA	Business	6332002089	BELL PUBLIC FINANCING AUTHORITY	0		BELL CA	The ROW Impact Report identified Parcel #18217 as Business use, owned by Bell Public Financing Authority. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18217 consists of APN 6332-002-089. Based on review of on-line maps and photographs, Parcel #18217 consists of a paved lot utilized for trailer storage (unknown Leasee), and a strip of land along J and K Streets, east of I-710. No EDR listings were identified in this area.	7-30a	Low
E	Full	18218		18218	Y	CHELI DISTRIBUTION CENTER INC	5350 LINDBERGH LN	BELL CA	Business	6332002021	CHELI DISTRIBUTION CENTER INC	5350	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18218 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18218 consists of APN 6332-002-021. Based on review of on-line maps and photographs, Parcel #18218 consists of a large commercial building occupied by Vernon Sanitary Supply (5350 Lindbergh Lane) and Allied Plastics (5380 Lindbergh Lane) located west of Lindbergh Lane and east of I-710. No EDR listings were identified in this area. This parcel was identified in the EDR Report (EDR ID#345) as Individual Food Service in the VCP and ENVIROSTOR databases. According to the ENVIROSTOR database, the site is a slab on grade tilt up building comprised of about a 146,000 square foot structure located on a 255,101 square foot lot. The building is divided into different suites, used for warehousing and distribution. This Site is located near what was formerly the Cheli Air Force Base. To the west and south are the 710 Freeway and Los Angeles River. The nearest residential land use is on the opposite side of the Los Angeles River, about 0.25 miles from the site. Based on the information available to DTSC and Proponent, the Site is or may be contaminated with hazardous substances, including poly-aromatic hydrocarbons (PAHs), volatile organic compounds, and petroleum hydrocarbons. The site is listed with a status of "Certified O&M-Land Use Restrictions Only" as of 03/17/2016. Based on the regulatory agency status, these listings are expected to have created an environmental concern to the ISA Study Area. Additionally, there is potential for soil contamination to exist which may be encountered during construction and/or excavation activities.	7-30a	High
E	Full	18219		18219	Y	CHELI DISTRIBUTION CENTER INC	5300 LINDBERGH LANE	BELL CA	Business	6332002039	CHELI DISTRIBUTION CENTER INC	5300	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18219 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18219 consists of APN 6332-002-039, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30a	High
E	Full	18220		18220	Y	CHELI DISTRIBUTION CENTER INC	5300 LINDBERGH LANE	BELL CA	Business	6332002040	CHELI DISTRIBUTION CENTER INC	5300	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18220 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18220 consists of APN 6332-002-040, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30a	High
E	Full	18221		18221	Y	CHELI DISTRIBUTION CENTER INC	5304 LINDBERGH LANE	BELL CA	Business	6332002041	CHELI DISTRIBUTION CENTER INC	5304	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18221 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18221 consists of APN 6332-002-041,which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30a	High
E	Full	18222		18222	Y	CHELI DISTRIBUTION CENTER INC	5304 LINDBERGH LANE	BELL CA	Business	6332002042	CHELI DISTRIBUTION CENTER INC	5304	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18222 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18222 consists of APN 6332-002-042, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30a	High
E	Full	18223		18223	Y	CHELI DISTRIBUTION CENTER INC	5306 LINDBERGH LANE	BELL CA	Business	6332002043	CHELI DISTRIBUTION CENTER INC	5306	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18223 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18223 consists of APN 6332-002-043, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30a	High
E	Full	18224		18224	Y	CHELI DISTRIBUTION CENTER INC	5306 LINDBERGH LANE	BELL CA	Business	6332002044	CHELI DISTRIBUTION CENTER INC	5306	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18224 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18224 consists of APN 6332-002-044, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30a	High
E	Full	18225		18225	Y	CHELI DISTRIBUTION CENTER INC	5306 LINDBERGH LANE	BELL CA	Business	6332002045	CHELI DISTRIBUTION CENTER INC	5306	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18225 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18225 consists of APN 6332-002-045, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30a	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18226		18226	Y	CHELI DISTRIBUTION CENTER INC	5310 LINDBERGH LANE	BELL CA	Business	6332002046	CHELI DISTRIBUTION CENTER INC	5310	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18226 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18226 consists of APN 6332-002-046, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30a	High
E	Full	18227		18227	Y	U S GOVT (DEPT OF THE ARMY)	5300 BANDINI BLVD	BELL CA	Business	6332002920	U S GOVT (DEPT OF THE ARMY)	5300	BANDINI BLVD	BELL CA	The ROW Impact Report identified Parcel #18227 as Business use, owned by US Government (Dept. of the Army). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18227 consists of APN 6332-002-920. Based on review of on-line maps and photographs, Parcel #18227 consists of the Department of the Army facility located adjacent to the east of the S. Atlantic Boulevard off-ramp of I-710, south of Bandini Boulevard. This parcel was listed in the EDR Report (EDR ID#322) in the FINDS database; as Office of Adjutant General in the UST database; as US Government in the HIST CORTESE, LUST, SWEEPS UST databases; as CA Army National Guard in the LUST, Los Angeles County HMS; as Bell Organizational Maintenance #6 in the CERLIS, HAZNET, and RCRA-LQG databases. According to (No Suggestions), three cases are associated with the site. Patton US Army Reserve Center (5340 Bandini Boulevard) is listed with a status of "Completed-case closed" as of 11/14/1999 for a release of diesel to soil. US Government (5300 Bandini Boulevard) is listed with a status of "Completed-case closed" as of 02/05/2009 for a release of gasoline to soil. CA Army National Guard is listed with a status of "Completed-case closed" as of 03/03/2015 for a release of diesel, gasoline, MTBE/TBA/other fuel oxygenates, toluene, waste oil/motor/hydraulic/lubricating, xylenes. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-30a	High
E	Full	18228		18228	N	U S GOV'T	_____ BANDINI BLVD	BELL CA	Business	6332002934	U S GOV'T	_____	BANDINI BLVD	BELL CA	The ROW Impact Report identified Parcel #18228 as Business use, owned by US Government. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18228 consists of APN 6332-002-934. This parcel is the eastern half of Parcel #18227. See Parcel#18227 for EDR information.	7-30a	High
E	Full	18243		18243	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LN	BELL CA	Business	6332002047	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18243 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18243 consists of APN 6332-002-047, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18244		18244	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002048	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18244 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18244 consists of APN 6332-002-048, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18245		18245	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002049	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18245 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18245 consists of APN 6332-002-049, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18246		18246	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002050	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18246 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18246 consists of APN 6332-002-050, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18247		18247	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002051	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18247 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18247 consists of APN 6332-002-051, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18248		18248	Y	CHELI DISTRIBUTION CENTER INC	_____ LINDBERGH LANE	BELL CA	Business	6332002052	CHELI DISTRIBUTION CENTER INC	_____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18248 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18248 consists of APN 6332-002-052, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18249		18249	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002053	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18249 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18249 consists of APN 6332-002-053, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18250		18250	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002054	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18250 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18250 consists of APN 6332-002-054, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18251		18251	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LN	BELL CA	Business	6332002055	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18251 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18251 consists of APN 6332-002-055, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18252		18252	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002056	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18252 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18252 consists of APN 6332-002-056, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18253		18253	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002057	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18253 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18253 consists of APN 6332-002-057, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18254		18254	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002058	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18254 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18254 consists of APN 6332-002-058, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18255		18255	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002059	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18255 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18255 consists of APN 6332-002-059, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18256		18256	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002060	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18256 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18256 consists of APN 6332-002-060, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18257		18257	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002061	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18257 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18257 consists of APN 6332-002-061, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18258		18258	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002062	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18258 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18258 consists of APN 6332-002-062, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18259		18259	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002063	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18259 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18259 consists of APN 6332-002-063, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18260		18260	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002064	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18260 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18260 consists of APN 6332-002-064, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18261		18261	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LN	BELL CA	Business	6332002065	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18261 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18261 consists of APN 6332-002-065, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	18262		18262	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002066	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18262 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18262 consists of APN 6332-002-066, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18263		18263	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002067	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18263 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18263 consists of APN 6332-002-067, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18264		18264	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002068	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18264 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18264 consists of APN 6332-002-068, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18265		18265	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002069	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18265 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18265 consists of APN 6332-002-069, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18266		18266	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002070	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18266 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18266 consists of APN 6332-002-070, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18267		18267	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002071	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18267 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18267 consists of APN 6332-002-071, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18268		18268	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business	6332002072	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18268 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18268 consists of APN 6332-002-072, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
BANDINI BLVD																7-30a	
																7-30a	
																7-30a	
E	Partial	18329		18329	N	BANDINI XC LLC	5553 BANDINI BLVD	BELL CA	BUSINESS	6332002078	BANDINI XC LLC	5553	BANDINI BLVD	BELL CA	The ROW Impact Report identified Parcel #18329 as Business use, owned by Bandini XC LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18329 consists of APN 6332-002-078. Based on review of on-line maps and photographs, Parcel #18329 consists of a paved parking area associated with the California Post office (27 Yeager Way) located east of I-710 and north of Bandini Boulevard. This parcel was identified in the EDR Report (EDR ID#364) as US Postal Service LA East Bell in the NPDES and WDS databases; as US Postal Service East Garage in the UST, HAZNET, and Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-30a	High
E	Partial	18330		18330	N	BANDINI XC LLC	5553 BANDINI BLVD	BELL CA	BUSINESS	6332002077	BANDINI XC LLC	5553	BANDINI BLVD	BELL CA	The ROW Impact Report identified Parcel #18330 as Business use, owned by Bandini XC LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18330 consists of APN 6332-002-077. Based on review of on-line maps and photographs, Parcel #18330 consists of a paved parking area associated with the California Post office (27 Yeager Way). See Parcel #18329 for EDR information.	7-30a	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
	Partial	18331		18331	N	KINROSS HOLDING LLC ET AL LESSOR	4901 BANDINI BLVD	VERNON CA	BUSINESS	6332001005	KINROSS HOLDING LLC ET AL LESSOR	4901	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18331 as Business use, owned by Kinross Holding LLC Et Al Lessor. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18331 consists of APN 6332-001-005. Based on review of on-line maps and photographs, Parcel #18331 consists of the Preferred Freezer Services facility (4901 Bandini Boulevard) located in the northeast corner of the intersection of S. Atlantic Boulevard and Bandini Boulevard, east of I-710. This parcel was identified in the EDR Report (EDR Id#323) as Preferred Freezer in the AST and HAZNET databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-30a	Medium
E																	
ATLANTIC BLVD																	
	Full	18332		18332	Y	KBB INVESTMENTS	4720 E 26TH ST	VERNON CA	Business	6332001003	KBB INVESTMENTS	4720	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18332 as Business use, owned by KBB Investments. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18332 consists of APN 6332-001-005. Based on review of on-line maps and photographs, Parcel #18332 consists of G Knit Co Inc. (4720 E. 26th Street) and Yuhang Group USA Inc. (4726 E. 26th Street) located south of E. 26th Street and adjacent to the east of Atlantic Boulevard onramp to I-710. This parcel was identified in the EDR Report (EDR ID# 299) as Canvas Specialty Inc. (4720 E. 26th Street) in the HAZNET database; as Oro Construction in the HIST UST database; as Seven Seas Rattan Mfg. Inc. in the EMI database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-30a	Low
E																	
	Full	18333		18333	Y	KBB INVESTMENTS	4730 E 26TH ST	VERNON CA	Business	6332001004	KBB INVESTMENTS	4730	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18333 as Business use, owned by KBB Investments. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18333 consists of APN 6332-001-004. Based on review of on-line maps and photographs, Parcel #18333 consists of Gulf Pacific Packing Corporation (4740 E. 26th Street) located south of E. 26th Street and adjacent to the east of Atlantic Boulevard onramp to I-710. This parcel was identified in the EDR Report (EDR ID# 299) as Allways Express Co. (4730 E. 26th Street) in the SWEEPS UST database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-30a	Low
E																	
	Full	18334		18334	Y	KBB INVESTMENTS	4800 E 26TH ST	VERNON CA	Business	6332001002	KBB INVESTMENTS	4800	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18334 as Business use, owned by KBB Investments. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18334 consists of APN 6332-001-002. Based on review of on-line maps and photographs, Parcel #18334 consists of Hoover Supply (4800 E. 26th Street) located south of E. 26th Street and adjacent to the north of Atlantic Boulevard. No EDR listings were identified associated with this address.	7-30a	Low
E																	
26TH STREET																	
BANDINI BLVD																	
	Partial, TCE	18435		18435	N	WALTER,D N AND E AND CO	4505 BANDINI BLVD	VERNON CA	Business	5243017012	WALTER,D N AND E AND CO	4505	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18435 as Business use, owned by D N and E Walter Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18435 consists of APN 5243-017-012. Based on review of on-line maps and photographs, Parcel #18435 consists of the Classic Concepts facility (4505 Bandini Boulevard) located north of Bandini Boulevard, east of Ayers Avenue, west of I-710. This parcel was identified in the EDR Report Orphan List (S113117110) as Impaxx Western Packaging Group Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-30a	Low
W																	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	18436		18436	Y	WALTER,D N AND E AND CO	4651 BANDINI BLVD	VERNON CA	Business	5243017011	WALTER,D N AND E AND CO	4651	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18436 as Business use, owned by D N and E Walter Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18436 consists of APN 5243-017-011. Based on review of on-line maps and photographs, Parcel #18436 consists of the Classic Home Outlet warehouse facility (4651 Bandini Boulevard) located north of Bandini Boulevard and adjacent to the west of the Atlantic Boulevard off-ramp from I-710. This parcel was identified in the EDR Report Orphan List (S112915501) as DN&E Walter Company Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-30a	Low
W	Partial, TCE	81837		81837	N	UNION PAC R R CO	RAIL OPS	VERNON CA	Railroad	5243017806	UNION PAC R R CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81837 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81837 consists of APN 5243-017-806. Based on a review of on-line maps and photographs, Parcel #81837 consists of a railroad spur located adjacent to the north of Parcel# 18435 and 18436, west of I-710. No EDR listings were identified in this area.	7-30a	Medium
W	Partial, TCE	81838		81838	N	A T&S F RY CO	RAIL OPS	VERNON CA	Railroad	5243017800	A T&S F RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81838 as Railroad Use, owned by AT&S F RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81838 consists of APN 5243-017-800. Based on a review of on-line maps and photographs, Parcel #81838 consists of a railroad spur located adjacent to the north of Parcel# 18436, west of I-710. No EDR listings were identified in this area.	7-30a	Medium
W	Partial, TCE	81839		81839	N	UNION PAC R R CO	RAIL OPS	VERNON CA	Railroad	5243017804	UNION PAC R R CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81839 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81839 consists of APN 5243-017-804. Based on a review of on-line maps and photographs, Parcel #81839 consists of a railroad spur located adjacent to the north of Parcel# 18435 and 18436, west of I-710. No EDR listings were identified in this area.	7-30a	Medium
W	Partial, TCE	18440		18440	N	BURLINGTON NORTHERN AND SF RY CO	4560 E 26TH ST	VERNON CA	Business	5243017808	BURLINGTON NORTHERN AND SF RY CO	4560	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18440 as Business use, owned by Burlington Northern and SF RY Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18440 consists of APN 5243-017-808. Based on review of on-line maps and photographs, Parcel #18440 consists of a paved parking area utilized for trailer storage (unknown lessee) located south of E. 26th Street and adjacent to the west of I-710. This parcel was identified in the EDR Report (EDR ID# 296) as Agra Shell Inc. in the FINDS, ERNS, HIST UST, SWEEPS UST, and EMI databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-30a	Medium

26TH STREET

Totals

High	42
Medium	13
Low	13

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
26TH STREET																	
W	TCE	81901		81901	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad	5243013802	A T AND S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81901 as Railroad Use, owned by A T AND S F RY CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81901 consists of APN 5243-013-802. Based on a review of on-line maps and photographs, Parcel #81901 consists of a portion of the BNSF Hobart Yard located adjacent to the west of the I-710 and north of 26th Street. Several listings was identified in the EDR Report as 4650 East 26th Street, Lot 11, Row 11, Spot 420 (EDR ID# 296) in the CA CHMIRS database; as Agrashell Inc. (EDR ID# 296) in the CA HIST UST, CA SWEEPS UST, FINDS, and CA EMI databases; and as 4650 E. 26th Street (EDR ID# 296) in the ERNS database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	High
W	TCE	81902		81902	N	A T&S F RY CO	RAIL OPS	COMMERCE CA	Railroad	5243013800	A T&S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81902 as Railroad Use, owned by A T&S F RY CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81902 consists of APN 5243-013-800. Based on a review of on-line maps and photographs, Parcel #81902 consists of a portion of the BNSF Hobart Yard. See Parcel #81901 for a discussion on nearby EDR listings.	7-31a/b	High
W	TCE	81903		81903	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad	5243014803	A T AND S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81903 as Railroad Use, owned by A T&S F RY CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81903 consists of APN 5243-014-803. Based on a review of on-line maps and photographs, Parcel #81903 consists of a portion of the BNSF Hobart Yard. See Parcel #81901 for a discussion on nearby EDR listings.	7-31a/b	High
W	TCE	81904		81904	N	FORD MOTOR CO	RAIL OPS	COMMERCE CA	Railroad	5243014807	FORD MOTOR CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81904 as Railroad Use, owned by FORD MOTOR CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81904 consists of APN 5243-014-807. Based on a review of on-line maps and photographs, Parcel #81904 consists of segment of railroad underneath the I-710 and adjacent to the south of Sheila Street. West of this parcel is the BNSF Hobart Yard. See Parcel #81901 for a discussion on nearby EDR listings.	7-31a/b	High
																7-31a/b	
SHEILA STREET																7-31a/b	
																7-31a/b	
W	Full	19105		19105	Y	JOHNSON,LYMAN H ET AL	4651 SHEILA ST	COMMERCE CA	Business	5243029023	JOHNSON,LYMAN H ET AL	4651	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19105 as Business Use and owned by Lyman H Johnson Et Al. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19106 consists of APN 5243-029-023. Based on a review of on-line maps and photographs, Parcel #19105 consists of the Ceramic Decorating Company (4651 Sheila Street) located north of Sheila Street and adjacent to the west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Ceramic Decorating Co Inc. in the Los Angeles County HMS, FINDS, HAZNET, and HIST UST databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	High
W	Full	19106		19106	Y	PARKER,JOSEPH AND BERNICE TRS	4635 SHEILA ST	COMMERCE CA	Business	5243029024	PARKER,JOSEPH AND BERNICE TRS	4635	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19106 as Business Use, owned by PARKER, JOSEPH AND BERNICE TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19106 consists of APN 5243-029-024. Based on a review of on-line maps and photographs, Parcel #19106 consists of land currently occupied by American Allied Trucking at 4635 Sheila Street, adjacent to the north of Sheila Street and west of the I-710. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	7-31a/b	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	81907		81907	N	BNSF RAILWAY COMPANY	4621 SHEILA ST	COMMERCE CA	Railroad	5243029816	BNSF RAILWAY COMPANY	4621	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #81907 as Railroad Use, owned by BNSF RAILWAY COMPANY. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81907 consists of APN 5243-029-816. Based on a review of on-line maps and photographs, Parcel #81907 consists of paved vacant parking lot at 4621 Sheila Street, adjacent to the north of Sheila Street and west of the I-710. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	7-31a/b	High
W	Full	19108		19108	Y	NEIMAN,WILLIAM L	4621 SHEILA ST	COMMERCE CA	Business	5243029030	NEIMAN,WILLIAM L	4621	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19108 as Business Use, owned by NEIMAN, WILLIAM L. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19108 consists of APN 5243-029-030. Based on a review of on-line maps and photographs, Parcel #19108 consists of land currently occupied by Columbia Trophy & Metal Products at 4621 Sheila Street, adjacent to the north of Sheila Street and west of the I-710. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	7-31a/b	High
W	Partial	81909		81909	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243029814	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81909 as Railroad Use and owned by UNION PACIFIC R R CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81909 consists of APN 5243-029-814. Based on a review of on-line maps and photographs, Parcel #81909 consists of a strip of land occupied by several businesses that runs parallel in between Sheila Street and Washington Boulevard, west of the I-710, and east Ayers Avenue. See Parcel #19116 and #19118 for a discussion on nearby EDR listings of potential environmental concern.	7-31a/b	Medium
W	Full	81910		81910	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243029804	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81910 as Railroad Use and owned by UNION PACIFIC R R CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81910 consists of APN 5243-029-804. Based on a review of on-line maps and photographs, Parcel #81910 consists of a strip of land occupied by several businesses that runs parallel in between Sheila Street and Washington Boulevard, west of the I-710, and east Ayers Avenue. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	7-31a/b	High
W	Partial	81911		81911	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243029812	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81911 as Railroad Use and owned by UNION PACIFIC R R CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81911 consists of APN 5243-029-812. Based on a review of on-line maps and photographs, Parcel #81911 consists of a strip of land occupied by several businesses that runs parallel in between Sheila Street and Washington Boulevard, west of the I-710, and east Ayers Avenue. See Parcel #19116 for a discussion on nearby EDR listings of potential environmental concern.	7-31a/b	High
W	Full	19112		19112	Y	JOHNSON,LYMAN H AND	4650 E WASHINGTON BLVD	COMMERCE CA	Business	5243029018	JOHNSON,LYMAN H AND	4650	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19112 as Business use owned by Lyman H Johnson. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19112 consists of APN 5243-029-018. Based on review of on-line maps and photographs, Parcel #19112 consists of Auto Dec Inc. (2402 Dennis Avenue) located south of E. Washington Boulevard and adjacent to the west of I-710. This parcel was identified in the EDR Report as USS Bestway Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19113		19113	Y	BUSCH,KENNETH W TR	4646 E WASHINGTON BLVD	COMMERCE CA	Business	5243029019	BUSCH,KENNETH W TR	4646	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19113 as Business use owned by Kenneth W Busch Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19113 consists of APN 5243-029-019. Based on review of on-line maps and photographs, Parcel #19113 consists of Rodger's Trucking & Equipment Repair (4646 E. Washington Boulevard) located south of E. Washington Boulevard and west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Rodger's Trucking and Equipment in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	High
W	Full	19114		19114	Y	PATAPOFF,LARRY	4642 E WASHINGTON BLVD	COMMERCE CA	Business	5243029002	PATAPOFF,LARRY	4642	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19114 as Business use owned by Larry Patapoff. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19114 consists of APN 5243-029-002 located south of E. Washington Boulevard and west of I-710. Based on review of on-line maps and photographs, Parcel #19114 composes the western portion of Parcel # 19113. See Parcel #19113 for EDR information.	7-31a/b	High
W	Full	19115		19115	Y	BUSCH,KENNETH W TR	4638 E WASHINGTON BLVD	COMMERCE CA	Business	5243029003	BUSCH,KENNETH W TR	4638	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19115 as Business use owned by Kenneth W Busch Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19115 consists of APN 5243-029-003. Based on review of on-line maps and photographs, Parcel #19115 consists of RDD USA (4638 E. Washington Boulevard) located south of E. Washington Boulevard and west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as KW Busch Electric in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	High
W	Full	19116		19116	Y	THROGMORTON,DAVID M	2414 CONNOR AVE	COMMERCE CA	Business	5243029020	THROGMORTON,DAVID M	2414	CONNOR AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19116 as Business use owned by David M Throgmorton. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19116 consists of APN 5243-029-003. Based on review of on-line maps and photographs, Parcel #19116 consists of Throgmorton's Frame Clinic (2414 Conner Avenue) located east of Conner Avenue, south of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Certified Coatings Prod Co in the RCRA-SQG, FINDS, Los Angeles County HMS, EMI, CA FID UST, SLIC, LUST, UST,HIST UST, HIST CORETESE, and SWEEPS UST databases; as Throgmortons Frame Clinic in the Los Angeles County HMS and HAZNET databases . According to the GeoTracker database, two cases are associated with this parcel. Certified Coatings Products is listed with a status of "Completed-case closed" as of 06/27/1991 for a release of acetone to soil. Throgmorton's Frame Clinic is listed with a status of "open-inactive" as of 01/29/2015. A Phase II Environmental Assessment Report dated May 2008 indicated that fifteen (15) soil borings were advanced onsite to delineate the extent of soil contamination resulting from existing USTs. The report concluded that petroleum hydrocarbon and VOC contamination is generally located between 20 and 105 feet below ground surface (bgs). The consultant then recommended that all existing USTs be removed, and all residual contamination be treated by vapor extraction. No additional information was available on the GeoTracker website. Based on the regulatory status, this listing has the potential to create an environmental concern to the ISA Study Area and a file review is recommended.	7-31a/b	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19117		19117	Y	BUSCH,KENNETH W TR	4630 E WASHINGTON BLVD	COMMERCE CA	Business	5243029004	BUSCH,KENNETH W TR	4630	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19117 as Business use owned by Kenneth W Busch Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19117 consists of APN 5243-029-004. Based on review of on-line maps and photographs, Parcel #19117 consists of a commercial property (4630 E. Washington Boulevard) located at the southeast corner of Connor Avenue and E. Washington Boulevard, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	High
W	Full	19118		19118	Y	CRITERION ENTERPRISES LLC	2415 CONNOR AVE	COMMERCE CA	Business	5243029021	CRITERION ENTERPRISES LLC	2415	CONNOR AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19118 as Business use owned by Criterion Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19118 consists of APN 5243-029-021. Based on review of on-line maps and photographs, Parcel #19118 consists of a vacant commercial property (2415 Connor Avenue) located west of Connor Avenue and south of E. Washington Boulevard, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	High
W	Full	19119		19119	Y	CRITERION ENTERPRISES LLC	4614 E WASHINGTON BLVD	COMMERCE CA	Business	5243029007	CRITERION ENTERPRISES LLC	4614	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19119 as Business use owned by Criterion Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19119 consists of APN 5243-029-007. Based on review of on-line maps and photographs, Parcel #19119 consists of Pacific Signs & Supplies (4618 E. Washington Boulevard) located at the southwest corner of the intersection of E. Washington Boulevard and Connor Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Criterion Gates and Mfg. Co in the Los Angeles HMS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	High
W	Full	19120		19120	Y	CRITERION ENTERPRISES LLC	4614 E WASHINGTON BLVD	COMMERCE CA	Business	5243029008	CRITERION ENTERPRISES LLC	4614	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19120 as Business use owned by Criterion Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19120 consists of APN 5243-029-007. Based on review of on-line maps and photographs, Parcel #19120 consists of Universal Neon Plus (4614 E. Washington Boulevard) located south of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Criterion Gate in the UST database; as Criterion Products Inc. in the HAZNET, EMI, and FINDS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	High
W	Partial	19121		19121	N	4600 WASHINGTON LLC	4600 E WASHINGTON BLVD	COMMERCE CA	Business	5243029009	4600 WASHINGTON LLC	4600	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19121 as Business use owned by4600 Washington LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19121 consists of APN 5243-029-009. Based on review of on-line maps and photographs, Parcel #19121 consists of J R's Tire Service (4600 E. Washington Boulevard) located south of E. Washington Boulevard, west of I-710.This parcel was identified in the EDR Report (EDR ID#214) as 4600 Super Service in the SWEEPS UST, CA FID UST, Los Angeles County HMS, LUST, HIST CORTESE, HIST UST databases; as 1xHarrison Gas & Oil in the HAZNET database. According to the GeoTracker database, this site is listed with a status of "Completed-case closed" as of 10/21/2009 for a release of gasoline to an aquifer used for drinking water supply. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-31a/b	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial, TCE	19122		19122	N	SARAKBE,RON M ET AL LESSEE	4560 E WASHINGTON BLVD	COMMERCE CA	Business	5243026024	SARAKBE,RON M ET AL LESSEE	4560	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19122 as Business use owned by Ron M Sarake Et Al Lessee. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19122 consists of APN 5243-026-024. Based on review of on-line maps and photographs, Parcel #19122 consists of Commerce Truck Stop (4650 E. Washington Boulevard) located south of E. Washington Boulevard, east of Ayers Avenue, west of I-710.This parcel was identified in the EDR Report (EDR ID#214) as Commerce Truck Stop in the Los Angeles County HMS, LUST, UST, and HAZNET databases. According to the GeoTracker database, this site is listed with a status of "Completed-case closed" as of 02/06/2012 for a release of gasoline to other groundwater. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-31a/b	High
W	Partial, TCE	19123		19123	N	LAUFER,ARON	4546 E WASHINGTON BLVD	COMMERCE CA	Business	5243004011	LAUFER,ARON	4546	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19123 as Business use owned by Aron Laufer. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19123 consists of APN 5243-004-011. Based on review of on-line maps and photographs, Parcel #19123 consists of Quality Diesel Parts (4648 E. Washington Boulevard) located south of E. Washington Boulevard, west of Ayers Avenue, west of I-710.No EDR listings were identified associated with this address.	7-31a/b	Medium
W	TCE	19124		19124	N	CALIF WATER SERVICE CO	4540 E WASHINGTON BLVD	COMMERCE CA	Business	5243004012	CALIF WATER SERVICE CO	4540	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19124 as Business use owned by Calif Water Service Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19124 consists of APN 5243-004-012. Based on review of on-line maps and photographs, Parcel #19124 consists of the Cal Water Services facility (4540 E. Washington Boulevard) located south of E. Washington Boulevard, west of Ayers Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Cal Water Service East LA in the Los Angeles County HMS and FINDS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	Low
W	Full	81925		81925	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243029810	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81925 as Railroad Use, owned by Union Pacific RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81925 consists of APN 5243-029-810. Based on a review of on-line maps and photographs, Parcel #81925 consists of a segment of the Union Pacific railroad tracks extending beneath I-710 from the east, south of E. Washington Boulevard. No EDR listings were identified in this area.	7-31a/b	Medium
W	Full	81926		81926	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243029806	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81926 as Railroad Use, owned by Union Pacific RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81926 consists of APN 5243-029-806. Based on a review of on-line maps and photographs, Parcel #81926 consists of a segment of the Union Pacific railroad tracks extending beneath I-710 from the west, south of E. Washington Boulevard. No EDR listings were identified in this area.	7-31a/b	Medium
W	Full	81927		81927	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243029808	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81927 as Railroad Use, owned by Union Pacific RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81927 consists of APN 5243-029-808. Based on a review of on-line maps and photographs, Parcel #81927 consists of a segment of the Union Pacific railroad tracks extending beneath I-710 from the west, south of E. Washington Boulevard. No EDR listings were identified in this area.	7-31a/b	Medium
																7-31a/b	
																7-31a/b	
																7-31a/b	

WASHINGTON BLVD

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	81928		81928	N	A T&S F RY CO	RAIL OPS	COMMERCE CA	Railroad	6332001801	A T&S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81928 as Railroad Use, owned by AT&S RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81928 consists of APN 6332-001-801. Based on a review of on-line maps and photographs, Parcel #81928 consists of a segment of the Atchison Topeka & Santa Fe railroad tracks located east of I-710, west of S. Atlantic Avenue, and north E. 26th Street . No EDR listings were identified in this area.	7-31a/b	Medium
E	TCE	81929		81929	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad	6332001802	A T AND S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81929 as Railroad Use, owned by AT&S RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81929 consists of APN 6332-001-802. Based on a review of on-line maps and photographs, Parcel #81929 consists of a segment of the Atchison Topeka & Santa Fe railroad tracks located east and beneath I-710, and north E. 26th Street . No EDR listings were identified in this area.	7-31a/b	Medium
E	TCE	81930		81930	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad	5244035800	A T AND S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81930 as Railroad Use, owned by AT&S RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81930 consists of APN 5224-035-800. Based on a review of on-line maps and photographs, Parcel #81930 consists of several lines of the Atchison Topeka & Santa Fe railroad tracks located east of I-710, west of S. Atlantic Avenue, and north E. 26th Street . No EDR listings were identified in this area.	7-31a/b	Medium
E	TCE	81931		81931	N	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS	COMMERCE CA	Railroad	5244035802	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81931 as Railroad Use, owned by Burlington Northern and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81931 consists of APN 5224-035-802. Based on a review of on-line maps and photographs, Parcel #81931 consists of the Parsec Inc. facility (4940 Sheila Street) located southwest of the intersection of Sheila Street and S. Atlantic Avenue. This parcel was identified in the EDR Report (EDR ID# 214) as Southern California Gas Co in the DOT OPS database, ERNS, and CHMIRS databases; as Ford Motor Co in the HAZNET and CHMIRS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	Medium
E	TCE	81932		81932	N	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS	COMMERCE CA	Railroad	5244035804	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81932 as Railroad Use, owned by Burlington Northern and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81932 consists of APN 5224-035-804. Based on a review of on-line maps and photographs, Parcel #81932 consists of a vacant strip of land located in the trailer parking area of Parcel #81931. No EDR listings were identified in this area.	7-31a/b	Low
E	TCE	81933		81933	N	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS	COMMERCE CA	Railroad	5244035803	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81933 as Railroad Use, owned by Burlington Northern and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81933 consists of APN 5224-035-804. Based on a review of on-line maps and photographs, Parcel #81933 consists of the western portion of the trailer parking area of Parcel #81931. No EDR listings were identified in this area.	7-31a/b	Low
																7-31a/b	
SHEILA STREET																7-31a/b	
																7-31a/b	

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Partial	19234		19234	N	GATWICK GROUP LLC	4815 SHEILA ST	COMMERCE CA	Business	5244033018	GATWICK GROUP LLC	4815	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19234 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19234 consists of APN 5224-033-018. Based on review of on-line maps and photographs, Parcel #19234 consists of Best Premium Logistics Inc. facility (4817 Sheila Street). According to the ENVIROSTOR database, Gatwick Group LLC owns 19 buildings in the area that are under investigation for historical uses. In 2014, DTSC entered into a VCP with Gatwick Group to oversee investigation and any cleanup work. To date, the sites have gone through soil matrix, soil vapor and groundwater remedial investigation. The properties owned By Gatwick Group are located in area bounded by Atlantic Avenue, Sheila Street, Washington Boulevard, and I-710 and include the addresses 4720, 4814, 4900, 4920, 5010-5020 WASHINGTON BOULEVARD, 2451 HEPWORTH AVENUE, 4817, 4915 SHEILA STREET, and 2448 COUTES AVENUE. Based on this information, this site is considered to represent an environmental concern to the proposed I-710 Corridor Project. Other parcels associated with Gatwick Group include Parcel #19235, 19242-19244, and 19246-19248.	7-31a/b	High
E	Full	19235		19235	Y	GATWICK GROUP LLC	4801 SHEILA ST	COMMERCE CA	Business	5244033019	GATWICK GROUP LLC	4801	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19235 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19235 consists of APN 5224-033-019. Based on review of on-line maps and photographs, Parcel #19235 consists of western portion of Parcel #19234, which is one of the parcels owned by Gatwick Group under DTSC investigation. See Parcel #19234 for additional information.	7-31a/b	High
E	Partial	81936		81936	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244033810	UNION PAC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81936 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81936 consists of APN 5224-033-810. Based on a review of on-line maps and photographs, Parcel #81936 consists of a segment of railroad tracks located adjacent to the north of Parcel#s 19234 and 19235 that appears to be a former railroad spur. No EDR listings were identified in this area.	7-31a/b	Medium
E	Partial	81937		81937	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad	5244033802	A T AND S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81937 as Railroad Use, owned by AT and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81937 consists of APN 5244-033-802. Based on a review of on-line maps and photographs, Parcel #81937 consists of a segment of railroad tracks located adjacent to the north of Parcel#s 19234 and 19235. No EDR listings were identified in this area.	7-31a/b	Medium
E	Partial	81938		81938	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244033808	UNION PAC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81938 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81938 consists of APN 5244-033-808. Based on a review of on-line maps and photographs, Parcel #81938 consists of a segment of railroad tracks located adjacent to the north of Parcel#81938, extending across the rear of various commercial properties. No EDR listings were identified in this area.	7-31a/b	Medium
E	Full	81939		81939	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244033812	UNION PAC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81939 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81939 consists of APN 5244-033-812. Based on a review of on-line maps and photographs, Parcel #81939 consists of a strip of land extending beneath I-710 from the east. No EDR listings were identified in this area.	7-31a/b	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	81940		81940	N	UNION PACIFIC RY CO	RAIL OPS	COMMERCE CA	Railroad	5244033804	UNION PACIFIC RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81940 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81940 consists of APN 5244-033-804. Based on a review of on-line maps and photographs, Parcel #81940 consists of a segment of railroad tracks extending beneath I-710 from the east. No EDR listings were identified in this area.	7-31a/b	Medium
E	Full	81941		81941	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244033806	UNION PAC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81941 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81941 consists of APN 5244-033-806. Based on a review of on-line maps and photographs, Parcel #81941 consists of a segment of railroad tracks extending beneath I-710 from the east. No EDR listings were identified in this area.	7-31a/b	Medium
E	Partial	19242		19242	N	GATWICK GROUP LLC	4900 E WASHINGTON BLVD	COMMERCE CA	Business	5244033013	GATWICK GROUP LLC	4900	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19242 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19242 consists of APN 5244-033-013. Based on review of on-line maps and photographs, Parcel #19242 consists of Continental Chemical (4920 E. Washington Boulevard) and a vacant commercial building (4900 E. Washington Boulevard) located south of E. Washington Boulevard, between Ransom Street and Couts Avenue, east of I-710. This parcel is listed in the EDR Report (EDR ID# 214) as HJB Inc. DBA Continental Chemical in the FINDS, EMI, Los Angeles County HMS, FTTS, and HAZNET databases; and as DK Cabel in the SWEEPS UST and Los Angeles County HMS databases. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	7-31a/b	High
E	Full	19243		19243	Y	GATWICK GROUP LLC	4814 E WASHINGTON BLVD	COMMERCE CA	Business	5244033002	GATWICK GROUP LLC	4814	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19243 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19243 consists of APN 5244-033-002. Based on review of on-line maps and photographs, Parcel #19243 consists of Nikko Marketing Association (4814 E. Washington Boulevard) located south of E. Washington Boulevard and west of Ransom Street, east of I-710. This parcel is listed in the EDR Report (EDR ID# 214) as Zauss Trucking Company in the SWEEPS UST and Los Angeles County HMS databases; and as Fast Deer Bus Charter in the HAZNET database. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	7-31a/b	High
E	Full	19244		19244	N	GATWICK GROUP LLC	4814 E WASHINGTON BLVD	COMMERCE CA	Business	5244033003	GATWICK GROUP LLC	4814	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19244 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19244 consists of APN 5244-033-003. Based on review of on-line maps and photographs, Parcel #19244 consists of western portion of Parcel# 19244 located south of E. Washington Boulevard and west of Ransom Street, east of I-710. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	7-31a/b	High
E	Partial	19245		19245	N	REDEVELOPMENT AGENCY OF	4800 E WASHINGTON BLVD	COMMERCE CA	Business	5244033900	REDEVELOPMENT AGENCY OF	4800	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19245 as Business use owned by the Agency of Redevelopment. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19245 consists of APN 5244-033-900. Based on review of on-line maps and photographs, Parcel #19245 consists of a vacant parcel of land located at the southeast corner of Hepworth and E. Washington Boulevard and west of Ransom Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Triangle Cold in the RCRA-SQG, FINDS, and the Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	19246		19246	Y	GATWICK GROUP LLC	2451 HEPWORTH AVE	COMMERCE CA	Business	5244033016	GATWICK GROUP LLC	2451	HEPWORTH AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19246 as Business use owned by the Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19246 consists of APN 5244-033-016. Based on review of on-line maps and photographs, Parcel #19246 consists of a commercial property that appears to be associated with Parcel# 19247, located west of Hepworth Avenue and east of I-710. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	7-31a/b	High
E	Full	19247		19247	N	GATWICK GROUP LLC	4720 E WASHINGTON BLVD	COMMERCE CA	Business	5244033007	GATWICK GROUP LLC	4720	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19247 as Business use owned by the Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19247 consists of APN 5244-033-007. Based on review of on-line maps and photographs, Parcel #19247 consists of the Dura Flooring facility (4720 E. Washington Boulevard) located south of E. Washington Boulevard, east of I-710 and west of Hepworth Avenue. This parcel was identified in the EDR Report (EDR ID#214) by street address in the CDL database; and as Kraloy Plastic Pipe Co. in the Los Angeles County HMS database. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	7-31a/b	High
E	Full	19248		19248	N	GATWICK GROUP LLC	4720 E WASHINGTON BLVD	COMMERCE CA	Business	5244033008	GATWICK GROUP LLC	4720	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19248 as Business use owned by the Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19248 consists of APN 5244-033-008. Based on review of on-line maps and photographs, Parcel #19248 consists of the western portion of Parcel# 19247. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	7-31a/b	High
WASHINGTON BLVD																7-31a/b 7-31a/b 7-31a/b	
E	Full	19349		19349	N	REDEVELOPMENT AGENCY OF	49_ _ E WASHINGTON BLVD	COMMERCE CA	Business	5244032900	REDEVELOPMENT AGENCY OF	49_ _	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19349 as Business use owned by the Agency of Redevelopment. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19349 consists of APN 5244-032-900. Based on review of on-line maps and photographs, Parcel #19349 consists of a vacant parcel of land located in the northwest corner of E. Washington Boulevard and Couts Avenue, east of I-710. No EDR listings were identified in this area.	7-31a/b	Medium
E	Full	19350		19350	N	REDEVELOPMENT AGENCY OF	49_ _ E WASHINGTON BLVD	COMMERCE CA	Business	5244032901	REDEVELOPMENT AGENCY OF	49_ _	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19350 as Business use owned by the Agency of Redevelopment. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19350 consists of APN 5244-032-901. Based on review of on-line maps and photographs, Parcel #19350 consists of a vacant parcel of land located in the northwest corner of E. Washington Boulevard and Couts Avenue, east of I-710. No EDR listings were identified in this area.	7-31a/b	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	19351		19351	Y	COMMUNITY DEV COMMISSION OF	4909 E WASHINGTON BLVD	COMMERCE CA	Business	5244032902	COMMUNITY DEV COMMISSION OF	4909	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19351 as Business use owned by the Commission of Community Development. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19351 consists of APN 5244-032-902. Based on review of on-line maps and photographs, Parcel #19351 consists of Advanced Welder Repair (4903 E. Washington Boulevard) and Cal-Best Portable Welder Repair Inc. (4909 E. Washington Boulevard) located north of E. Washington Boulevard and east of Ransom Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Advanced Welder Repair in the EMI database; as Cal-Best Portable Welder Repair Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	Medium
E	Full	19352		19352	Y	SHUKEN,DAVID AND JULIA TRS	4821 E WASHINGTON BLVD	COMMERCE CA	Business	5244032029	SHUKEN,DAVID AND JULIA TRS	4821	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19352 as Business use owned by David and Julia Shuken Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19352 consists of APN 5244-032-029. Based on review of on-line maps and photographs, Parcel #19352 consists of a vacant commercial building (4821 E. Washington Boulevard) located north of E. Washington Boulevard and west of Ransom Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as B&O Body Paint Shop in the EMI database; as Jensan Body Paint Shop in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	Medium
E	Full	19353		19353	Y	MONTANO,ARTURO AND MARIA E	4809 E WASHINGTON BLVD	COMMERCE CA	Business	5244032030	MONTANO,ARTURO AND MARIA E	4809	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19353 as Business use owned by Arturo and Maria E Montano. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19353 consists of APN 5244-032-030. Based on review of on-line maps and photographs, Parcel #19353 consists of El Relampago (4809 E. Washington Boulevard) located north of E. Washington Boulevard and east of Hepworth Avenue, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Maria Esther Montano in the Los Angeles County HMS database; as Tune-up Masters in the Los Angeles County HMS database; as Montano Auto Center in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	Medium
E	Partial, TCE	71954		71954	N	COMMERCE CITY - BANDINI PARK	4725 ASTOR AVE	COMMERCE CA	Public	5244008900	COMMERCE CITY - BANDINI PARK	4725	ASTOR AVE	COMMERCE CA	The ROW Impact Report identified Parcel #71954 as Public Use, owned by Commerce City (Bandini Park). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71954 consists of a portion of APN 5244-008-900. Based on a review of on-line maps and photographs, Parcel #71954 consists of a City park known as Bandini Park, located west of Hepworth Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	7-31a/b	Low
E	TCE	81955		81955	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244008806	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81955 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81955 consists of APN 5244-008-806. Based on a review of on-line maps and photographs, Parcel #81955 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	7-31a/b	Medium
E	TCE	81956		81956	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244008804	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81956 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81956 consists of APN 5244-008-804. Based on a review of on-line maps and photographs, Parcel #81956 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	7-31a/b	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	TCE	81957		81957	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244008801	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81957 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81957 consists of APN 5244-008-801. Based on a review of on-line maps and photographs, Parcel #81957 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	7-31a/b	Medium
E	TCE	81958		81958	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5244008802	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81958 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81958 consists of APN 5244-008-802. Based on a review of on-line maps and photographs, Parcel #81958 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	7-31a/b	Medium
W	Full	19459		19459	Y	HILANDS,JAMES H AND LUCY L TRS	4645 E WASHINGTON BLVD	COMMERCE CA	Business	5243028001	HILANDS,JAMES H AND LUCY L TRS	4645	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19459 as Business use owned by James H and Lucy L Hiland Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19459 consists of APN 5243-028-001. Based on review of on-line maps and photographs, Parcel #19459 consists of US Roofing Supply (4647 E. Washington Boulevard) located north of E. Washington Boulevard and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19460		19460	N	OCEGUEDA,JESUS AND NANCY M TRS	4615 E WASHINGTON BLVD	COMMERCE CA	Business	5243027001	OCEGUEDA,JESUS AND NANCY M TRS	4615	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19460 as Business use owned by Jesus and Nancy M Ocegueda Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19460 consists of APN 5243-027-001. Based on review of on-line maps and photographs, Parcel #19460 consists of a paved parking lot associated with Parcel#19461 located north of E. Washington Boulevard and adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19461		19461	Y	OCEGUEDA,JESUS AND NANCY M TRS	4615 E WASHINGTON BLVD	COMMERCE CA	Business	5243027025	OCEGUEDA,JESUS AND NANCY M TRS	4615	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19461 as Business use owned by Jesus and Nancy M Ocegueda Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19461 consists of APN 5243-027-025. Based on review of on-line maps and photographs, Parcel #19461 consists of Magic Truck Supply/ Chrome Shop (4615 E. Washington Boulevard) located north of E. Washington Boulevard and west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Medium
W	Full	19462		19462	Y	BETHEL,DENNIS AND BONNIE TRS	4601 E WASHINGTON BLVD	COMMERCE CA	Business	5243027026	BETHEL,DENNIS AND BONNIE TRS	4601	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19462 as Business use owned by Dennis and Bonnie Bethel Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19462 consists of APN 5243-027-026. Based on review of on-line maps and photographs, Parcel #19462 consists of Speedo Electric (4601 E. Washington Boulevard) located north of E. Washington Boulevard and west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19463		19463	Y	LAFRANCHI,ANNETTE TR	4575 E WASHINGTON BLVD	COMMERCE CA	Business	5243025030	LAFRANCHI,ANNETTE TR	4575	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19463 as Business use owned by Annette Lafranchi Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19463 consists of APN 5243-025-030. Based on review of on-line maps and photographs, Parcel #19463 consists of Commerce Hose & Industrial Product Supply (4575 E. Washington Boulevard) located north of E. Washington Boulevard, west of I-710.This parcel was identified in the EDR Report (EDR ID#214) as WCP Color Graphics Inc. in the HAZNET and Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19464		19464	Y	LAFRANCHI,ANNETTE TR	4559 E WASHINGTON BLVD	COMMERCE CA	Business	5243025031	LAFRANCHI,ANNETTE TR	4559	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19464 as Business use owned by Annette Lafranchi Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19464 consists of APN 5243-025-031. Based on review of on-line maps and photographs, Parcel #19464 consists of Lift Parts Service Corporation (4559 E. Washington Boulevard) located north of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report (EDRID# 214) as Reborn Forklift in the HAZNET database; and as James P Kinney Co in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	Medium
W	Full	19465		19465	Y	MAHONEY,SUZANNE R TR	4545 E WASHINGTON BLVD	COMMERCE CA	Business	5243024903	MAHONEY,SUZANNE R TR	4545	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19465 as Business use owned by Suzanne R Mahoney Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19465 consists of APN 5243-024-903. Based on review of on-line maps and photographs, Parcel #19465 consists of Drake Supply (4545 E. Washington Boulevard) located north of E. Washington Boulevard and east of Ayers Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID# 214) as Well Color Pres Inc. in the RCRA-SQG and FINDS databases; as Colorex Lithographers in Los Angeles County HMS database; and as Service Gas Oil Company in the EDR Historical Auto Station database for the year 1942. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	Low
W	Partial, TCE	81966		81966	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243001812	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81966 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81966 consists of APN 5243-001-812. Based on a review of on-line maps and photographs, Parcel #81966 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	7-31a/b	High
W	Partial	19467		19467	N	DART EQUIPMENT CORP	4501 E WASHINGTON BLVD	COMMERCE CA	Business	5243001002	DART EQUIPMENT CORP	4501	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19467 as Business Use, owned by Dart Equipment Corp. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19467 consists of APN 5243-001-002. Based on a review of on-line maps and photographs, Parcel #19467 consists of the Road Runner Transportation Inc. facility (4501 E. Washington Boulevard) located north of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report orphan list as Bullet Freight System in the HAZNET and CHMIRS databases; as Road Runner Freight Systems (EDR ID#214) in the HAZNET database; and as Dawes Transportation Inc. (EDR ID#214) in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31a/b	Low
W	Full	19468		19468	Y	MONTES,LORENA AND	2347 CONNOR AVE	COMMERCE CA	Residential	5243027002	MONTES,LORENA AND	2347	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19468 as Residential Use (2347 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19468 consists of APN 5243-027-002. Based on a review of on-line maps and photographs, Parcel #19468 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19469		19469	Y	VASQUEZ,AGAPITA E AND	2343 CONNOR AVE	COMMERCE CA	Residential	5243027003	VASQUEZ,AGAPITA E AND	2343	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19469 as Residential Use (2343 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19469 consists of APN 5243-027-003. Based on a review of on-line maps and photographs, Parcel #19469 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19470		19470	Y	MOSQUEDA,MARGARET AND ALEX	2339 CONNOR AVE	COMMERCE CA	Residential	5243027004	MOSQUEDA,MARGARET AND ALEX	2339	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19470 as Residential Use (2339 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19470 consists of APN 5243-027-003. Based on a review of on-line maps and photographs, Parcel #19470 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19471		19471	N	STATE OF CALIFORNIA	2330 CONNOR AVE	COMMERCE CA	Residential	5243028901	STATE OF CALIFORNIA	2330	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19471 as Residential Use (2330 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19471 consists of APN 5243-028-901. Based on a review of on-line maps and photographs, Parcel #19471 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19472		19472	Y	ZESATI,ROSA M	2326 CONNOR AVE	COMMERCE CA	Residential	5243028023	ZESATI,ROSA M	2326	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19472 as Residential Use (2326 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19472 consists of APN 5243-028-023. Based on a review of on-line maps and photographs, Parcel #19472 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19473		19473	Y	PENA,JOSE M	2320 CONNOR AVE	COMMERCE CA	Residential	5243028013	PENA,JOSE M	2320	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19473 as Residential Use (2320 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19473 consists of APN 5243-028-013. Based on a review of on-line maps and photographs, Parcel #19473 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19474		19474	Y	HERNANDEZ,MANUEL AND IRENE	2316 CONNOR AVE	COMMERCE CA	Residential	5243028012	HERNANDEZ,MANUEL AND IRENE	2316	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19474 as Residential Use (2316 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19474 consists of APN 5243-028-012. Based on a review of on-line maps and photographs, Parcel #19474 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19475		19475	Y	LOPEZ,PABLO AND MARTHA M	2312 CONNOR AVE	COMMERCE CA	Residential	5243028011	LOPEZ,PABLO AND MARTHA M	2312	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19475 as Residential Use (2312 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19475 consists of APN 5243-028-011. Based on a review of on-line maps and photographs, Parcel #19475 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19476		19476	Y	LUNA,EDWARD	2308 CONNOR AVE	COMMERCE CA	Residential	5243028022	LUNA,EDWARD	2308	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19476 as Residential Use (2308 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19476 consists of APN 5243-028-022. Based on a review of on-line maps and photographs, Parcel #19476 consists of a residential structure located east of Connor Avenue, adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19477		19477	Y	ALBA,JUAN A AND GUILLERMINA	4644 LEONIS ST	COMMERCE CA	Residential	5243028021	ALBA,JUAN A AND GUILLERMINA	4644	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19477 as Residential Use (4644 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19477 consists of APN 5243-028-021. Based on a review of on-line maps and photographs, Parcel #19477 consists of a residential structure located south of Leonis Street, adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19478		19478	Y	DIAZ,JUAN G AND GLORIA L	4642 LEONIS ST	COMMERCE CA	Residential	5243028017	DIAZ,JUAN G AND GLORIA L	4642	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19478 as Residential Use (4642 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19478 consists of APN 5243-028-017. Based on a review of on-line maps and photographs, Parcel #19478 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19479		19479	Y	LOPEZ,RAFAEL AND	4636 LEONIS ST	COMMERCE CA	Residential	5243028007	LOPEZ,RAFAEL AND	4636	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19479 as Residential Use (4636 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19479 consists of APN 5243-028-007. Based on a review of on-line maps and photographs, Parcel #19479 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19480		19480	Y	LOPEZ,RAFAEL AND	4636 LEONIS ST	COMMERCE CA	Residential	5243028008	LOPEZ,RAFAEL AND	4636	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19480 as Residential Use (4636 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19480 consists of APN 5243-028-008. Based on a review of on-line maps and photographs, Parcel #19480 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19481		19481	Y	ARMIENTA,JESUS O AND CATALINA O	4632 LEONIS ST	COMMERCE CA	Residential	5243028009	ARMIENTA,JESUS O AND CATALINA O	4632	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19481 as Residential Use (4632 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19481 consists of APN 5243-028-009. Based on a review of on-line maps and photographs, Parcel #19481 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19482		19482	Y	FLORES,HERBERT G AND	4645 LEONIS ST	COMMERCE CA	Residential	5243024032	FLORES,HERBERT G AND	4645	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19482 as Residential Use (4645 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19482 consists of APN 5243-024-032. Based on a review of on-line maps and photographs, Parcel #19482 consists of a residential structure located north of Leonis Street, adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19483		19483	Y	ALMANZA,LAZARO AND GUADALUPE	4639 LEONIS ST	COMMERCE CA	Residential	5243024039	ALMANZA,LAZARO AND GUADALUPE	4639	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19483 as Residential Use (4639 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19483 consists of APN 5243-024-039. Based on a review of on-line maps and photographs, Parcel #19483 consists of a residential structure located north of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	TCE	19484		19484	N	GARCIA,JOSE AND	4633 LEONIS ST	COMMERCE CA	Residential	5243024028	GARCIA,JOSE AND	4633	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19484 as Residential Use (4633 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19484 consists of APN 5243-024-028. Based on a review of on-line maps and photographs, Parcel #19484 consists of a residential structure located north of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	TCE	81985		81985	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243001814	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81985 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81985 consists of APN 5243-001-814. Based on a review of on-line maps and photographs, Parcel #81985 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	7-31a/b	Medium
W	TCE	81986		81986	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243001815	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81986 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81986 consists of APN 5243-001-815. Based on a review of on-line maps and photographs, Parcel #81986 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	7-31a/b	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	81987		81987	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243001816	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81987 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81987 consists of APN 5243-001-816. Based on a review of on-line maps and photographs, Parcel #81987 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	7-31a/b	Medium
W	TCE	81988		81988	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	5243001817	UNION PAC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81988 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81988 consists of APN 5243-001-817. Based on a review of on-line maps and photographs, Parcel #81988 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	7-31a/b	Medium
W	TCE	19538		19538	N	YBOA,CELERINO B AND MARGARITA N	2335 CONNOR AVE	COMMERCE CA	FALSE	5243027005	YBOA,CELERINO B AND MARGARITA N	2335	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19538 as Residential Use (2335 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19538 consists of APN 5243-027-005. Based on a review of on-line maps and photographs, Parcel #19538 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	TCE	19539		19539	N	POLIUTO,VIRGINIA A	2329 CONNOR AVE	COMMERCE CA	Residential	5243027006	POLIUTO,VIRGINIA A	2329	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19539 as Residential Use (2329 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19539 consists of APN 5243-027-006. Based on a review of on-line maps and photographs, Parcel #19539 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	TCE	19540		19540	N	GARCIA,HECTOR M AND SANDRA	2325 CONNOR AVE	COMMERCE CA	Residential	5243027007	GARCIA,HECTOR M AND SANDRA	2325	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19540 as Residential Use (2325 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19540 consists of APN 5243-027-007. Based on a review of on-line maps and photographs, Parcel #19540 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	TCE	19541		19541	N	POLIUTO,VALERIO A AND VIRGINIA A	2323 CONNOR AVE	COMMERCE CA	Residential	5243027008	POLIUTO,VALERIO A AND VIRGINIA A	2323	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19541 as Residential Use (2323 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19541 consists of APN 5243-027-008. Based on a review of on-line maps and photographs, Parcel #19541 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	TCE	19542		19542	N	DEL RIO,JOSE AND ROSALINDA	2317 CONNOR AVE	COMMERCE CA	Residential	5243027009	DEL RIO,JOSE AND ROSALINDA	2317	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19542 as Residential Use (2317 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19542 consists of APN 5243-027-009. Based on a review of on-line maps and photographs, Parcel #19542 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31a/b	Low
W	Full	19545		19545	N	HERNANDEZ,MANUEL AND IRENE	_ _ _ _ CONNOR AVE	COMMERCE CA	Residential	5243028020	HERNANDEZ,MANUEL AND IRENE	_ _ _ _	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19545 as Residential Use (no address available) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19545 consists of APN 5243-028-020. Based on a review of on-line maps and photographs, Parcel #19545 consists of a vacant parcel of land located adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified in this area.	7-31a/b	Low

NOAKES STREET

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19489		19489	Y	GAMBOA,EMIGDIO TR	1549 S SYDNEY DR	COMMERCE CA	Business	5241030011	GAMBOA,EMIGDIO TR	1549	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19489 as Business Use, owned by Emigdio Gamboa Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19489 consists of APN 5241-030-011. Based on a review of on-line maps and photographs, Parcel #19489 consists of the Universal Lift Gate Service (1549 S. Sydney Drive) located west of S. Sydney Drive, west of I-710. This parcel was identified in the EDR Report (EDR ID#170) as Yaky Welding Shop in the EMI database; and as Universal Liftgate Service in the HAZNET database. Based on the lack of violations and/or listings in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-32	High
W	Full	19490		19490	Y	BARRAZA,JESUS C AND BLANCA L	1545 S SYDNEY DR	COMMERCE CA	Business	5241030012	BARRAZA,JESUS C AND BLANCA L	1545	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19490 as Business Use, owned by Jesus C and Blanca L Barraza. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19490 consists of APN 5241-030-012. Based on a review of on-line maps and photographs, Parcel #19490 consists of Barraza & Sons (1545 S. Sydney Drive) located west of S. Sydney Drive, west of I-710. This parcel was identified in the EDR Report (EDR ID#170) as Barraza & Sons Inc. in the HAZNET, HAULERS, and FINDS databases. Based on the lack of violations and/or listings in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-32	High
W	Full	19491		19491	Y	1538 SOUTH EASTERN AVENUE	1538 S EASTERN AVE	COMMERCE CA	Business	5241030024	1538 SOUTH EASTERN AVENUE	1538	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19491 as Business Use, unknown owner. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19491 consists of APN 5241-030-024. Based on a review of on-line maps and photographs, Parcel #19491 consists of the Remco Wholesale Hardware Co. (1538 S. Eastern Avenue) located east of S. Eastern Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#170) as Gobe of California in the Los Angeles County HMS database. Based on the lack of violations and/or listings in other databases indicating a release, these listing is not expected to have created an environmental concern to the ISA Study Area.	7-32	Medium
W	Full	19492		19492	Y	COVARRUBIAS,ESTHER	1535 S SYDNEY DR	COMMERCE CA	Residential	5241030014	COVARRUBIAS,ESTHER	1535	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19492 as Residential Use (1535 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19492 consists of APN 5241-030-014. Based on a review of on-line maps and photographs, Parcel #19492 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19493		19493	N	RING,MARVIN A AND RICKI C TRS	1531 S SYDNEY DR	COMMERCE CA	Business	5241030015	RING,MARVIN A AND RICKI C TRS	1531	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19493 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19493 consists of APN 5241-030-015. Based on a review of on-line maps and photographs, Parcel #19493 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19493 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High
W	Full	19494		19494	N	RING,MARVIN A AND RICKI C TRS	1527 S SYDNEY DR	COMMERCE CA	Business	5241030016	RING,MARVIN A AND RICKI C TRS	1527	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19494 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19494 consists of APN 5241-030-016. Based on a review of on-line maps and photographs, Parcel #19494 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19494 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19495		19495	N	RING,MARVIN A AND RICKI C TRS	1525 S SYDNEY DR	COMMERCE CA	Business	5241030017	RING,MARVIN A AND RICKI C TRS	1525	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19495 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19495 consists of APN 5241-030-017. Based on a review of on-line maps and photographs, Parcel #19495 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19495 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High
W	Full	19496		19496	N	RING,MARVIN A AND RICKI C TRS	1517 S SYDNEY DR	COMMERCE CA	Business	5241030018	RING,MARVIN A AND RICKI C TRS	1517	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19496 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19496 consists of APN 5241-030-018. Based on a review of on-line maps and photographs, Parcel #19496 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19496 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High
W	Full	19497		19497	N	RING,MARVIN A AND RICKI C TRS	_ _ _ _ S SYDNEY DR	COMMERCE CA	Business	5241030025	RING,MARVIN A AND RICKI C TRS	_ _ _ _	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19497 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19497 consists of APN 5241-030-025. Based on a review of on-line maps and photographs, Parcel #19497 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19497 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High
W	Full	19498		19498	N	RING,MARVIN A AND RICKI C TRS	1511 S SYDNEY DR	COMMERCE CA	Business	5241030026	RING,MARVIN A AND RICKI C TRS	1511	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19498 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19498 consists of APN 5241-030-026. Based on a review of on-line maps and photographs, Parcel #19498 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19498 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High
W	Full	19499		19499	N	RING,MARVIN A AND RICKI C TRS	1507 S SYDNEY DR	COMMERCE CA	Business	5241030021	RING,MARVIN A AND RICKI C TRS	1507	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19499 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19499 consists of APN 5241-030-021. Based on a review of on-line maps and photographs, Parcel #19499 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19499 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High
W	Full	19500		19500	Y	RAMIREZ,ENRIQUE AND MARTHA E	1501 S SYDNEY DR	COMMERCE CA	Residential	5241030022	RAMIREZ,ENRIQUE AND MARTHA E	1501	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19500 as Residential Use (1501 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19500 consists of APN 5241-030-022. Based on a review of on-line maps and photographs, Parcel #19500 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19501		19501	N	RING,MARVIN A AND RICKI C TRS	1528 S EASTERN AVE	COMMERCE CA	Business	5241030006	RING,MARVIN A AND RICKI C TRS	1528	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19501 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19501 consists of APN 5241-030-021. Based on a review of on-line maps and photographs, Parcel #19501 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19501 is located east of S. Eastern Avenue, west of I-710. No EDR listings were identified in this area.	7-32	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19502		19502	Y	RING,MARVIN A AND RICKI C TRS	1522 S EASTERN AVE	COMMERCE CA	Business	5241030005	RING,MARVIN A AND RICKI C TRS	1522	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19502 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19502 consists of APN 5241-030-005. Based on a review of on-line maps and photographs, Parcel #19502 is developed with a residential structure associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19502 is located east of S. Eastern Avenue, west of I-710. No EDR listings were identified associated with this address.	7-32	High
W	Full	19503		19503	Y	GONZALEZ,LUIS	1459 S SYDNEY DR	COMMERCE CA	Residential	5241029001	GONZALEZ,LUIS	1459	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19503 as Residential Use (1459 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09503 consists of APN 5241-029-001. Based on a review of on-line maps and photographs, Parcel #09503 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19504		19504	Y	ALATORRE,CATHY	1455 S SYDNEY DR	COMMERCE CA	Residential	5241029002	ALATORRE,CATHY	1455	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19504 as Residential Use (1455 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19504 consists of APN 5241-029-002. Based on a review of on-line maps and photographs, Parcel #19504 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19505		19505	Y	RAMIREZ,JUAN AND ELMA	1451 S SYDNEY DR	COMMERCE CA	Residential	5241029003	RAMIREZ,JUAN AND ELMA	1451	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19505 as Residential Use (1451 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19505 consists of APN 5241-029-003. Based on a review of on-line maps and photographs, Parcel #19505 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19506		19506	Y	SANCHEZ,SALVADOR TR	1449 S SYDNEY DR	COMMERCE CA	Residential	5241029004	SANCHEZ,SALVADOR TR	1449	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19506 as Residential Use (1449 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19506 consists of APN 5241-029-003. Based on a review of on-line maps and photographs, Parcel #19506 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19507		19507	Y	HARNETT,BEATRICE	1445 S SYDNEY DR	COMMERCE CA	Residential	5241029005	HARNETT,BEATRICE	1445	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19507 as Residential Use (1445 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19507 consists of APN 5241-029-005. Based on a review of on-line maps and photographs, Parcel #19507 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19508		19508	Y	HURTADO,CARMEN TR	1441 S SYDNEY DR	COMMERCE CA	Residential	5241029006	HURTADO,CARMEN TR	1441	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19508 as Residential Use (1441 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19508 consists of APN 5241-029-006. Based on a review of on-line maps and photographs, Parcel #19508 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19509		19509	Y	PEREIDA,THOMAS AND PAULINE	1433 S SYDNEY DR	COMMERCE CA	Residential	5241029007	PEREIDA,THOMAS AND PAULINE	1433	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19509 as Residential Use (1433 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19509 consists of APN 5241-029-007. Based on a review of on-line maps and photographs, Parcel #19509 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19510		19510	Y	CUEVAS,FRANCISCA	1431 S SYDNEY DR	COMMERCE CA	Residential	5241029008	CUEVAS,FRANCISCA	1431	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19510 as Residential Use (1433 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19510 consists of APN 5241-029-008. Based on a review of on-line maps and photographs, Parcel #19510 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19511		19511	Y	VERA,MANUEL AND ELVIRA TRS	1427 S SYDNEY DR	COMMERCE CA	Residential	5241029009	VERA,MANUEL AND ELVIRA TRS	1427	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19511 as Residential use owned by VERA,MANUEL AND ELVIRA TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19511 consists of APN 5241-029-011. Based on review of on-line maps and photographs, Parcel #19511 consists of land currently occupied by residential buildings (1421 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low
W	Full	19512		19512	Y	CARVAJAL,ALBERTO AND ALICIA E	1421 S SYDNEY DR	COMMERCE CA	Residential	5241029010	CARVAJAL,ALBERTO AND ALICIA E	1421	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19512 as Residential use owned by CARVAJAL,ALBERTO AND ALICIA E. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19512 consists of APN 5241-029-011. Based on review of on-line maps and photographs, Parcel #19512 consists of land currently occupied by residential buildings (1421 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low
W	Full	19513		19513	Y	LIMON,DANIEL G AND MARTHA A	1415 S SYDNEY DR	COMMERCE CA	Residential	5241029011	LIMON,DANIEL G AND MARTHA A	1415	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19513 as Residential use owned by LIMON,DANIEL G AND MARTHA A. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19513 consists of APN 5241-029-011. Based on review of on-line maps and photographs, Parcel #19513 consists of land currently occupied by residential buildings (1415 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low
W	Full	19514		19514	Y	O NEILL,MARTIN AND RAQUEL ET AL	1411 S SYDNEY DR	COMMERCE CA	Residential	5241029012	O NEILL,MARTIN AND RAQUEL ET AL	1411	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19514 as Residential use owned by O NEILL,MARTIN AND RAQUEL ET AL. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19514 consists of APN 5241-029-012. Based on review of on-line maps and photographs, Parcel #19514 consists of land currently occupied by residential buildings (1411 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low
W	Full	19515		19515	Y	JAURIGUI,ELEANOR L TR	4514 TRIGGS ST	COMMERCE CA	Residential	5241029013	JAURIGUI,ELEANOR L TR	4514	TRIGGS ST	COMMERCE CA	The ROW Impact Report identified Parcel #19515 as Residential use owned by JAURIGUI,ELEANOR L TR. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19515 consists of APN 5241-029-013. Based on review of on-line maps and photographs, Parcel #19515 consists of land currently occupied by residential buildings (4514 Triggs St.) located adjacent to the west of the I-710 and southwest of the intersection of Triggs Street and S. Sydney Drive. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low
TRIGGS STREET																	
W	Full	19516		19516	N	LOS JARDINES LLC	45 _ _ TRIGGS ST	COMMERCE CA	BUSINESS	5241013018	LOS JARDINES LLC	45 _ _	TRIGGS ST	COMMERCE CA	The ROW Impact Report identified Parcel #19516 as Business use owned by LOS JARDINES LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19516 consists of APN 5241-013-018. Based on review of on-line maps and photographs, Parcel #19516 consists of a strip of vacant land located adjacent to the south of the I-5 and I-710 interchange and a portion of the I-5 South to I-710 South ramp. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial	19517		19517	N	LOS JARDINES LLC	1350 S EASTERN AVE	COMMERCE CA	BUSINESS	5241013019	LOS JARDINES LLC	1350	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19517 as Business use owned by LOS JARDINES LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19517 consists of APN 5241-013-019. Based on review of on-line maps and photographs, Parcel #19517 consists of a strip of vacant land (1350 S. Eastern Avenue) located adjacent to the south of the I-5 and I-710 interchange and a portion of the I-5 South to I-710 South ramp. A review of the EDR Report identified Specific Plating Co. Inc. (1350 S. Eastern Avenue) (EDR ID# 161) in the RCRA-SQG, CA HIST UST, CA VCP, CA ENVIROSTOR, CA UST, CA SWEEPS UST, CA LOS ANGELES CO. HMS, and CA EMI databases. According the online GeoTracker database, the CA VCP status is listed as "ACTIVE AS OF 12/12/2013". The Site was occupied by Specific Plating, an electroplating company from the 1960s. In February 2012, DTSC conducted soil and soil gas sampling at the Site as part of a discovery project. Sampling data indicated elevated levels of volatile organic compounds (PCE and TCE). DTSC determined that additional sampling and remediation is required at this Site. The Site is undergoing litigation currently to identify the legal owner, causing a delay in evaluation and cleanup of the Site. Based on the active regulatory status and on-going investigations, this site is considered to represent an environmental concern to the proposed I-710 Corridor Project.	7-32	High
W	Full	19518		19518	Y	COMMUNITY DEV COMMISSION	1338 S EASTERN AVE	COMMERCE CA	Residential	5241013904	COMMUNITY DEV COMMISSION	1338	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19518 as Residential use owned by COMMUNITY DEV COMMISSION. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19518 consists of APN 5241-013-904. Based on review of on-line maps and photographs, Parcel #19518 consists of land currently occupied by residential building (1338 S. Eastern Avenue) located adjacent to the south of the I-5 and I-710 interchange and a portion of the I-5 South to I-710 South ramp. No EDR listings were identified associated with this address. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low
W	Full	19519		19519	Y	PEREZ,LUCILLE F TR	1334 S EASTERN AVE	COMMERCE CA	Residential	5241013001	PEREZ,LUCILLE F TR	1334	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19519 as Residential use owned by PEREZ,LUCILLE F TR. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19519 consists of APN 5241-013-001. Based on review of on-line maps and photographs, Parcel #19519 consists of land currently occupied by residential building (1334 S. Eastern Avenue) located adjacent to the south of the I-5 and I-170 interchange and a portion of the I-5 South to I-710 South ramp. No EDR listings were identified associated with this address. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low
W	Full	19520		19520	Y	STATE OF CALIFORNIA					STATE OF CALIFORNIA				The ROW Impact Report identified Parcel #19520 as Business use owned by STATE OF CALIFORNIA. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19520 consists of unknown APN. Based on review of on-line maps and photographs, Parcel #19520 consists of land currently occupied by multiple businesses (4711-4727 E. Washington Boulevard) located south of Hepworth Avenue and adjacent to the east of I-710. No EDR listings were identified in this area. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.		High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
15-SR60

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
I-5														
W	TCE	20101	EASTERN AVENUE ENTERPRISES	946 S EASTERN AVE	LOS ANGELES CA	BUSINESS	5236012035	EASTERN AVENUE ENTERPRISES	946	EASTERN AVE	LOS ANGELES CA	The ROW Impact Report identified Parcel #20101 as Business use owned by Eastern Avenue Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #20101 consists of APN 5236-012-035. Based on review of on-line maps and photographs, Parcel #20101 consists of DaVita Doctors Dialysis Of East Los Angeles (950 S. Eastern Avenue) located east of S. Eastern Avenue and adjacent to the west of the Eastern off-ramp of I-710. No EDR listings were identified associated with this address.	7-34	Low
E	Partial	20202	STERLING STORAGE LLC	4550 E OLYMPIC BLVD	LOS ANGELES CA	BUSINESS	5246003020	STERLING STORAGE LLC	4550	OLYMPIC BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #20102 as Business use owned by Eastern Avenue Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #20102 consists of APN 5236-003-020. Based on review of on-line maps and photographs, Parcel #20102 consists of Sterling Van Lines (4550 E. Olympic Boulevard) located adjacent to the east of Olympic Boulevard exit of I-710 and south of E. Olympic Boulevard. No EDR listings were identified associated with this address.	7-33	Low
WHITTIER BLVD														
W	TCE	20403	DELACERDA,RAMON CO TR	716 S SYDNEY DR	LOS ANGELES CA	RESIDENTIAL	5236012025	DELACERDA,RAMON CO TR	716	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20403 as Residential Use (716 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #20403 consists of APN 5236-012-025. Based on a review of on-line maps and photographs, Parcel #20403 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34	Low
W	TCE	20404	DELACERDA,ISAAC AND ESPERANZA H	710 S SYDNEY DR	LOS ANGELES CA	RESIDENTIAL	5236012024	DELACERDA,ISAAC AND ESPERANZA H	710	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20404 as Residential Use (710 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #20404 consists of APN 5236-012-024. Based on a review of on-line maps and photographs, Parcel #20404 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34	Low
W	TCE	20405	ALCARAZ,ROSALINDA	700 S SYDNEY DR	LOS ANGELES CA	RESIDENTIAL	5236013033	ALCARAZ,ROSALINDA	700	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20405 as Residential Use (700 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #20405 consists of APN 5236-013-033 Based on a review of on-line maps and photographs, Parcel #20405 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34	Low
W	TCE	20406	CAUDILLO,MARIA	680 S SYDNEY DR	LOS ANGELES CA	RESIDENTIAL	5236013032	CAUDILLO,MARIA	680	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20406 as Residential Use (680 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #20406 consists of APN 5236-013-032 Based on a review of on-line maps and photographs, Parcel #20406 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
15-SR60

	IMPACT	PARCEL	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W SR-60	TCE	20407	ZAPATA,RAFAEL AND HERMELINDA	656 S SYDNEY DR	LOS ANGELES CA	RESIDENTIAL	5236013031	ZAPATA,RAFAEL AND HERMELINDA	656	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20407 as Residential Use (656 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #20407 consists of APN 5243-013-031 Based on a review of on-line maps and photographs, Parcel #20407 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini (OPT 1B)

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
LA JUNCTION																				
W	Partial, TCE	18101		18101	N	0	0	VERNON CA	BUSINESS	1.8942	0.6644		6314033002		0		VERNON CA	The ROW Impact Report identified Parcel #18101 as Business use (unknown owner). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18101 consists of APN 6314-033-002. Based on review of on-line maps and photographs, Parcel #18101 consists of a vacant commercial building (3030 S. Atlantic Boulevard). This parcel was identified in the EDR Report (EDR ID# 340) as International Paper Company in the HAZNET and TSCA databases; as Box USA Group in the Los Angeles County HMS, HAZNET, and WDS databases; and as Magellan Group in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-30b	Low
W	TCE	81802		81802	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad		0.8623		6314033801	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81802 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81802 consists of APN 6314-033-801. Based on a review of on-line maps and photographs, Parcel #81802 consists of rail spurs extending from Atchison & Topeka and Santa Fe Railroad tracks located west of I-710, and south of Parcel #18102. No EDR listings were identified in this area.	7-30b	Medium
W	TCE	61803		61803	N	L A CITY DEPT OF WATER AND POWER	LADWP	VERNON CA	Utility		1.3015		6314033271	L A CITY DEPT OF WATER AND POWER	LADWP		VERNON CA	The ROW Impact Report identified Parcel #61803 as Utility Use, owned by LADWP. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #61803 consists of APN 6314-033-271 and located west of I-710, and adjacent to the east of the LA River. Based on a review of on-line maps and photographs, Parcel #61803 is occupied by transmission power lines. No EDR listings were identified in this area.	7-30b	Low
W	TCE	81804		81804	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad		0.6675		6314033802	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81804 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81804 consists of APN 6314-033-802. Based on a review of on-line maps and photographs, Parcel #81804 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located west of I-710, and south of S. Atlantic Boulevard, adjacent to the east of the LA River. No EDR listings were identified in this area.	7-30b	Medium
W	TCE	41805		41805	N	L A CO FLOOD CONTROL DIST	LA RIVER	VERNON CA	Flood Control		0.2357		6314033901	L A CO FLOOD CONTROL DIST	LA RIVER		VERNON CA	The ROW Impact Report identifies Parcel #41805 as Flood Control Use, owned by the LA County Flood Control District. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #41805 consists of APN 6314-033-901. Based on a review of on-line maps and photographs, Parcel #41805 consists of a segment of the LA River located south of S. Atlantic Boulevard, west of I-710. No EDR listings were identified in this area.	7-30b	Low
W	TCE	81841		81841	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad		0.1		6314034804	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81841 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81841consists of APN 6314-034-804. Based on a review of on-line maps and photographs, Parcel #81841 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located west of I-710, and south of S. Atlantic Boulevard, adjacent to the east of the LA River. No EDR listings were identified in this area.		Medium
W	TCE	81842		81842	N	L A JUNCTION RY CO	RAIL OPS	VERNON CA	Railroad		0.15		6314033803	L A JUNCTION RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81842 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81842consists of APN 6314-033-803. Based on a review of on-line maps and photographs, Parcel #81842 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located west of I-710, and south of S. Atlantic Boulevard, adjacent to the east of the LA River. No EDR listings were identified in this area.		Medium
																			7-30b	
ATLANTIC BLVD																			7-30b	
																			7-30b	
W	Partial	18106		18106	N	FEDEX NATIONAL LTL INC	3939 S ATLANTIC BLVD	LOS ANGELES CA	Business	0.0036			6304030002	FEDEX NATIONAL LTL INC	3939	ATLANTIC BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #18106 as Business use, owned by FedEx National LTL INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18106 consists of APN 6304-030-002. Based on review of on-line maps and photographs, Parcel #18106 composes the western portion of the FedEx Freight facility (Parcel #18107-4500 Bandini Boulevard). EDR listings associated with this parcel are discussed in Parcel#18107.	7-30b	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini (OPT 1B)

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
W	Partial	18107		18107	N	FEDEX NATIONAL LTL INC	3939 S ATLANTIC BLVD	LOS ANGELES CA	Business	0.1834			6304030001	FEDEX NATIONAL LTL INC	3939	ATLANTIC BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #18107 as Business use, owned by FedEx National LTL INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18106 consists of APN 6304-030-002. Based on review of on-line maps and photographs, Parcel #18107 consists of the FedEx Freight facility (4500 Bandini Boulevard) located north of S. Atlantic Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID# 311) as 4500 Bandini Boulevard in the CHMIRS database; as FedEx Freight Inc. in the RCRA-SQG, WDS, SWEEPS UST, NPDES, HIST CORTESE, and LUST databases; as Watkins Motor Lines, Inc. in the LUST and FINDS databases. According to GeoTracker, the facility is listed with a status of "Completed-case closed" as of 09/01/1999 for a release of gasoline to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-30b	High
W	Full	18108		18108	Y	REDEVELOPMENT AGENCY OF	4528 BANDINI BLVD	VERNON CA	Business	0.0793		0.8731	6304030906	REDEVELOPMENT AGENCY OF	4528	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18108 as Business use, owned by Redevelopment Agency. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18108 consists of APN 6304-030-906. Based on review of on-line maps and photographs, Parcel #18108 composes the parking lot portion of the Vernon Fire Department, Station #4(Parcel #18109-4530 Bandini Boulevard), located south of Bandini Boulevard and adjacent to the southwest of the S. Atlantic Boulevard onramp to I-710. This parcel was identified in the EDR Report (EDR ID# 316) with the address 4528 Bandini Boulevard as Dewitt Mail Service in the LUST, SWEEPS UST, HIST CORTESE, and HIST UST databases; and as DeWitt Trans and Storage in the RCRA-SQG and FINDS databases. According to GeoTracker, the site is listed with a status of "Completed-case closed" as of 01/01/2000 for a release of diesel to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-30b	Medium
W	Full	18109		18109	Y	VERNON CITY	4530 BANDINI BLVD	VERNON CA	Business	0.0589		0.1844	6304030903	VERNON CITY	4530	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18109 as Business use, owned by City of Vernon (Vernon Fire Department Station). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18109 consists of APN 6304-030-903. Based on review of on-line maps and photographs, Parcel #18109 consists of the Vernon Fire Department, Station #4, located south of Bandini Boulevard and adjacent to the southwest of the Atlantic onramp to I-710. This parcel was identified in the EDR report (EDR ID#311) as Vernon Fire Station #4 in the HIST UST, SWEEP UST, and CHMIRS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area. Based on the proximity to the LUST listing (Parcel#18109), there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-30b	Medium
W	Full	81810		81810	N	L A JUNCTION RY CO	RAIL OPS	BELL CA	Railroad		0.1245		6314033800	L A JUNCTION RY CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81810 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81810 consists of APN 6314-033-800. Based on a review of on-line maps and photographs, Parcel #81810 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks which travels beneath I-710, south of S. Atlantic Boulevard. No EDR listings were identified in this area.	7-30b	Medium
																			7-30b	
	BANDINI BLVD																		7-30b	
																			7-30b	
	LA JUNCTION																		7-30b	
																			7-30b	
E	Partial, TCE	18211		18211	N	L A UNIFIED SCHOOL DISTRICT	5500 RICKENBACKER RD	BELL CA	Business	1.8	0.1278		6332002966	L A UNIFIED SCHOOL DISTRICT	5500	RICKENBACKER RD	BELL CA	The ROW Impact Report identified Parcel #18211 as Business use, owned by LA Unified School District. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18211 consists of APN 6332-002-996. Based on review of on-line maps and photographs, Parcel #18211 consists of the Richard N. Slauson Southeast Occupational Center (Rickenbacker Road) located east of I-710 and south of Rickenbacker Road. This parcel was identified in the EDR report (EDR ID#419) as Slawson Southeast Occupational Center in the HAZNET, FINDS, and RCRA-LQG databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-30b	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini (OPT 1B)

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
E	Full	18212		18212	Y	SHELTER PARTNERSHIP INC (SALVATION ARMY)	5600 RICKENBACKER RD	BELL CA	Business	1.0056		4.4236	6332002035	SHELTER PARTNERSHIP INC (SALVATION ARMY)	5600	RICKENBACKER RD	BELL CA	The ROW Impact Report identified Parcel #18212 as Business use, owned by Shelter Partnership Inc. (Salvation Army). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18212 consists of APN 6332-002-035. Based on review of on-line maps and photographs, Parcel #18212 consists of a large commercial facility (5600 Rickenbacker Road) occupied by The Salvation Army Wellness Center located east of I-710. This parcel was identified in the EDR Report (EDR ID#419) as LAUSD Bell Education and Career Center in the HAZNET,SCH, NPDES, ENVIROSTOR, FINDS, RCRA-LQG databases; as FBI Warehouse in the HAZNET database; as Salvation Army in the HAZNET database; as Jet Propulsion Lab in the HAZNET database; as Bell Federal Building in the HAZNET database; as Shelter Partnership in the HAZNET database; as General Service Administration in the HAZNET database; as Bell Armed Forces Reserve Center in the HAZNET and NPDES databases; Federal Service Center in the HIST UST and Los Angeles County HMS databases. The ENVIROSTOR database lists the cleanup status as "Certified as of 10/11/2012" indicating that the DTSC-approved response action has been completed. This site comprises over 13 acres and during the PEA, in 2009, elevated levels of PAHs and arsenic were found in soils to a depth of 4-feet bgs, which required removal. Approximately 1,000 cubic yards of contaminated soil was subsequently removed and documented in a report dated 2010. Based on the certified status, this listing is not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-30b	High
E	Full	18213		18213	Y	BELL CITY	5390 RICKENBACKER RD	BELL CA	Business	2.6214		0.2206	6332002086	BELL CITY	5390	RICKENBACKER RD	BELL CA	The ROW Impact Report identified Parcel #18213 as Business use, owned by the City of Bell. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18213 consists of APN 6332-002-086. Based on review of on-line maps and photographs, Parcel #18213 consists of a vacant parcel (5390 Rickenbacker Road) located adjacent to the east of I-710 and south of Rickenbacker Road. No EDR listings were identified associated with this address.	7-30b	Low
E	Partial, TCE	18214		18214	N	BELL CITY	5391	BELL CA	Business	1.3567	0.2186		6332002081	BELL CITY	5391		BELL CA	The ROW Impact Report identified Parcel #18214 as Business use, owned by the City of Bell. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18214 consists of APN 6332-002-081. Based on review of on-line maps and photographs, Parcel #18214 consists of a vacant parcel (5391 Rickenbacker Road) located east of I-710 and north of Rickenbacker Road. This parcel was identified in the EDR Report (EDR ID#421) as RedEx Home Delivery Los Angeles in the FINDS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-30b	Low
E	Partial, TCE	*81815		*81815	N	L A JUNCTION RY CO	RAIL OPS	BELL CA	Railroad	0.2492	0.728		6332002800	L A JUNCTION RY CO	RAIL OPS		BELL CA	The ROW Impact Report identified Parcel #81815 as Railroad Use, owned by LA Junction RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81815 consists of APN 6332-002-800. Based on a review of on-line maps and photographs, Parcel #81815 consists of a segment of the Atchison & Topeka and Santa Fe Railroad tracks located adjacent to the east of I-710. No EDR listings were identified in this area.	7-30b	Medium
E	Partial, TCE	18216		18216	Y	PERRIN BERNARD SUPOWITZ INC	5400 LINDBERGH LN	BELL CA	Business	0.7587	0.1441		6332002020	PERRIN BERNARD SUPOWITZ INC	5400	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18216 as Business use, owned by Perrin Bernard Supowitz Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18216 consists of APN 6332-002-020. Based on review of on-line maps and photographs, Parcel #18216 consists of the western portion of a large commercial building occupied by The Individual Group-Fergadis Wholesale (5496 Lindbergh Lane) located east of I-710 and south of Lindbergh Lane. No EDR listings were identified associated with this address.	7-30b	Low
																			7-30b	
E	Full	18217		18217	Y	BELL PUBLIC FINANCING AUTHORITY	0	BELL CA	Business	8.9732		6.8491	6332002089	BELL PUBLIC FINANCING AUTHORITY	0		BELL CA	The ROW Impact Report identified Parcel #18217 as Business use, owned by Bell Public Financing Authority. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18217 consists of APN 6332-002-089. Based on review of on-line maps and photographs, Parcel #18217 consists of a paved lot utilized for trailer storage (unknown Leasee), and a strip of land along J and K Streets, east of I-710. No EDR listings were identified in this area.	7-30b	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini (OPT 1B)

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
E	Full	18218		18218	Y	CHELI DISTRIBUTION CENTER INC	5350 LINDBERGH LN	BELL CA	Business	3.393		1.9197	6332002021	CHELI DISTRIBUTION CENTER INC	5350	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18218 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18218 consists of APN 6332-002-021. Based on review of on-line maps and photographs, Parcel #18218 consists of a large commercial building occupied by Vernon Sanitary Supply (5350 Lindbergh Lane) and Allied Plastics (5380 Lindbergh Lane) located west of Lindbergh Lane and east of I-710. No EDR listings were identified in this area. This parcel was identified in the EDR Report (EDR ID#345) as Individual Food Service in the VCP and ENVIROSTOR databases. According to the ENVIROSTOR database, the site is a slab on grade tilt up building comprised of about a 146,000 square foot structure located on a 255,101 square foot lot. The building is divided into different suites, used for warehousing and distribution. This Site is located near what was formerly the Cheli Air Force Base. To the west and south are the 710 Freeway and Los Angeles River. The nearest residential land use is on the opposite side of the Los Angeles River, about 0.25 miles from the site. Based on the information available to DTSC and Proponent, the Site is or may be contaminated with hazardous substances, including poly-aromatic hydrocarbons (PAHs), volatile organic compounds, and petroleum hydrocarbons. The site is listed with a status of "Certified O&M-Land Use Restrictions Only" as of 03/17/2016. Based on the regulatory agency status, these listings are expected to have created an environmental concern to the ISA Study Area. Additionally, there is potential for soil contamination to exist which may be encountered during construction and/or excavation activities.	7-30b	High
E	Full	18219		18219	Y	CHELI DISTRIBUTION CENTER INC	5300 LINDBERGH LANE	BELL CA	Business	0.5563			6332002039	CHELI DISTRIBUTION CENTER INC	5300	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18219 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18219 consists of APN 6332-002-039, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30b	High
E	Full	18220		18220	Y	CHELI DISTRIBUTION CENTER INC	5300 LINDBERGH LANE	BELL CA	Business	0.109			6332002040	CHELI DISTRIBUTION CENTER INC	5300	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18220 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18220 consists of APN 6332-002-040, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30b	High
E	Full	18221		18221	Y	CHELI DISTRIBUTION CENTER INC	5304 LINDBERGH LANE	BELL CA	Business	0.1091			6332002041	CHELI DISTRIBUTION CENTER INC	5304	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18221 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18221 consists of APN 6332-002-041,which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30b	High
E	Full	18222		18222	Y	CHELI DISTRIBUTION CENTER INC	5304 LINDBERGH LANE	BELL CA	Business	0.1091			6332002042	CHELI DISTRIBUTION CENTER INC	5304	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18222 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18222 consists of APN 6332-002-042, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30b	High
E	Full	18223		18223	Y	CHELI DISTRIBUTION CENTER INC	5306 LINDBERGH LANE	BELL CA	Business	0.1006		0.0086	6332002043	CHELI DISTRIBUTION CENTER INC	5306	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18223 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18223 consists of APN 6332-002-043, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30b	High
E	Full	18224		18224	Y	CHELI DISTRIBUTION CENTER INC	5306 LINDBERGH LANE	BELL CA	Business	0.0739		0.0353	6332002044	CHELI DISTRIBUTION CENTER INC	5306	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18224 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18224 consists of APN 6332-002-044, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30b	High
E	Full	18225		18225	Y	CHELI DISTRIBUTION CENTER INC	5306 LINDBERGH LANE	BELL CA	Business	0.0468		0.0625	6332002045	CHELI DISTRIBUTION CENTER INC	5306	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18225 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18225 consists of APN 6332-002-045, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30b	High
E	Full	18226		18226	Y	CHELI DISTRIBUTION CENTER INC	5310 LINDBERGH LANE	BELL CA	Business	0.0217		0.0917	6332002046	CHELI DISTRIBUTION CENTER INC	5310	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18226 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18226 consists of APN 6332-002-046, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	7-30b	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini (OPT 1B)

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
E	Full	18227		18227	Y	U S GOVT (DEPT OF THE ARMY)	5300 BANDINI BLVD	BELL CA	Business	5.1902		9.4033	6332002920	U S GOVT (DEPT OF THE ARMY)	5300	BANDINI BLVD	BELL CA	The ROW Impact Report identified Parcel #18227 as Business use, owned by US Government (Dept. of the Army). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18227 consists of APN 6332-002-920. Based on review of on-line maps and photographs, Parcel #18227 consists of the Department of the Army facility located adjacent to the east of the S. Atlantic Boulevard off-ramp of I-710, south of Bandini Boulevard. This parcel was listed in the EDR Report (EDR ID#322) in the FINDS database; as Office of Adjutant General in the UST database; as US Government in the HIST CORTESE, LUST, SWEEPS UST databases; as CA Army National Guard in the LUST, Los Angeles County HMS; as Bell Organizational Maintenance #6 in the CERLIS, HAZNET, and RCRA-LQG databases. According to (No Suggestions), three cases are associated with the site. Patton US Army Reserve Center (5340 Bandini Boulevard) is listed with a status of "Completed-case closed" as of 11/14/1999 for a release of diesel to soil. US Government (5300 Bandini Boulevard) is listed with a status of "Completed-case closed" as of 02/05/2009 for a release of gasoline to soil. CA Army National Guard is listed with a status of "Completed-case closed" as of 03/03/2015 for a release of diesel, gasoline, MTBE/TBA/other fuel oxygenates, toluene, waste oil/motor/hydraulic/lubricating, xylenes. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-30b	High
E	Full	18228		18228	N	U S GOV'T	____ BANDINI BLVD	BELL CA	Business			6.3938	6332002934	U S GOV'T	____	BANDINI BLVD	BELL CA	The ROW Impact Report identified Parcel #18228 as Business use, owned by US Government. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18228 consists of APN 6332-002-934. This parcel is the eastern half of Parcel #18227. See Parcel#18227 for EDR information.	7-30b	High
E	Full	18243		18243	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LN	BELL CA	Business	0.0006		0.1088	6332002047	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18243 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18243 consists of APN 6332-002-047, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18244		18244	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1094	6332002048	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18244 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18244 consists of APN 6332-002-048, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18245		18245	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1094	6332002049	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18245 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18245 consists of APN 6332-002-049, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18246		18246	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1095	6332002050	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18246 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18246 consists of APN 6332-002-050, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18247		18247	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1095	6332002051	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18247 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18247 consists of APN 6332-002-051, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18248		18248	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1096	6332002052	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18248 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18248 consists of APN 6332-002-052, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18249		18249	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1096	6332002053	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18249 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18249 consists of APN 6332-002-053, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18250		18250	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1096	6332002054	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18250 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18250 consists of APN 6332-002-054, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini (OPT 1B)

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
E	Full	18251		18251	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LN	BELL CA	Business			0.1097	6332002055	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18251 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18251 consists of APN 6332-002-055, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18252		18252	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1097	6332002056	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18252 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18252 consists of APN 6332-002-056, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18253		18253	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1098	6332002057	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18253 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18253 consists of APN 6332-002-057, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18254		18254	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1098	6332002058	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18254 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18254 consists of APN 6332-002-058, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18255		18255	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1099	6332002059	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18255 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18255 consists of APN 6332-002-059, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18256		18256	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1099	6332002060	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18256 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18256 consists of APN 6332-002-060, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18257		18257	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.11	6332002061	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18257 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18257 consists of APN 6332-002-061, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18258		18258	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.11	6332002062	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18258 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18258 consists of APN 6332-002-062, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18259		18259	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1101	6332002063	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18259 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18259 consists of APN 6332-002-063, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18260		18260	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1102	6332002064	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18260 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18260 consists of APN 6332-002-064, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18261		18261	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LN	BELL CA	Business			0.1102	6332002065	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LN	BELL CA	The ROW Impact Report identified Parcel #18261 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18261 consists of APN 6332-002-065, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18262		18262	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1103	6332002066	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18262 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18262 consists of APN 6332-002-066, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18263		18263	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1103	6332002067	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18263 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18263 consists of APN 6332-002-067, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18264		18264	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1104	6332002068	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18264 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18264 consists of APN 6332-002-068, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini (OPT 1B)

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
E	Full	18265		18265	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1104	6332002069	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18265 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18265 consists of APN 6332-002-069, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18266		18266	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1105	6332002070	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18266 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18266 consists of APN 6332-002-070, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18267		18267	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.1105	6332002071	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18267 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18267 consists of APN 6332-002-071, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
E	Full	18268		18268	Y	CHELI DISTRIBUTION CENTER INC	____ LINDBERGH LANE	BELL CA	Business			0.6317	6332002072	CHELI DISTRIBUTION CENTER INC	____	LINDBERGH LANE	BELL CA	The ROW Impact Report identified Parcel #18268 as Business use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18268 consists of APN 6332-002-072, which encompasses the same property boundary as Parcel #18218. See Parcel#18218 for EDR information.	5C-30	High
BANDINI BLVD																			7-30b 7-30b 7-30b	
E	Partial	18329		18329	N	BANDINI XC LLC	5553 BANDINI BLVD	BELL CA	BUSINESS	0.0216			6332002078	BANDINI XC LLC	5553	BANDINI BLVD	BELL CA	The ROW Impact Report identified Parcel #18329 as Business use, owned by Bandini XC LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18329 consists of APN 6332-002-078. Based on review of on-line maps and photographs, Parcel #18329 consists of a paved parking area associated with the California Post office (27 Yeager Way) located east of I-710 and north of Bandini Boulevard. This parcel was identified in the EDR Report (EDR ID#364) as US Postal Service LA East Bell in the NPDES and WDS databases; as US Postal Service East Garage in the UST, HAZNET, and Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-30b	High
E	Partial	18330		18330	N	BANDINI XC LLC	5553 BANDINI BLVD	BELL CA	BUSINESS	0.0393			6332002077	BANDINI XC LLC	5553	BANDINI BLVD	BELL CA	The ROW Impact Report identified Parcel #18330 as Business use, owned by Bandini XC LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18330 consists of APN 6332-002-077. Based on review of on-line maps and photographs, Parcel #18330 consists of a paved parking area associated with the California Post office (27 Yeager Way). See Parcel #18329 for EDR information.	7-30b	High
E	Partial	18331		18331	N	KINROSS HOLDING LLC ET AL LESSOR	4901 BANDINI BLVD	VERNON CA	BUSINESS	0.0157			6332001005	KINROSS HOLDING LLC ET AL LESSOR	4901	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18331 as Business use, owned by Kinross Holding LLC Et Al Lessor. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18331 consists of APN 6332-001-005. Based on review of on-line maps and photographs, Parcel #18331 consists of the Preferred Freezer Services facility (4901 Bandini Boulevard) located in the northeast corner of the intersection of S. Atlantic Boulevard and Bandini Boulevard, east of I-710. This parcel was identified in the EDR Report (EDR Id#323) as Preferred Freezer in the AST and HAZNET databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-30b	Medium
ATLANTIC BLVD																			7-30b 7-30b 7-30b	
E	Full	18332		18332	Y	KBB INVESTMENTS	4720 E 26TH ST	VERNON CA	Business	1.2402			6332001003	KBB INVESTMENTS	4720	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18332 as Business use, owned by KBB Investments. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18332 consists of APN 6332-001-005. Based on review of on-line maps and photographs, Parcel #18332 consists of G Knit Co Inc. (4720 E. 26th Street) and Yuhang Group USA Inc. (4726 E. 26th Street) located south of E. 26th Street and adjacent to the east of Atlantic Boulevard onramp to I-710. This parcel was identified in the EDR Report (EDR ID# 299) as Canvas Specialty Inc. (4720 E. 26th Street) in the HAZNET database; as Oro Construction in the HIST UST database; as Seven Seas Rattan Mfg Inc. in the EMI database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-30b	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini (OPT 1B)

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
E	Full	18333		18333	Y	KBB INVESTMENTS	4730 E 26TH ST	VERNON CA	Business	1.6553			6332001004	KBB INVESTMENTS	4730	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18333 as Business use, owned by KBB Investments. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18333 consists of APN 6332-001-004. Based on review of on-line maps and photographs, Parcel #18333 consists of Gulf Pacific Packing Corporation (4740 E. 26th Street) located south of E. 26th Street and adjacent to the east of Atlantic Boulevard onramp to I-710. This parcel was identified in the EDR Report (EDR ID# 299) as Allways Express Co. (4730 E. 26th Street) in the SWEEPS UST database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-30b	Low
E	Full	18334		18334	Y	KBB INVESTMENTS	4800 E 26TH ST	VERNON CA	Business	0.8813			6332001002	KBB INVESTMENTS	4800	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18334 as Business use, owned by KBB Investments. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18334 consists of APN 6332-001-002. Based on review of on-line maps and photographs, Parcel #18334 consists of Hoover Supply (4800 E. 26th Street) located south of E. 26th Street and adjacent to the north of Atlantic Boulevard. No EDR listings were identified associated with this address.	7-30b	Low
26TH STREET																			7-30b	
																			7-30b	
BANDINI BLVD																			7-30b	
																			7-30b	
W	Partial, TCE	18435		18435	N	WALTER,D N AND E AND CO	4505 BANDINI BLVD	VERNON CA	Business	0.0065	0.0542		5243017012	WALTER,D N AND E AND CO	4505	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18435 as Business use, owned by D N and E Walter Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18435 consists of APN 5243-017-012. Based on review of on-line maps and photographs, Parcel #18435 consists of the Classic Concepts facility (4505 Bandini Boulevard) located north of Bandini Boulevard, east of Ayers Avenue, west of I-710. This parcel was identified in the EDR Report Orphan List (S113117110) as Impaxx Western Packaging Group Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-30b	Low
W	Full	18436		18436	Y	WALTER,D N AND E AND CO	4651 BANDINI BLVD	VERNON CA	Business	3.2984		1.263	5243017011	WALTER,D N AND E AND CO	4651	BANDINI BLVD	VERNON CA	The ROW Impact Report identified Parcel #18436 as Business use, owned by D N and E Walter Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18436 consists of APN 5243-017-011. Based on review of on-line maps and photographs, Parcel #18436 consists of the Classic Home Outlet warehouse facility (4651 Bandini Boulevard) located north of Bandini Boulevard and adjacent to the west of the Atlantic Boulevard off-ramp from I-710. This parcel was identified in the EDR Report Orphan List (S112915501) as DN&E Walter Company Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-30b	Low
W	Partial, TCE	81837		81837	N	UNION PAC R R CO	RAIL OPS	VERNON CA	Railroad	0.0651	0.0038		5243017806	UNION PAC R R CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81837 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81837 consists of APN 5243-017-806. Based on a review of on-line maps and photographs, Parcel #81837 consists of a railroad spur located adjacent to the north of Parcel# 18435 and 18436, west of I-710. No EDR listings were identified in this area.	7-30b	Medium
W	Partial, TCE	81838		81838	N	A T&S F RY CO	RAIL OPS	VERNON CA	Railroad	0.1201	0.0044		5243017800	A T&S F RY CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81838 as Railroad Use, owned by AT&S F RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81838 consists of APN 5243-017-800. Based on a review of on-line maps and photographs, Parcel #81838 consists of a railroad spur located adjacent to the north of Parcel# 18436, west of I-710. No EDR listings were identified in this area.	7-30b	Medium
W	Partial, TCE	81839		81839	N	UNION PAC R R CO	RAIL OPS	VERNON CA	Railroad	0.0755	0.0028		5243017804	UNION PAC R R CO	RAIL OPS		VERNON CA	The ROW Impact Report identified Parcel #81839 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81839 consists of APN 5243-017-804. Based on a review of on-line maps and photographs, Parcel #81839 consists of a railroad spur located adjacent to the north of Parcel# 18435 and 18436, west of I-710. No EDR listings were identified in this area.	7-30b	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Atlantic-Bandini (OPT 1B)

	IMPACT	Private Use ID #	TYPE	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
W 26TH STREET	Partial, TCE	18440		18440	N	BURLINGTON NORTHERN AND SF RY CO	4560 E 26TH ST	VERNON CA	Business	0.9327	0.0578		5243017808	BURLINGTON NORTHERN AND SF RY CO	4560	26TH ST	VERNON CA	The ROW Impact Report identified Parcel #18440 as Business use, owned by Burlington Northern and SF RY Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #18440 consists of APN 5243-017-808. Based on review of on-line maps and photographs, Parcel #18440 consists of a paved parking area utilized for trailer storage (unknown lessee) located south of E. 26th Street and adjacent to the west of I-710. This parcel was identified in the EDR Report (EDR ID# 296) as Agra Shell Inc. in the FINDS, ERNS, HIST UST, SWEEPS UST, and EMI databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-30b	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
26TH STREET																			
	TCE	81901																	
W			81901	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad		0.3402		5243013802	A T AND S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81901 as Railroad Use, owned by A T AND S F RY CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81901 consists of APN 5243-013-802. Based on a review of on-line maps and photographs, Parcel #81901 consists of a portion of the BNSF Hobart Yard located adjacent to the west of the I-710 and north of 26th Street. Several listings was identified in the EDR Report as 4650 East 26th Street, Lot 11, Row 11, Spot 420 (EDR ID# 296) in the CA CHMIRS database; as Agrashell Inc. (EDR ID# 296) in the CA HIST UST, CA SWEEPS UST, FINDS, and CA EMI databases; and as 4650 E. 26th Street (EDR ID# 296) in the ERNS database. Based on the lack of listing in other databases indicating violations and/or a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	High
	TCE	81902																	
W			81902	N	A T&S F RY CO	RAIL OPS	COMMERCE CA	Railroad		0.4155		5243013800	A T&S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81902 as Railroad Use, owned by A T&S F RY CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81902 consists of APN 5243-013-800. Based on a review of on-line maps and photographs, Parcel #81902 consists of a portion of the BNSF Hobart Yard. See Parcel #81901 for a discussion on nearby EDR listings.	7-31c/d	High
	TCE	81903																	
W			81903	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad		2.7267		5243014803	A T AND S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81903 as Railroad Use, owned by A T&S F RY CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81903 consists of APN 5243-014-803. Based on a review of on-line maps and photographs, Parcel #81903 consists of a portion of the BNSF Hobart Yard. See Parcel #81901 for a discussion on nearby EDR listings.	7-31c/d	High
	TCE	81904																	
W			81904	N	FORD MOTOR CO	RAIL OPS	COMMERCE CA	Railroad		1.0723		5243014807	FORD MOTOR CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81904 as Railroad Use, owned by FORD MOTOR CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81904 consists of APN 5243-014-807. Based on a review of on-line maps and photographs, Parcel #81904 consists of segment of railroad underneath the I-710 and adjacent to the south of Sheila Street. West of this parcel is the BNSF Hobart Yard. See Parcel #81901 for a discussion on nearby EDR listings.	7-31c/d	High
SHEILA STREET																			
	Full	19105																	
W			19105	Y	JOHNSON,LYMAN H ET AL	4651 SHEILA ST	COMMERCE CA	Business	0.9378		0	5243029023	JOHNSON,LYMAN H ET AL	4651	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19105 as Business Use and owned by Lyman H Johnson Et Al. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19106 consists of APN 5243-029-023. Based on a review of on-line maps and photographs, Parcel #19105 consists of the Ceramic Decorating Company (4651 Sheila Street) located north of Sheila Street and adjacent to the west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Ceramic Decorating Co Inc. in the Los Angeles County HMS, FINDS, HAZNET, and HIST UST databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	High
	Full	19106																	
W			19106	Y	PARKER,JOSEPH AND BERNICE TRS	4635 SHEILA ST	COMMERCE CA	Business	0.6165		0	5243029024	PARKER,JOSEPH AND BERNICE TRS	4635	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19106 as Business Use and owned by PARKER,JOSEPH AND BERNICE TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19106 consists of APN 5243-029-024. Based on a review of on-line maps and photographs, Parcel #19106 consists of land currently occupied by American Allied Trucking at 4635 Sheila Street, adjacent to the north of Sheila Street and west of the I-710. See Parcel #19116 and #19118 for a discussion on nearby EDR listings of potential environmental concern.	7-31c/d	High
	Full	81907																	
W			81907	N	BNSF RAILWAY COMPANY	RAIL OPS	COMMERCE CA	Railroad		0.3356		5243029816	BNSF RAILWAY COMPANY	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81907 as Railroad Use and owned by BNSF RAILWAY COMPANY. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81907 consists of APN 5243-029-816. Based on a review of on-line maps and photographs, Parcel #81907 consists of paved vacant parking lot at 4621 Sheila Street, adjacent to the north of Sheila Street and west of the I-710. See Parcel #19116 and #19118 for a discussion on nearby EDR listings of potential environmental concern.	7-31c/d	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19108	19108	Y	NEIMAN,WILLIAM L	4621 SHEILA ST	COMMERCE CA	Business	0.3837		0	5243029030	NEIMAN,WILLIAM L	4621	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19108 as Business Use and owned by NEIMAN, WILLIAM L. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19108 consists of APN 5243-029-030. Based on a review of on-line maps and photographs, Parcel #19108 consists of land currently occupied by Columbia Trophy & Metal Products at 4621 Sheila Street, adjacent to the north of Sheila Street and west of the I-710. See Parcel #19116 and #19118 for a discussion on nearby EDR listings of potential environmental concern.	7-31c/d	High
W	Partial	81909	81909	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.1401			5243029814	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81909 as Railroad Use and owned by UNION PACIFIC R R CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81909 consists of APN 5243-029-814. Based on a review of on-line maps and photographs, Parcel #81909 consists of a strip of land occupied by several businesses that runs parallel in between Sheila Street and Washington Boulevard, west of the I-710, and east Ayers Avenue. See Parcel #19116 and #19118 for a discussion on nearby EDR listings of potential environmental concern.	7-31c/d	Medium
W	Full	81910	81910	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.2036			5243029804	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81910 as Railroad Use and owned by UNION PACIFIC R R CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81910 consists of APN 5243-029-804. Based on a review of on-line maps and photographs, Parcel #81910 consists of a strip of land occupied by several businesses that runs parallel in between Sheila Street and Washington Boulevard, west of the I-710, and east Ayers Avenue. See Parcel #19116 and #19118 for a discussion on nearby EDR listings of potential environmental concern.	7-31c/d	High
W	Partial	81911	81911	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.1568			5243029812	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81911 as Railroad Use and owned by UNION PACIFIC R R CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81911 consists of APN 5243-029-812. Based on a review of on-line maps and photographs, Parcel #81911 consists of a strip of land occupied by several businesses that runs parallel in between Sheila Street and Washington Boulevard, west of the I-710, and east Ayers Avenue. See Parcel #19116 and #19118 for a discussion on nearby EDR listings of potential environmental concern.	7-31c/d	High
W	Full	19112	19112	Y	JOHNSON,LYMAN H AND	4650 E WASHINGTON BLVD	COMMERCE CA	Business	0.2567		0	5243029018	JOHNSON,LYMAN H AND	4650	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19112 as Business use owned by Lyman H Johnson. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19112 consists of APN 5243-029-018. Based on review of on-line maps and photographs, Parcel #19112 consists of Auto Dec Inc. (2402 Dennis Avenue) located south of E. Washington Boulevard and adjacent to the west of I-710. This parcel was identified in the EDR Report as USS Bestway Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	Low
W	Full	19113	19113	Y	BUSCH,KENNETH W TR	4646 E WASHINGTON BLVD	COMMERCE CA	Business	0.3364		0	5243029019	BUSCH,KENNETH W TR	4646	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19113 as Business use owned by Kenneth W Busch Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19113 consists of APN 5243-029-019. Based on review of on-line maps and photographs, Parcel #19113 consists of Rodger's Trucking & Equipment Repair (4646 E. Washington Boulevard) located south of E. Washington Boulevard and west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Rodger's Trucking and Equipment in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	High
W	Full	19114	19114	Y	PATAPOFF,LARRY	4642 E WASHINGTON BLVD	COMMERCE CA	Business	0.0557		0	5243029002	PATAPOFF,LARRY	4642	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19114 as Business use owned by Larry Patapoff. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19114 consists of APN 5243-029-002 located south of E. Washington Boulevard and west of I-710. Based on review of on-line maps and photographs, Parcel #19114 composes the western portion of Parcel # 19113. See Parcel #19113 for EDR information.	7-31c/d	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19115	19115	Y	BUSCH,KENNETH W TR	4638 E WASHINGTON BLVD	COMMERCE CA	Business	0.1686		0	5243029003	BUSCH,KENNETH W TR	4638	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19115 as Business use owned by Kenneth W Busch Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19115 consists of APN 5243-029-003. Based on review of on-line maps and photographs, Parcel #19115 consists of RDD USA (4638 E. Washington Boulevard) located south of E. Washington Boulevard and west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as KW Busch Electric in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	High
W	Full	19116	19116	Y	THROGMORTON,DAVID M	2414 CONNOR AVE	COMMERCE CA	Business	0.2245		0	5243029020	THROGMORTON,DAVID M	2414	CONNOR AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19116 as Business use owned by David M Throgmorton. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19116 consists of APN 5243-029-003. Based on review of on-line maps and photographs, Parcel #19116 consists of Throgmorton's Frame Clinic (2414 Conner Avenue) located east of Conner Avenue, south of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Certified Coatings Prod Co in the RCRA-SQG, FINDS, Los Angeles County HMS, EMI, CA FID UST, SLIC, LUST, UST,HIST UST, HIST CORETESE, and SWEEPS UST databases; as Throgmortons Frame Clinic in the Los Angeles County HMS and HAZNET databases . According to the GeoTracker database, two cases are associated with this parcel. Certified Coatings Products is listed with a status of "Completed-case closed" as of 06/27/1991 for a release of acetone to soil. Throgmorton's Frame Clinic is listed with a status of "open-inactive" as of 01/29/2015. A Phase II Environmental Assessment Report dated May 2008 indicated that fifteen (15) soil borings were advanced onsite to delineate the extent of soil contamination resulting from existing USTs. The report concluded that petroleum hydrocarbon and VOC contamination is generally located between 20 and 105 feet below ground surface (bgs). The consultant then recommended that all existing USTs be removed, and all residual contamination be treated by vapor extraction. No additional information was available on the GeoTracker website. Based on the regulatory status, this listing has the potential to create an environmental concern to the ISA Study Area.	7-31c/d	High
W	Full	19117	19117	Y	BUSCH,KENNETH W TR	4630 E WASHINGTON BLVD	COMMERCE CA	Business	0.1433		0	5243029004	BUSCH,KENNETH W TR	4630	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19117 as Business use owned by Kenneth W Busch Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19117 consists of APN 5243-029-004. Based on review of on-line maps and photographs, Parcel #19117 consists of a commercial property (4630 E. Washington Boulevard) located at the southeast corner of Connor Avenue and E. Washington Boulevard, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	High
W	Full	19118	19118	Y	CRITERION ENTERPRISES LLC	2415 CONNOR AVE	COMMERCE CA	Business	0.2227		0	5243029021	CRITERION ENTERPRISES LLC	2415	CONNOR AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19118 as Business use owned by Criterion Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19118 consists of APN 5243-029-021. Based on review of on-line maps and photographs, Parcel #19118 consists of a vacant commercial property (2415 Connor Avenue) located west of Connor Avenue and south of E. Washington Boulevard, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	High
W	Full	19119	19119	Y	CRITERION ENTERPRISES LLC	4614 E WASHINGTON BLVD	COMMERCE CA	Business	0.1318		0	5243029007	CRITERION ENTERPRISES LLC	4614	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19119 as Business use owned by Criterion Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19119 consists of APN 5243-029-007. Based on review of on-line maps and photographs, Parcel #19119 consists of Pacific Signs & Supplies (4618 E. Washington Boulevard) located at the southwest corner of the intersection of E. Washington Boulevard and Connor Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Criterion Gates and Mfg. Co in the Los Angeles HMS database. Based on the lack of violations and/or listing in other databases indicating a release, this listing is not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19120	19120	Y	CRITERION ENTERPRISES LLC	4614 E WASHINGTON BLVD	COMMERCE CA	Business	0.1155		0	5243029008	CRITERION ENTERPRISES LLC	4614	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19120 as Business use owned by Criterion Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19120 consists of APN 5243-029-007. Based on review of on-line maps and photographs, Parcel #19120 consists of Universal Neon Plus (4614 E. Washington Boulevard) located south of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Criterion Gate in the UST database; as Criterion Products Inc. in the HAZNET, EMI, and FINDS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	High
W	Partial	19121	19121	N	4600 WASHINGTON LLC	4600 E WASHINGTON BLVD	COMMERCE CA	Business	0.0041			5243029009	4600 WASHINGTON LLC	4600	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19121 as Business use owned by4600 Washington LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19121 consists of APN 5243-029-009. Based on review of on-line maps and photographs, Parcel #19121 consists of J R's Tire Service (4600 E. Washington Boulevard) located south of E. Washington Boulevard, west of I-710.This parcel was identified in the EDR Report (EDR ID#214) as 4600 Super Service in the SWEEPS UST, CA FID UST, Los Angeles County HMS, LUST, HIST CORTESE, HIST UST databases; as 1xHarrison Gas & Oil in the HAZNET database. According to the GeoTracker database, this site is listed with a status of "Completed-case closed" as of 10/21/2009 for a release of gasoline to an aquifer used for drinking water supply. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-31c/d	High
W	Partial, TCE	19122	19122	N	SARAKBE,RON M ET AL LESSEE	4560 E WASHINGTON BLVD	COMMERCE CA	Business	0.0051	0.0004		5243026024	SARAKBE,RON M ET AL LESSEE	4560	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19122 as Business use owned by Ron M Sarake Et Al Lessee. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19122 consists of APN 5243-026-024. Based on review of on-line maps and photographs, Parcel #19122 consists of Commerce Truck Stop (4650 E. Washington Boulevard) located south of E. Washington Boulevard, east of Ayers Avenue, west of I-710.This parcel was identified in the EDR Report (EDR ID#214) as Commerce Truck Stop in the Los Angeles County HMS, LUST, UST, and HAZNET databases. According to the GeoTracker database, this site is listed with a status of "Completed-case closed" as of 02/06/2012 for a release of gasoline to other groundwater. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-31c/d	High
W	Partial, TCE	19123	19123	N	LAUFER,ARON	4546 E WASHINGTON BLVD	COMMERCE CA	Business	0.001	0.0032		5243004011	LAUFER,ARON	4546	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19123 as Business use owned by Aron Laufer. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19123 consists of APN 5243-004-011. Based on review of on-line maps and photographs, Parcel #19123 consists of Quality Diesel Parts (4648 E. Washington Boulevard) located south of E. Washington Boulevard, west of Ayers Avenue, west of I-710.No EDR listings were identified associated with this address.	7-31c/d	Medium
W	TCE	19124	19124	N	CALIF WATER SERVICE CO	4540 E WASHINGTON BLVD	COMMERCE CA	Business		0.0168		5243004012	CALIF WATER SERVICE CO	4540	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19124 as Business use owned by Calif Water Service Co. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19124 consists of APN 5243-004-012. Based on review of on-line maps and photographs, Parcel #19124 consists of the Cal Water Services facility (4540 E. Washington Boulevard) located south of E. Washington Boulevard, west of Ayers Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Cal Water Service East LA in the Los Angeles County HMS and FINDS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	81925	81925	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0428			5243029810	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81925 as Railroad Use, owned by Union Pacific RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81925 consists of APN 5243-029-810. Based on a review of on-line maps and photographs, Parcel #81925 consists of a segment of the Union Pacific railroad tracks extending beneath I-710 from the east, south of E. Washington Boulevard. No EDR listings were identified in this area.	7-31c/d	Medium
W	Full	81926	81926	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0578			5243029806	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81926 as Railroad Use, owned by Union Pacific RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81926 consists of APN 5243-029-806. Based on a review of on-line maps and photographs, Parcel #81926 consists of a segment of the Union Pacific railroad tracks extending beneath I-710 from the west, south of E. Washington Boulevard. No EDR listings were identified in this area.	7-31c/d	Medium
W	Full	81927	81927	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0448			5243029808	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81927 as Railroad Use, owned by Union Pacific RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81927 consists of APN 5243-029-808. Based on a review of on-line maps and photographs, Parcel #81927 consists of a segment of the Union Pacific railroad tracks extending beneath I-710 from the west, south of E. Washington Boulevard. No EDR listings were identified in this area.	7-31c/d	Medium
WASHINGTON BLVD																			
E	TCE	81928	81928	N	A T&S F RY CO	RAIL OPS	COMMERCE CA	Railroad		0.3952		6332001801	A T&S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81928 as Railroad Use, owned by AT&S RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81928 consists of APN 6332-001-801. Based on a review of on-line maps and photographs, Parcel #81928 consists of a segment of the Atchison Topeka & Santa Fe railroad tracks located east of I-710, west of S. Atlantic Avenue, and north E. 26th Street . No EDR listings were identified in this area.	7-31c/d	Medium
E	TCE	81929	81929	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad		0.2903		6332001802	A T AND S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81929 as Railroad Use, owned by AT&S RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81929 consists of APN 6332-001-802. Based on a review of on-line maps and photographs, Parcel #81929 consists of a segment of the Atchison Topeka & Santa Fe railroad tracks located east and beneath I-710, and north E. 26th Street . No EDR listings were identified in this area.	7-31c/d	Medium
E	TCE	81930	81930	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad		1.5327		5244035800	A T AND S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81930 as Railroad Use, owned by AT&S RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81930 consists of APN 5224-035-800. Based on a review of on-line maps and photographs, Parcel #81930 consists of several lines of the Atchison Topeka & Santa Fe railroad tracks located east of I-710, west of S. Atlantic Avenue, and north E. 26th Street . No EDR listings were identified in this area.	7-31c/d	Medium
E	TCE	81931	81931	N	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS	COMMERCE CA	Railroad		1.4719		5244035802	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81931 as Railroad Use, owned by Burlington Northern and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81931 consists of APN 5224-035-802. Based on a review of on-line maps and photographs, Parcel #81931 consists of the Parsec Inc. facility (4940 Sheila Street) located southwest of the intersection of Sheila Street and S. Atlantic Avenue. This parcel was identified in the EDR Report (EDR ID# 214) as Southern California Gas Co in the DOT OPS database, ERNS, and CHMIRS databases; as Ford Motor Co in the HAZNET and CHMIRS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	Medium
E	TCE	81932	81932	N	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS	COMMERCE CA	Railroad		0.0708		5244035804	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81932 as Railroad Use, owned by Burlington Northern and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81932 consists of APN 5224-035-804. Based on a review of on-line maps and photographs, Parcel #81932 consists of a vacant strip of land located in the trailer parking area of Parcel #81931. No EDR listings were identified in this area.	7-31c/d	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
	TCE	81933																	
E			81933	N	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS	COMMERCE CA	Railroad		1.1645		5244035803	BURLINGTON NORTHERN AND SF RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81933 as Railroad Use, owned by Burlington Northern and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81933 consists of APN 5224-035-804. Based on a review of on-line maps and photographs, Parcel #81933 consists of the western portion of the trailer parking area of Parcel #81931. No EDR listings were identified in this area.	7-31c/d	Low
SHEILA STREET																			
	Full	*19234																	
E			*19234	Y	GATWICK GROUP LLC	4815 SHEILA ST	COMMERCE CA	Business	1.3994		0	5244033018	GATWICK GROUP LLC	4815	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19234 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19234 consists of APN 5224-033-018. Based on review of on-line maps and photographs, Parcel #19234 consists of Best Premium Logistics Inc. facility (4817 Sheila Street). According to the ENVIROSTOR database, Gatwick Group LLC owns 19 buildings in the area that are under investigation for historical uses. In 2014, DTSC entered into a VCP with Gatwick Group to oversee investigation and any cleanup work. To date, the sites have gone through soil matrix, soil vapor and groundwater remedial investigation. The properties owned By Gatwick Group are located in area bounded by Atlantic Avenue, Sheila Street, Washington Boulevard, and I-710 and include the addresses 4720, 4814, 4900, 4920, 5010-5020 WASHINGTON BOULEVARD, 2451 HEPWORTH AVENUE, 4817, 4915 SHEILA STREET, and 2448 COUTES AVENUE. Based on this information, this site is considered to represent an environmental concern to the proposed I-710 Corridor Project. Other parcels associated with Gatwick Group include Parcel #19235, 19242-19244, 19246-19248, 19546, 19521, and 19522.	7-31c/d	High
	Full	19235																	
E			19235	Y	GATWICK GROUP LLC	4801 SHEILA ST	COMMERCE CA	Business	0.4125		0	5244033019	GATWICK GROUP LLC	4801	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19235 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19235 consists of APN 5224-033-019. Based on review of on-line maps and photographs, Parcel #19235 consists of western portion of Parcel #19234, which is one of the parcels owned by Gatwick Group under DTSC investigation. See Parcel #19234 for additional information.	7-31c/d	High
	Partial	81936																	
E			81936	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.061			5244033810	UNION PAC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81936 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81936 consists of APN 5224-033-810. Based on a review of on-line maps and photographs, Parcel #81936 consists of a segment of railroad tracks located adjacent to the north of Parcel#s 19234 and 19235 that appears to be a former railroad spur. No EDR listings were identified in this area.	7-31c/d	Medium
	Full	81937																	
E			81937	N	A T AND S F RY CO	RAIL OPS	COMMERCE CA	Railroad	0.0716			5244033802	A T AND S F RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81937 as Railroad Use, owned by AT and SF RY Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81937 consists of APN 5244-033-802. Based on a review of on-line maps and photographs, Parcel #81937 consists of a segment of railroad tracks located adjacent to the north of Parcel#s 19234 and 19235. No EDR listings were identified in this area.	7-31c/d	Medium
	Partial	81938																	
E			81938	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0579			5244033808	UNION PAC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81938 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81938 consists of APN 5244-033-808. Based on a review of on-line maps and photographs, Parcel #81938 consists of a segment of railroad tracks located adjacent to the north of Parcel#81938, extending across the rear of various commercial properties. No EDR listings were identified in this area.	7-31c/d	Medium
	Full	81939																	
E			81939	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0427			5244033812	UNION PAC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81939 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81939 consists of APN 5244-033-812. Based on a review of on-line maps and photographs, Parcel #81939 consists of a strip of land extending beneath I-710 from the east. No EDR listings were identified in this area.	7-31c/d	Medium
	Full	81940																	
E			81940	N	UNION PACIFIC RY CO	RAIL OPS	COMMERCE CA	Railroad	0.0521			5244033804	UNION PACIFIC RY CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81940 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81940 consists of APN 5244-033-804. Based on a review of on-line maps and photographs, Parcel #81940 consists of a segment of railroad tracks extending beneath I-710 from the east. No EDR listings were identified in this area.	7-31c/d	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	81941	81941	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0382			5244033806	UNION PAC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81941 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81941 consists of APN 5244-033-806. Based on a review of on-line maps and photographs, Parcel #81941 consists of a segment of railroad tracks extending beneath I-710 from the east. No EDR listings were identified in this area.	7-31c/d	Medium
E	Partial	19242	19242	N	GATWICK GROUP LLC	4900 E WASHINGTON BLVD	COMMERCE CA	Business	0.0217			5244033013	GATWICK GROUP LLC	4900	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19242 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19242 consists of APN 5244-033-013. Based on review of on-line maps and photographs, Parcel #19242 consists of Continental Chemical (4920 E. Washington Boulevard) and a vacant commercial building (4900 E. Washington Boulevard) located south of E. Washington Boulevard, between Ransom Street and Couts Avenue, east of I-710. This parcel is listed in the EDR Report (EDR ID# 214) as HJB Inc. DBA Continental Chemical in the FINDS, EMI, Los Angeles County HMS, FTTS, and HAZNET databases; and as DK Cabel in the SWEEPS UST and Los Angeles County HMS databases. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	7-31c/d	High
E	Full	19243	19243	Y	GATWICK GROUP LLC	4814 E WASHINGTON BLVD	COMMERCE CA	Business	0.1702		0	5244033002	GATWICK GROUP LLC	4814	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19243 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19243 consists of APN 5244-033-002. Based on review of on-line maps and photographs, Parcel #19243 consists of Nikko Marketing Association (4814 E. Washington Boulevard) located south of E. Washington Boulevard and west of Ransom Street, east of I-710. This parcel is listed in the EDR Report (EDR ID# 214) as Zauss Trucking Company in the SWEEPS UST and Los Angeles County HMS databases; and as Fast Deer Bus Charter in the HAZNET database. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	7-31c/d	High
E	Full	19244	19244	N	GATWICK GROUP LLC	0	COMMERCE CA	Business	0.057		0	5244033003	GATWICK GROUP LLC	0		COMMERCE CA	The ROW Impact Report identified Parcel #19244 as Business use owned by Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19244 consists of APN 5244-033-003. Based on review of on-line maps and photographs, Parcel #19244 consists of western portion of Parcel# 19244 located south of E. Washington Boulevard and west of Ransom Street, east of I-710. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	7-31c/d	High
E	Full	*19245	*19245	N	REDEVELOPMENT AGENCY OF	4800 E WASHINGTON BLVD	COMMERCE CA	Business	0.4594		0	5244033900	REDEVELOPMENT AGENCY OF	4800	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19245 as Business use owned by the Agency of Redevelopment. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19245 consists of APN 5244-033-900. Based on review of on-line maps and photographs, Parcel #19245 consists of a vacant parcel of land located at the southeast corner of Hepworth and E. Washington Boulevard and west of Ransom Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Triangle Cold in the RCRA-SQG, FINDS, and the Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	High
E	Full	19246	19246	Y	GATWICK GROUP LLC	2451 HEPWORTH AVE	COMMERCE CA	Business	0.2589		0	5244033016	GATWICK GROUP LLC	2451	HEPWORTH AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19246 as Business use owned by the Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19246 consists of APN 5244-033-016. Based on review of on-line maps and photographs, Parcel #19246 consists of a commercial property that appears to be associated with Parcel# 19247, located west of Hepworth Avenue and east of I-710. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	7-31c/d	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	19247	19247	N	GATWICK GROUP LLC	4720 E WASHINGTON BLVD	COMMERCE CA	Business	0.1138		0	5244033007	GATWICK GROUP LLC	4720	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19247 as Business use owned by the Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19247 consists of APN 5244-033-007. Based on review of on-line maps and photographs, Parcel #19247 consists of the Dura Flooring facility (4720 E. Washington Boulevard) located south of E. Washington Boulevard, east of I-710 and west of Hepworth Avenue. This parcel was identified in the EDR Report (EDR ID#214) by street address in the CDL database; and as Kraloy Plastic Pipe Co. in the Los Angeles County HMS database. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	7-31c/d	High
E	Full	19248	19248	N	GATWICK GROUP LLC	4720 E WASHINGTON BLVD	COMMERCE CA	Business	0.1724		0	5244033008	GATWICK GROUP LLC	4720	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19248 as Business use owned by the Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19248 consists of APN 5244-033-008. Based on review of on-line maps and photographs, Parcel #19248 consists of the western portion of Parcel# 19247. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.	7-31c/d	High
WASHINGTON BLVD																			
E	Full	19349	19349	N	REDEVELOPMENT AGENCY OF	0	COMMERCE CA	Business	0.0193		0.0795	5244032900	REDEVELOPMENT AGENCY OF	0		COMMERCE CA	The ROW Impact Report identified Parcel #19349 as Business use owned by the Agency of Redevelopment. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19349 consists of APN 5244-032-900. Based on review of on-line maps and photographs, Parcel #19349 consists of a vacant parcel of land located in the northwest corner of E. Washington Boulevard and Couts Avenue, east of I-710. No EDR listings were identified in this area.	7-31c/d	Medium
E	Full	19350	19350	N	REDEVELOPMENT AGENCY OF	0	COMMERCE CA	Business	0.01		0.0387	5244032901	REDEVELOPMENT AGENCY OF	0		COMMERCE CA	The ROW Impact Report identified Parcel #19350 as Business use owned by the Agency of Redevelopment. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19350 consists of APN 5244-032-901. Based on review of on-line maps and photographs, Parcel #19350 consists of a vacant parcel of land located in the northwest corner of E. Washington Boulevard and Couts Avenue, east of I-710. No EDR listings were identified in this area.	7-31c/d	Medium
E	Full	19351	19351	Y	COMMUNITY DEV COMMISSION OF	4909 E WASHINGTON BLVD	COMMERCE CA	Business	0.0699		0.1851	5244032902	COMMUNITY DEV COMMISSION OF	4909	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19351 as Business use owned by the Commission of Community Development. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19351 consists of APN 5244-032-902. Based on review of on-line maps and photographs, Parcel #19351 consists of Advanced Welder Repair (4903 E. Washington Boulevard) and Cal-Best Portable Welder Repair Inc. (4909 E. Washington Boulevard) located north of E. Washington Boulevard and east of Ransom Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Advanced Welder Repair in the EMI database; as Cal-Best Portable Welder Repair Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	Medium
E	Full	19352	19352	Y	SHUKEN,DAVID AND JULIA TRS	4821 E WASHINGTON BLVD	COMMERCE CA	Business	0.1052		0	5244032029	SHUKEN,DAVID AND JULIA TRS	4821	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19352 as Business use owned by David and Julia Shuken Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19352 consists of APN 5244-032-029. Based on review of on-line maps and photographs, Parcel #19352 consists of a vacant commercial building (4821 E. Washington Boulevard) located north of E. Washington Boulevard and west of Ransom Street, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as B&O Body Paint Shop in the EMI database; as Jensan Body Paint Shop in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	19353	19353	Y	MONTANO,ARTURO AND MARIA E	4809 E WASHINGTON BLVD	COMMERCE CA	Business	0.2741		0	5244032030	MONTANO,ARTURO AND MARIA E	4809	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19353 as Business use owned by Arturo and Maria E Montano. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19353 consists of APN 5244-032-030. Based on review of on-line maps and photographs, Parcel #19353 consists of El Relampago (4809 E. Washington Boulevard) located north of E. Washington Boulevard and east of Hepworth Avenue, east of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Maria Esther Montano in the Los Angeles County HMS database; as Tune-up Masters in the Los Angeles County HMS database; as Montano Auto Center in the Los Angeles County HMS database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	Medium
E	Partial, TCE	71954	71954	N	COMMERCE CITY - BANDINI PARK	4725 ASTOR AVE	COMMERCE CA	Public	0.1331	0.0921		5244008900	COMMERCE CITY - BANDINI PARK	4725	ASTOR AVE	COMMERCE CA	The ROW Impact Report identified Parcel #71954 as Public Use, owned by Commerce City (Bandini Park). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #71954 consists of a portion of APN 5244-008-900. Based on a review of on-line maps and photographs, Parcel #71954 consists of a City park known as Bandini Park, located west of Hepworth Avenue and adjacent to the east of I-710. No EDR listings were identified in this area.	7-31c/d	Low
E	TCE	81955	81955	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		0.6426		5244008806	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81955 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81955 consists of APN 5244-008-806. Based on a review of on-line maps and photographs, Parcel #81955 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	7-31c/d	Medium
E	TCE	81956	81956	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		1.0297		5244008804	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81956 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81956 consists of APN 5244-008-804. Based on a review of on-line maps and photographs, Parcel #81956 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	7-31c/d	Medium
E	TCE	81957	81957	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		0.2328		5244008801	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81957 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81957 consists of APN 5244-008-801. Based on a review of on-line maps and photographs, Parcel #81957 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	7-31c/d	Medium
E	TCE	81958	81958	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		0.343		5244008802	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81958 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81958 consists of APN 5244-008-802. Based on a review of on-line maps and photographs, Parcel #81958 consists of railroad tracks within the Union Pacific East LA rail yard located adjacent to the east of I-710. No EDR listings were identified in this area.	7-31c/d	Medium
W	Full	19459	19459	Y	HILANDS,JAMES H AND LUCY L TRS	4645 E WASHINGTON BLVD	COMMERCE CA	Business	0.8628		0	5243028001	HILANDS,JAMES H AND LUCY L TRS	4645	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19459 as Business use owned by James H and Lucy L Hiland Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19459 consists of APN 5243-028-001. Based on review of on-line maps and photographs, Parcel #19459 consists of US Roofing Supply (4647 E. Washington Boulevard) located north of E. Washington Boulevard and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19460	19460	N	OCEGUEDA,JESUS AND NANCY M TRS	0	COMMERCE CA	Business	0.0252		0.082	5243027001	OCEGUEDA,JESUS AND NANCY M TRS	0		COMMERCE CA	The ROW Impact Report identified Parcel #19460 as Business use owned by Jesus and Nancy M Ocegueda Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19460 consists of APN 5243-027-001. Based on review of on-line maps and photographs, Parcel #19460 consists of a paved parking lot associated with Parcel#19461 located north of E. Washington Boulevard and adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19461	19461	Y	OCEGUEDA,JESUS AND NANCY M TRS	4615 E WASHINGTON BLVD	COMMERCE CA	Business	0.0316		0.1621	5243027025	OCEGUEDA,JESUS AND NANCY M TRS	4615	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19461 as Business use owned by Jesus and Nancy M Ocegueda Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19461 consists of APN 5243-027-025. Based on review of on-line maps and photographs, Parcel #19461 consists of Magic Truck Supply/ Chrome Shop (4615 E. Washington Boulevard) located north of E. Washington Boulevard and west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Medium
W	Full	19462	19462	Y	BETHEL,DENNIS AND BONNIE TRS	4601 E WASHINGTON BLVD	COMMERCE CA	Business	0.0279		0.084	5243027026	BETHEL,DENNIS AND BONNIE TRS	4601	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19462 as Business use owned by Dennis and Bonnie Bethel Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19462 consists of APN 5243-027-026. Based on review of on-line maps and photographs, Parcel #19462 consists of Speedo Electric (4601 E. Washington Boulevard) located north of E. Washington Boulevard and west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19463	19463	Y	LAFRANCHI,ANNETTE TR	4575 E WASHINGTON BLVD	COMMERCE CA	Business	0.0306		0.1308	5243025030	LAFRANCHI,ANNETTE TR	4575	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19463 as Business use owned by Annette Lafranchi Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19463 consists of APN 5243-025-030. Based on review of on-line maps and photographs, Parcel #19463 consists of Commerce Hose & Industrial Product Supply (4575 E. Washington Boulevard) located north of E. Washington Boulevard, west of I-710.This parcel was identified in the EDR Report (EDR ID#214) as WCP Color Graphics Inc. in the HAZNET and Los Angeles County HMS databases. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	Low
W	Full	19464	19464	Y	LAFRANCHI,ANNETTE TR	4559 E WASHINGTON BLVD	COMMERCE CA	Business	0.0474		0.2139	5243025031	LAFRANCHI,ANNETTE TR	4559	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19464 as Business use owned by Annette Lafranchi Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19464 consists of APN 5243-025-031. Based on review of on-line maps and photographs, Parcel #19464 consists of Lift Parts Service Corporation (4559 E. Washington Boulevard) located north of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report (EDRID# 214) as Reborn Forklift in the HAZNET database; and as James P Kinney Co in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	Medium
W	Full	19465	19465	Y	MAHONEY,SUZANNE R TR	4545 E WASHINGTON BLVD	COMMERCE CA	Business	0.0615		0.212	5243024903	MAHONEY,SUZANNE R TR	4545	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19465 as Business use owned by Suzanne R Mahoney Trust. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19465 consists of APN 5243-024-903. Based on review of on-line maps and photographs, Parcel #19465 consists of Drake Supply (4545 E. Washington Boulevard) located north of E. Washington Boulevard and east of Ayers Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID# 214) as Well Color Pres Inc. in the RCRA-SQG and FINDS databases; as Colorex Lithographers in Los Angeles County HMS database; and as Service Gas Oil Company in the EDR Historical Auto Station database for the year 1942. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	Low
W	Partial, TCE	81966	81966	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad	0.0159	0.0187		5243001812	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81966 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81966 consists of APN 5243-001-812. Based on a review of on-line maps and photographs, Parcel #81966 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	7-31c/d	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Partial	19467	19467	N	DART EQUIPMENT CORP	4501 E WASHINGTON BLVD	COMMERCE CA	Business	0.0177			5243001002	DART EQUIPMENT CORP	4501	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19467 as Business Use, owned by Dart Equipment Corp. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19467 consists of APN 5243-001-002. Based on a review of on-line maps and photographs, Parcel #19467 consists of the Road Runner Transportation Inc. facility (4501 E. Washington Boulevard) located north of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report orphan list as Bullet Freight System in the HAZNET and CHMIRS databases. By EDR ID#214 as Road Runner Freight Systems in the HAZNET database; Dawes Transportation Inc. in the HAZNET database. Based on the lack of violations and/or listing in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-31c/d	Low
W	Full	19468	19468	Y	MONTES,LORENA AND	2347 CONNOR AVE	COMMERCE CA	Residential	0.097		0	5243027002	MONTES,LORENA AND	2347	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19468 as Residential Use (2347 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19468 consists of APN 5243-027-002. Based on a review of on-line maps and photographs, Parcel #19468 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19469	19469	Y	VASQUEZ,AGAPITA E AND	2343 CONNOR AVE	COMMERCE CA	Residential	0.1044		0	5243027003	VASQUEZ,AGAPITA E AND	2343	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19469 as Residential Use (2343 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19469 consists of APN 5243-027-003. Based on a review of on-line maps and photographs, Parcel #19469 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19470	19470	Y	MOSQUEDA,MARGARET AND ALEX	2339 CONNOR AVE	COMMERCE CA	Residential	0.1037		0	5243027004	MOSQUEDA,MARGARET AND ALEX	2339	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19470 as Residential Use (2339 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19470 consists of APN 5243-027-003. Based on a review of on-line maps and photographs, Parcel #19470 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19471	19471	N	STATE OF CALIFORNIA	2330 CONNOR AVE	COMMERCE CA	Residential	0.0888		0	5243028901	STATE OF CALIFORNIA	2330	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19471 as Residential Use (2330 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19471 consists of APN 5243-028-901. Based on a review of on-line maps and photographs, Parcel #19471 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19472	19472	Y	ZESATI,ROSA M	2326 CONNOR AVE	COMMERCE CA	Residential	0.1206		0	5243028023	ZESATI,ROSA M	2326	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19472 as Residential Use (2326 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19472 consists of APN 5243-028-023. Based on a review of on-line maps and photographs, Parcel #19472 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19473	19473	Y	PENA,JOSE M	2320 CONNOR AVE	COMMERCE CA	Residential	0.101		0	5243028013	PENA,JOSE M	2320	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19473 as Residential Use (2320 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19473 consists of APN 5243-028-013. Based on a review of on-line maps and photographs, Parcel #19473 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19474	19474	Y	HERNANDEZ,MANUEL AND IRENE	2316 CONNOR AVE	COMMERCE CA	Residential	0.0893		0.0117	5243028012	HERNANDEZ,MANUEL AND IRENE	2316	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19474 as Residential Use (2316 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19474 consists of APN 5243-028-012. Based on a review of on-line maps and photographs, Parcel #19474 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19475	19475	Y	LOPEZ,PABLO AND MARTHA M	2312 CONNOR AVE	COMMERCE CA	Residential	0.0764		0.0246	5243028011	LOPEZ,PABLO AND MARTHA M	2312	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19475 as Residential Use (2312 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19475 consists of APN 5243-028-011. Based on a review of on-line maps and photographs, Parcel #19475 consists of a residential structure located east of Connor Avenue, adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19476	19476	Y	LUNA,EDWARD	2308 CONNOR AVE	COMMERCE CA	Residential	0.1302		0.0379	5243028022	LUNA,EDWARD	2308	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19476 as Residential Use (2308 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19476 consists of APN 5243-028-022. Based on a review of on-line maps and photographs, Parcel #19476 consists of a residential structure located east of Connor Avenue, adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19477	19477	Y	ALBA,JUAN A AND GUILLERMINA	4644 LEONIS ST	COMMERCE CA	Residential	0.0831		0	5243028021	ALBA,JUAN A AND GUILLERMINA	4644	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19477 as Residential Use (4644 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19477 consists of APN 5243-028-021. Based on a review of on-line maps and photographs, Parcel #19477 consists of a residential structure located south of Leonis Street, adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19478	19478	Y	DIAZ,JUAN G AND GLORIA L	4642 LEONIS ST	COMMERCE CA	Residential	0.0762		0	5243028017	DIAZ,JUAN G AND GLORIA L	4642	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19478 as Residential Use (4642 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19478 consists of APN 5243-028-017. Based on a review of on-line maps and photographs, Parcel #19478 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19479	19479	Y	LOPEZ,RAFAEL AND	4636 LEONIS ST	COMMERCE CA	Residential	0.0699		0	5243028007	LOPEZ,RAFAEL AND	4636	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19479 as Residential Use (4636 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19479 consists of APN 5243-028-007. Based on a review of on-line maps and photographs, Parcel #19479 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19480	19480	Y	LOPEZ,RAFAEL AND	4636 LEONIS ST	COMMERCE CA	Residential	0.0441		0.0194	5243028008	LOPEZ,RAFAEL AND	4636	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19480 as Residential Use (4636 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19480 consists of APN 5243-028-008. Based on a review of on-line maps and photographs, Parcel #19480 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19481	19481	Y	ARMIENTA,JESUS O AND CATALINA O	4632 LEONIS ST	COMMERCE CA	Residential	0		0.0871	5243028009	ARMIENTA,JESUS O AND CATALINA O	4632	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19481 as Residential Use (4632 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19481 consists of APN 5243-028-009. Based on a review of on-line maps and photographs, Parcel #19481 consists of a residential structure located south of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19482	19482	Y	FLORES,HERBERT G AND	4645 LEONIS ST	COMMERCE CA	Residential	0.0751		0	5243024032	FLORES,HERBERT G AND	4645	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19482 as Residential Use (4645 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19482 consists of APN 5243-024-032. Based on a review of on-line maps and photographs, Parcel #19482 consists of a residential structure located north of Leonis Street, adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19483	19483	Y	ALMANZA,LAZARO AND GUADALUPE	4639 LEONIS ST	COMMERCE CA	Residential	0.126		0.0774	5243024039	ALMANZA,LAZARO AND GUADALUPE	4639	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19483 as Residential Use (4639 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19483 consists of APN 5243-024-039. Based on a review of on-line maps and photographs, Parcel #19483 consists of a residential structure located north of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	TCE	19484	19484	N	GARCIA,JOSE AND	4633 LEONIS ST	COMMERCE CA	Residential		0.0159		5243024028	GARCIA,JOSE AND	4633	LEONIS ST	COMMERCE CA	The ROW Impact Report identifies Parcel #19484 as Residential Use (4633 Leonis Street) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19484 consists of APN 5243-024-028. Based on a review of on-line maps and photographs, Parcel #19484 consists of a residential structure located north of Leonis Street, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	TCE	81985	81985	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		2.2618		5243001814	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81985 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81985 consists of APN 5243-001-814. Based on a review of on-line maps and photographs, Parcel #81985 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	7-31c/d	Medium
W	TCE	81986	81986	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		1.8941		5243001815	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81986 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81986 consists of APN 5243-001-815. Based on a review of on-line maps and photographs, Parcel #81986 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	7-31c/d	Medium

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	TCE	81987	81987	N	UNION PACIFIC R R CO	RAIL OPS	COMMERCE CA	Railroad		0.9578		5243001816	UNION PACIFIC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81987 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81987 consists of APN 5243-001-816. Based on a review of on-line maps and photographs, Parcel #81987 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	7-31c/d	Medium
W	TCE	81988	81988	N	UNION PAC R R CO	RAIL OPS	COMMERCE CA	Railroad		0.6319		5243001817	UNION PAC R R CO	RAIL OPS		COMMERCE CA	The ROW Impact Report identified Parcel #81988 as Railroad Use, owned by Union Pac RR Co. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #81988 consists of APN 5243-001-817. Based on a review of on-line maps and photographs, Parcel #81988 consists of railroad tracks within the Union Pacific East LA rail yard located west of I-710. No EDR listings were identified in this area.	7-31c/d	Medium
W	Full	*19538	*19538	Y	YBOA,CELERINO B AND MARGARITA N	2335 CONNOR AVE	COMMERCE CA	Residential	0.102		0	5243027005	YBOA,CELERINO B AND MARGARITA N	2335	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19538 as Residential Use (2335 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19538 consists of APN 5243-027-005. Based on a review of on-line maps and photographs, Parcel #19538 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	TCE	19539	19539	N	POLIUTO,VIRGINIA A	2329 CONNOR AVE	COMMERCE CA	Residential		0.0074		5243027006	POLIUTO,VIRGINIA A	2329	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19539 as Residential Use (2329 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19539 consists of APN 5243-027-006. Based on a review of on-line maps and photographs, Parcel #19539 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	TCE	19540	19540	N	GARCIA,HECTOR M AND SANDRA	2325 CONNOR AVE	COMMERCE CA	Residential		0.0074		5243027007	GARCIA,HECTOR M AND SANDRA	2325	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19540 as Residential Use (2325 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19540 consists of APN 5243-027-007. Based on a review of on-line maps and photographs, Parcel #19540 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	TCE	19541	19541	N	POLIUTO,VALERIO A AND VIRGINIA A	2323 CONNOR AVE	COMMERCE CA	Residential		0.0073		5243027008	POLIUTO,VALERIO A AND VIRGINIA A	2323	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19541 as Residential Use (2323 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19541 consists of APN 5243-027-008. Based on a review of on-line maps and photographs, Parcel #19541 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	TCE	19542	19542	N	DEL RIO,JOSE AND ROSALINDA	2317 CONNOR AVE	COMMERCE CA	Residential		0.0079		5243027009	DEL RIO,JOSE AND ROSALINDA	2317	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19542 as Residential Use (2317 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19542 consists of APN 5243-027-009. Based on a review of on-line maps and photographs, Parcel #19542 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	TCE	*19543	*19543	N	HOLGUIN,RUBEN TR	2315 CONNOR AVE	COMMERCE CA	Residential		0.0077		5243027010	HOLGUIN,RUBEN TR	2315	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19543 as Residential Use (2315 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19543 consists of APN 5243-027-010. Based on a review of on-line maps and photographs, Parcel #19543 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	TCE	*19544	*19544	N	0	2309 CONNOR AVE	COMMERCE CA	Residential		0.0037		5243027011		2309	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19544 as Residential Use (2309 Connor Avenue) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19544 consists of APN 5243-027-011. Based on a review of on-line maps and photographs, Parcel #19544 consists of a residential structure located west of Connor Avenue, west of I-710. No EDR listings were identified associated with this address.	7-31c/d	Low
W	Full	19545	19545	N	HERNANDEZ,MANUEL AND IRENE	_ _ _ _ CONNOR AVE	COMMERCE CA	Residential	0.1752		0	5243028020	HERNANDEZ,MANUEL AND IRENE	_ _ _ _	CONNOR AVE	COMMERCE CA	The ROW Impact Report identifies Parcel #19545 as Residential Use (no address available) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19545 consists of APN 5243-028-020. Based on a review of on-line maps and photographs, Parcel #19545 consists of a vacant parcel of land located adjacent to the west of the E. Washington Boulevard off-ramp of I-710. No EDR listings were identified in this area.	7-31c/d	Low

NOAKES STREET

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19489	19489	Y	GAMBOA,EMIGDIO TR	1549 S SYDNEY DR	COMMERCE CA	Business	0.1292		0.0705	5241030011	GAMBOA,EMIGDIO TR	1549	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19489 as Business Use, owned by Emigdio Gamboa Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19489 consists of APN 5241-030-011. Based on a review of on-line maps and photographs, Parcel #19489 consists of the Universal Lift Gate Service (1549 S. Sydney Drive) located west of S. Sydney Drive, west of I-710.This parcel was identified in the EDR Report (EDR ID#170) as Yaky Welding Shop in the EMI database; as Universal Liftgte Service in the HAZNET database. Based on the lack of violations and/or listings in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-32	High
W	Full	19490	19490	Y	BARRAZA,JESUS C AND BLANCA L	1545 S SYDNEY DR	COMMERCE CA	Business	0.0909		0.0572	5241030012	BARRAZA,JESUS C AND BLANCA L	1545	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19490 as Business Use, owned by Jesus C and Blanca L Barraza. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19490 consists of APN 5241-030-012. Based on a review of on-line maps and photographs, Parcel #19490 consists of Barraza & Sons (1545 S. Sydney Drive) located west of S. Sydney Drive, west of I-710. This parcel was identified in the EDR Report (EDR ID#170) as Barraza & Sons Inc. in the HAZNET, HAULERS, and FINDS databases. Based on the lack of violations and/or listings in other databases indicating a release, these listings are not expected to have created an environmental concern to the ISA Study Area.	7-32	High
W	Full	19491	19491	Y	1538 SOUTH EASTERN AVENUE	1538 S EASTERN AVE	COMMERCE CA	Business	0.0965		0.4041	5241030024	1538 SOUTH EASTERN AVENUE	1538	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19491 as Business Use, unknown owner. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19491 consists of APN 5241-030-024. Based on a review of on-line maps and photographs, Parcel #19491 consists of the Remco Wholesale Hardware Co. (1538 S. Eastern Avenue) located east of S. Eastern Avenue, west of I-710. This parcel was identified in the EDR Report (EDR ID#170) as Gobe of California in the Los Angeles County HMS database. Based on the lack of violations and/or listings in other databases indicating a release, these listing is not expected to have created an environmental concern to the ISA Study Area.	7-32	Medium
W	Full	19492	19492	Y	COVARRUBIAS,ESTHER	1535 S SYDNEY DR	COMMERCE CA	Residential	0.0785		0.038	5241030014	COVARRUBIAS,ESTHER	1535	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19492 as Residential Use (1535 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19492 consists of APN 5241-030-014. Based on a review of on-line maps and photographs, Parcel #19492 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19493	19493	N	RING,MARVIN A AND RICKI C TRS	1531 S SYDNEY DR	COMMERCE CA	Business	0.0648		0.0276	5241030015	RING,MARVIN A AND RICKI C TRS	1531	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19493 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19493 consists of APN 5241-030-015. Based on a review of on-line maps and photographs, Parcel #19493 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19493 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High
W	Full	19494	19494	N	RING,MARVIN A AND RICKI C TRS	1527 S SYDNEY DR	COMMERCE CA	Business	0.0682		0.0253	5241030016	RING,MARVIN A AND RICKI C TRS	1527	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19494 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19494 consists of APN 5241-030-016. Based on a review of on-line maps and photographs, Parcel #19494 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19494 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High
W	Full	19495	19495	N	RING,MARVIN A AND RICKI C TRS	1525 S SYDNEY DR	COMMERCE CA	Business	0.1142		0.0353	5241030017	RING,MARVIN A AND RICKI C TRS	1525	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19495 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19495 consists of APN 5241-030-017. Based on a review of on-line maps and photographs, Parcel #19495 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19495 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19496	19496	N	RING,MARVIN A AND RICKI C TRS	1517 S SYDNEY DR	COMMERCE CA	Business	0.0931		0.0228	5241030018	RING,MARVIN A AND RICKI C TRS	1517	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19496 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19496 consists of APN 5241-030-018. Based on a review of on-line maps and photographs, Parcel #19496 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19496 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High
W	Full	19497	19497	N	RING,MARVIN A AND RICKI C TRS	_ _ _ _ S SYDNEY DR	COMMERCE CA	Business	0.0796		0.0157	5241030025	RING,MARVIN A AND RICKI C TRS	_ _ _ _	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19497 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19497 consists of APN 5241-030-025. Based on a review of on-line maps and photographs, Parcel #19497 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19497 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High
W	Full	19498	19498	N	RING,MARVIN A AND RICKI C TRS	1511 S SYDNEY DR	COMMERCE CA	Business	0.0722		0.0119	5241030026	RING,MARVIN A AND RICKI C TRS	1511	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19498 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19498 consists of APN 5241-030-026. Based on a review of on-line maps and photographs, Parcel #19498 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19498 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High
W	Full	19499	19499	N	RING,MARVIN A AND RICKI C TRS	1507 S SYDNEY DR	COMMERCE CA	Business	0.1338		0.0158	5241030021	RING,MARVIN A AND RICKI C TRS	1507	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19499 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19499 consists of APN 5241-030-021. Based on a review of on-line maps and photographs, Parcel #19499 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19499 is located west of S. Sydney Drive, west of I-710. No EDR listings were identified in this area.	7-32	High
W	Full	19500	19500	Y	RAMIREZ,ENRIQUE AND MARTHA E	1501 S SYDNEY DR	COMMERCE CA	Residential	0.1491		0.0099	5241030022	RAMIREZ,ENRIQUE AND MARTHA E	1501	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19500 as Residential Use (1501 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19500 consists of APN 5241-030-022. Based on a review of on-line maps and photographs, Parcel #19500 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19501	19501	N	RING,MARVIN A AND RICKI C TRS	1528 S EASTERN AVE	COMMERCE CA	Business	0.1183		0	5241030006	RING,MARVIN A AND RICKI C TRS	1528	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19501 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19501 consists of APN 5241-030-021. Based on a review of on-line maps and photographs, Parcel #19501 is used for storage associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19501 is located east of S. Eastern Avenue, west of I-710. No EDR listings were identified in this area.	7-32	High
W	Full	19502	19502	Y	RING,MARVIN A AND RICKI C TRS	1522 S EASTERN AVE	COMMERCE CA	Business	0.1163		0	5241030005	RING,MARVIN A AND RICKI C TRS	1522	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19502 as Business Use, owned by Marvin A and Ricki C Ring Trust. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19502 consists of APN 5241-030-005. Based on a review of on-line maps and photographs, Parcel #19502 is developed with a residential structure associated with the California Charcoal & Firewood business located at 1518 S. Eastern Avenue. Parcel #19502 is located east of Avenue, west of I-710. No EDR listings were identified associated with this address.	7-32	High
W	Full	19503	19503	Y	GONZALEZ,LUIS	1459 S SYDNEY DR	COMMERCE CA	Residential	0.1365		0	5241029001	GONZALEZ,LUIS	1459	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19503 as Residential Use (1459 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #09503 consists of APN 5241-029-001. Based on a review of on-line maps and photographs, Parcel #09503 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19504	19504	Y	ALATORRE,CATHY	1455 S SYDNEY DR	COMMERCE CA	Residential	0.1316		0	5241029002	ALATORRE,CATHY	1455	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19504 as Residential Use (1455 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19504 consists of APN 5241-029-002. Based on a review of on-line maps and photographs, Parcel #19504 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19505	19505	Y	RAMIREZ,JUAN AND ELMA	1451 S SYDNEY DR	COMMERCE CA	Residential	0.1308		0.0007	5241029003	RAMIREZ,JUAN AND ELMA	1451	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19505 as Residential Use (1451 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19505 consists of APN 5241-029-003. Based on a review of on-line maps and photographs, Parcel #19505 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19506	19506	Y	SANCHEZ,SALVADOR TR	1449 S SYDNEY DR	COMMERCE CA	Residential	0.1272		0.0035	5241029004	SANCHEZ,SALVADOR TR	1449	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19506 as Residential Use (1449 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19506 consists of APN 5241-029-003. Based on a review of on-line maps and photographs, Parcel #19506 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19507	19507	Y	HARNETT,BEATRICE	1445 S SYDNEY DR	COMMERCE CA	Residential	0.1249		0.0064	5241029005	HARNETT,BEATRICE	1445	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19507 as Residential Use (1445 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19507 consists of APN 5241-029-005. Based on a review of on-line maps and photographs, Parcel #19507 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19508	19508	Y	HURTADO,CARMEN TR	1441 S SYDNEY DR	COMMERCE CA	Residential	0.1234		0.0096	5241029006	HURTADO,CARMEN TR	1441	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19508 as Residential Use (1441 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19508 consists of APN 5241-029-006. Based on a review of on-line maps and photographs, Parcel #19508 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19509	19509	Y	PEREIDA,THOMAS AND PAULINE	1433 S SYDNEY DR	COMMERCE CA	Residential	0.1193		0.0125	5241029007	PEREIDA,THOMAS AND PAULINE	1433	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19509 as Residential Use (1433 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19509 consists of APN 5241-029-007. Based on a review of on-line maps and photographs, Parcel #19509 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19510	19510	Y	CUEVAS,FRANCISCA	1431 S SYDNEY DR	COMMERCE CA	Residential	0.1138		0.0153	5241029008	CUEVAS,FRANCISCA	1431	SYDNEY DR	COMMERCE CA	The ROW Impact Report identifies Parcel #19510 as Residential Use (1433 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps revealed that Parcel #19510 consists of APN 5241-029-008. Based on a review of on-line maps and photographs, Parcel #19510 consists of a residential structure located west of S. Sydney Drive, west of I-710. No EDR listings were identified associated with this address.	7-32	Low
W	Full	19511	19511	Y	VERA,MANUEL AND ELVIRA TRS	1427 S SYDNEY DR	COMMERCE CA	Residential	0.11		0.0177	5241029009	VERA,MANUEL AND ELVIRA TRS	1427	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19511 as Residential use owned by VERA,MANUEL AND ELVIRA TRS. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19511 consists of APN 5241-029-011. Based on review of on-line maps and photographs, Parcel #19511 consists of land currently occupied by residential buildings (1421 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low
W	Full	19512	19512	Y	CARVAJAL,ALBERTO AND ALICIA E	1421 S SYDNEY DR	COMMERCE CA	Residential	0.1108		0.0212	5241029010	CARVAJAL,ALBERTO AND ALICIA E	1421	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19512 as Residential use owned by CARVAJAL,ALBERTO AND ALICIA E. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19512 consists of APN 5241-029-011. Based on review of on-line maps and photographs, Parcel #19512 consists of land currently occupied by residential buildings (1421 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low
W	Full	19513	19513	Y	LIMON,DANIEL G AND MARTHA A	1415 S SYDNEY DR	COMMERCE CA	Residential	0.1076		0.0244	5241029011	LIMON,DANIEL G AND MARTHA A	1415	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19513 as Residential use owned by LIMON,DANIEL G AND MARTHA A. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19513 consists of APN 5241-029-011. Based on review of on-line maps and photographs, Parcel #19513 consists of land currently occupied by residential buildings (1415 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low
W	Full	19514	19514	Y	O NEILL,MARTIN AND RAQUEL ET AL	1411 S SYDNEY DR	COMMERCE CA	Residential	0.104		0.0264	5241029012	O NEILL,MARTIN AND RAQUEL ET AL	1411	SYDNEY DR	COMMERCE CA	The ROW Impact Report identified Parcel #19514 as Residential use owned by O NEILL,MARTIN AND RAQUEL ET AL. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19514 consists of APN 5241-029-012. Based on review of on-line maps and photographs, Parcel #19514 consists of land currently occupied by residential buildings (1411 S. Sydney Drive) located west of the I-710, S. Sydney Drive, and south of Triggs Street. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
W	Full	19515	19515	Y	JAURIGUI,ELEANOR L TR	4514 TRIGGS ST	COMMERCE CA	Residential	0.1116		0.0264	5241029013	JAURIGUI,ELEANOR L TR	4514	TRIGGS ST	COMMERCE CA	The ROW Impact Report identified Parcel #19515 as Residential use owned by JAURIGUI,ELEANOR L TR. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19515 consists of APN 5241-029-013. Based on review of on-line maps and photographs, Parcel #19515 consists of land currently occupied by residential buildings (4514 Triggs St.) located adjacent to the west of the I-710 and southwest of the intersection of Triggs Street and S. Sydney Drive. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low

TRIGGS STREET

W	Full	19516	19516	N	LOS JARDINES LLC	45 _ _ TRIGGS ST	COMMERCE CA	BUSINESS	0.1102		0.018	5241013018	LOS JARDINES LLC	45 _ _	TRIGGS ST	COMMERCE CA	The ROW Impact Report identified Parcel #19516 as Business use owned by LOS JARDINES LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19516 consists of APN 5241-013-018. Based on review of on-line maps and photographs, Parcel #19516 consists of a strip of vacant land located adjacent to the south of the I-5 and I-710 interchange and a portion of the I-5 South to I-710 South ramp. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	High
W	Partial	19517	19517	N	LOS JARDINES LLC	1350 S EASTERN AVE	COMMERCE CA	BUSINESS	0.5658			5241013019	LOS JARDINES LLC	1350	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19517 as Business use owned by LOS JARDINES LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19517 consists of APN 5241-013-019. Based on review of on-line maps and photographs, Parcel #19517 consists of a strip of vacant land (1350 S. Eastern Avenue) located adjacent to the south of the I-5 and I-710 interchange and a portion of the I-5 South to I-710 South ramp. A review of the EDR Report identified Specific Plating Co. Inc. (1350 S. Eastern Avenue) (EDR ID# 161) in the RCRA-SQG, CA HIST UST, CA VCP, CA ENVIROSTOR, CA UST, CA SWEEPS UST, CA LOS ANGELES CO. HMS, and CA EMI databases. According the online GeoTracker database, the CA VCP status is listed as "ACTIVE AS OF 12/12/2013". The Site was occupied by Specific Plating, an electroplating company from the 1960s. In February 2012, DTSC conducted soil and soil gas sampling at the Site as part of a discovery project. Sampling data indicated elevated levels of volatile organic compounds (PCE and TCE). DTSC determined that additional sampling and remediation is required at this Site. The Site is undergoing litigation currently to identify the legal owner, causing a delay in evaluation and cleanup of the Site. Based on the active regulatory status and on-going investigations, this site is considered to represent an environmental concern to the proposed I-710 Corridor Project.	7-32	High
W	Full	19518	19518	Y	COMMUNITY DEV COMMISSION	1338 S EASTERN AVE	COMMERCE CA	Residential	0.0455		0.0716	5241013904	COMMUNITY DEV COMMISSION	1338	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19518 as Residential use owned by COMMUNITY DEV COMMISSION. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19518 consists of APN 5241-013-904. Based on review of on-line maps and photographs, Parcel #19518 consists of land currently occupied by residential building (1338 S. Eastern Avenue) located adjacent to the south of the I-5 and I-170 interchange and a portion of the I-5 South to I-710 South ramp. No EDR listings were identified associated with this address. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low
W	Full	19519	19519	Y	PEREZ,LUCILLE F TR	1334 S EASTERN AVE	COMMERCE CA	Residential	0.0893		0.0837	5241013001	PEREZ,LUCILLE F TR	1334	EASTERN AVE	COMMERCE CA	The ROW Impact Report identified Parcel #19519 as Residential use owned by PEREZ,LUCILLE F TR. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19519 consists of APN 5241-013-001. Based on review of on-line maps and photographs, Parcel #19519 consists of land currently occupied by residential building (1334 S. Eastern Avenue) located adjacent to the south of the I-5 and I-170 interchange and a portion of the I-5 South to I-710 South ramp. No EDR listings were identified associated with this address. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.	7-32	Low
W	Full	19520	19520	Y	STATE OF CALIFORNIA				0.8051				STATE OF CALIFORNIA				The ROW Impact Report identified Parcel #19520 as Business use owned by STATE OF CALIFORNIA. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19520 consists of unknown APN. Based on review of on-line maps and photographs, Parcel #19520 consists of land currently occupied by multiple businesses (4711-4727 E. Washington Boulevard) located south of Hepworth Avenue and adjacent to the east of I-710. No EDR listings were identified in this area. See Parcel #19517 for an EDR discussion of nearby potential environmental concerns.		High

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
I-5																			
SHEILA STREET																			
E	Partial	*19546	*19546	N	GATWICK GROUP LLC	4915 SHEILA ST	COMMERCE CA	Business	0.0039			5244033017	GATWICK GROUP LLC	4915	SHEILA ST	COMMERCE CA	The ROW Impact Report identified Parcel #19546 as Business use owned by, Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19546 consists of APN 5244-033-017. Based on review of on-line maps and photographs, Parcel #19546 consists of the Premiere Compliance facility (4915 Sheila Street) located north of Sheila Street, east of I-710. This parcel was identified in the EDR Report (EDR ID# 214) as Angeles Metao Systems in the HAZNET database. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.		High
E	Full	*19521	*19521	Y	GATWICK GROUP LLC	4814 E WASHINGTON BLVD	COMMERCE CA	Business	0.0931		0	5244033014	GATWICK GROUP LLC	4814	WASHINGTON BLVD	COMMERCE CA	The ROW Impact Report identified Parcel #19521 as Business use owned by, Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19521 consists of APN 5244-033-014. Based on review of on-line maps and photographs, Parcel #19521 consists of a paved lot with a metal structure (4814 E. Washington Boulevard), located west of Ransom Street and south of E. Washington Boulevard, east of I-710. This parcel was identified in the EDR Report (EDR ID# 214) as Zauss Trucking Co in the SWEEPS UST and Los Angeles County HMS databases; and as Fast Deer Bus Charter in the HAZNET database. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.		High
E	Full	*19522	*19522	N	GATWICK GROUP LLC	0	0	Business	0.1216		0	5244033004	GATWICK GROUP LLC	0			The ROW Impact Report identified Parcel #19522 as Business use owned by, Gatwick Group LLC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19522 consists of APN 5244-033-004. Based on review of on-line maps and photographs, Parcel #19522 consists of a paved lot, located west of Ransom Street and south of E. Washington Boulevard, east of I-710. According to ENVIROSTOR, this parcel is one of the parcels owned by Gatwick Group LLC under investigation under DTSC oversight. See Parcel #19234 for additional information.		High
WASHINGTON BLVD																			
E	Full	*19523	*19523	Y	DELRIO,ELODIA TR	4818 NOBEL ST	COMMERCE CA	Residential	0.0961		0	5244032004	DELRIO,ELODIA TR	4818	NOBEL ST	COMMERCE CA	The ROW Impact Report identified Parcel #19523 as Residential use (4818 Nobel Street) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19523 consists of APN 5244-030-004. Based on review of on-line maps and photographs, Parcel #19523 consists of a residential structure located south of Nobel Street and west of Ransom Street, east of I-710. No EDR listings were identified associated with this address.		Low
E	Full	*19524	*19524	Y	CARRILLO,ANTHONY AND JESSICA	4814 NOBEL ST	COMMERCE CA	Residential	0.1334		0	5244032003	CARRILLO,ANTHONY AND JESSICA	4814	NOBEL ST	COMMERCE CA	The ROW Impact Report identified Parcel #19524 as Residential use (4814 Nobel Street) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19524 consists of APN 5244-032-003. Based on review of on-line maps and photographs, Parcel #19524 consists of a residential structure located south of Nobel Street, east of I-710. No EDR listings were identified associated with this address.		Low
E	Full	*19525	*19525	Y	GONZALEZ,ELPIDIO AND PAULA	4808 NOBEL ST	COMMERCE CA	Residential	0.1265		0	5244032002	GONZALEZ,ELPIDIO AND PAULA	4808	NOBEL ST	COMMERCE CA	The ROW Impact Report identified Parcel #19525 as Residential use (4808 Nobel Street) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19525 consists of APN 5244-032-002. Based on review of on-line maps and photographs, Parcel #19525 consists of a residential structure located south of Nobel Street, east of I-710. No EDR listings were identified associated with this address.		Low
E	Full	*19526	*19526	Y	VILLANUEVA,ELIA AND	4804 NOBEL ST	COMMERCE CA	Residential	0.1233		0	5244032001	VILLANUEVA,ELIA AND	4804	NOBEL ST	COMMERCE CA	The ROW Impact Report identified Parcel #19526 as Residential use (4804 Nobel Street) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19526 consists of APN 5244-032-001. Based on review of on-line maps and photographs, Parcel #19526 consists of a residential structure located south of Nobel Street and adjacent to the east of the Washington Boulevard onramp to northbound I-710. No EDR listings were identified associated with this address.		Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	*19527	*19527	Y	0	4819 NOBEL ST	COMMERCE CA	Residential	0.0442		0.0788	5244028012		4819	NOBEL ST	COMMERCE CA	The ROW Impact Report identified Parcel #19527 as Residential use (4819 Nobel Street) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19527 consists of APN 5244-028-012. Based on review of on-line maps and photographs, Parcel #19527 consists of a residential structure located north of Nobel Street and west of Ransom Street, east of I-710. No EDR listings were identified associated with this address.		Low
E	Full	*19528	*19528	Y	0	4813 NOBEL ST	COMMERCE CA	Residential	0.0658		0.045	5244028011		4813	NOBEL ST	COMMERCE CA	The ROW Impact Report identified Parcel #19528 as Residential use (4813 Nobel Street) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19528 consists of APN 5244-028-011. Based on review of on-line maps and photographs, Parcel #19528 consists of a residential structure located north of Nobel Street, east of I-710. No EDR listings were identified associated with this address.		Low
E	Full	*19529	*19529	Y	0	4805 NOBEL ST	COMMERCE CA	Residential	0.0949		0.0135	5244028010		4805	NOBEL ST	COMMERCE CA	The ROW Impact Report identified Parcel #19529 as Residential use (4805 Nobel Street) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19529 consists of APN 5244-028-010. Based on review of on-line maps and photographs, Parcel #19529 consists of a residential structure located north of Nobel Street, east of I-710. No EDR listings were identified associated with this address.		Low
E	Full	*19530	*19530	Y	0	2334 HEPPWORTH AV	COMMERCE CA	Residential	0.0137		0.0931	5244028009		2334	HEPPWORTH AV	COMMERCE CA	The ROW Impact Report identified Parcel #19530 as Residential use (2334 Hepworth Avenue) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19530 consists of APN 5244-028-009. Based on review of on-line maps and photographs, Parcel #19530 consists of a residential structure located north of Nobel Street and east of Hepworth Avenue, east of I-710. No EDR listings were identified associated with this address.		Low
E	Full	*19531	*19531	N	BARRAGAN,ANABEL AND	2325 HEPPWORTH AV	COMMERCE CA	Residential	0.003		0.037	5244028022	BARRAGAN,ANABEL AND	2325	HEPPWORTH AV	COMMERCE CA	The ROW Impact Report identified Parcel #19531 as Residential use (2325 Hepworth Avenue) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19531 consists of APN 5244-028-022. Based on review of on-line maps and photographs, Parcel #19531 consists of a residential structure located north of Nobel Street and west of Hepworth Avenue, east of I-710. No EDR listings were identified associated with this address.		Low
E	Full	*19532	*19532	Y	GURRERO,ROBERT	4721 NOBEL ST	COMMERCE CA	Residential	0.0928		0.0414	5244028035	GURRERO,ROBERT	4721	NOBEL ST	COMMERCE CA	The ROW Impact Report identified Parcel #19532 as Residential use (4721 Nobel Street) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19532 consists of APN 5244-028-035. Based on review of on-line maps and photographs, Parcel #19532 consists of a residential structure located north of Nobel Street, east of I-710. No EDR listings were identified associated with this address.		Low
E	Full	*19533	*19533	Y	ROJAS,GUSTAVO M AND HORTENSIA	4715 NOBEL ST	COMMERCE CA	Residential	0.0463		0.0516	5244028034	ROJAS,GUSTAVO M AND HORTENSIA	4715	NOBEL ST	COMMERCE CA	The ROW Impact Report identified Parcel #19533 as Residential use (4715 Nobel Street) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19533 consists of APN 5244-028-034. Based on review of on-line maps and photographs, Parcel #19533 consists of a residential structure located east of Nobel Street, east of I-710. No EDR listings were identified associated with this address.		Low
E	Full	*19534	*19534	Y	CRUZ,EDGAR AND ROSA	4711 NOBEL ST	COMMERCE CA	Residential	0.03		0.0681	5244028033	CRUZ,EDGAR AND ROSA	4711	NOBEL ST	COMMERCE CA	The ROW Impact Report identified Parcel #19534 as Residential use (4711 Nobel Street) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19534 consists of APN 5244-028-033. Based on review of on-line maps and photographs, Parcel #19534 consists of a residential structure located east of Nobel Street, east of I-710. No EDR listings were identified associated with this address.		Low
E	Full	*19535	*19535	Y	VELASQUEZ,FELIPA AND	4709 NOBEL ST	COMMERCE CA	Residential	0.0139		0.0804	5244028032	VELASQUEZ,FELIPA AND	4709	NOBEL ST	COMMERCE CA	The ROW Impact Report identified Parcel #19535 as Residential use (4709 Nobel Street) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19535 consists of APN 5244-028-032. Based on review of on-line maps and photographs, Parcel #19535 consists of a residential structure located east of Nobel Street, east of I-710. No EDR listings were identified associated with this address.		Low
E	Full	*19536	*19536	Y	RAMOS,MARTIN AND FELICITAS	4710 LEONIS ST	COMMERCE CA	Residential	0.0017		0.0979	5244028031	RAMOS,MARTIN AND FELICITAS	4710	LEONIS ST	COMMERCE CA	The ROW Impact Report identified Parcel #19536 as Residential use (4710 Leonis Street) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19536 consists of APN 5244-028-031. Based on review of on-line maps and photographs, Parcel #19536 consists of a residential structure located east of Nobel Street and south of Leonis Street, east of I-710. No EDR listings were identified associated with this address.		Low

Table 2 – Alternatives 7: Summary of On-Site EDR Listings for I-710 Corridor Project
Washington (OPT 1B)

	IMPACT	Private Use ID #	PARCEL	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhiibit Sheet No.	Risk Analysis
E	Full	*19537	*19537	Y	ARGAO,FLORENTINA P TR	4701 LEONIS ST	COMMERCE CA	Residential	0.1369		0	5244009025	ARGAO,FLORENTINA P TR	4701	LEONIS ST	COMMERCE CA	The ROW Impact Report identified Parcel #19537 as Residential use (4701 Leonis Street) . Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 7 Maps and County Assessor website revealed that Parcel #19537 consists of APN 5244-009-025. Based on review of on-line maps and photographs, Parcel #19537 consists of a residential structure located north of Leonis Street and adjacent to the east of I-710. No EDR listings were identified associated with this address.		Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
ELA Option

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
W	Full	*20101		*20101	N	EASTERN AVENUE ENTERPRISES	946 S EASTERN AVE	LOS ANGELES CA	Business	0.08		0.56	5236012035	EASTERN AVENUE ENTERPRISES	946	EASTERN AVE	LOS ANGELES CA	The ROW Impact Report identified Parcel #20101 as Business use owned by Eastern Avenue Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20101 consists of APN 5236-012-035. Based on review of on-line maps and photographs, Parcel #20101 consists of DaVita Doctors Dialysis Of East Los Angeles (950 S. Eastern Avenue) located east of S. Eastern Avenue and adjacent to the west of the Eastern off-ramp of I-710. No EDR listings were identified associated with this address.	7-34b	Low
W	Partial, TCE	*20108		*20108	N	L A COUNTY CONSOLIDATED FIRE	930 S EASTERN AVE	LOS ANGELES CA	Public	0.05	0.01		5236012906	L A COUNTY CONSOLIDATED FIRE	930	EASTERN AVE	LOS ANGELES CA	The ROW Impact Report identified Parcel #20108 as Public Use, owned by LA County Consolidated Fire. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20108 consists of APN 5236-012-906, which is developed with Los Angeles County Fire Department Station #3 (930 S. Eastern Avenue) located adjacent to the west of I-710 and east of S. Eastern Avenue. This parcel was identified in the EDR Report (EDR ID#23) as LA County Fire Station #003 in the SWEEPS UST, HAZNET, AST, HIST CORTESE, LUST, and HIST UST databases. According to the GeoTracker database, this site is listed with a status of "Completed-Case Closed" as of 10/19/2000 for a release of diesel to soil. Based on the regulatory agency closure status, these listings are not expected to have created an environmental concern to the ISA Study Area. However, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	7-34b	Medium
W	Full	*20109		*20109	N	RUSSELL L AND LINDA K FOX FAMILY	WHITTIER BLVD	LOS ANGELES CA	Business	0.09		0.09	5236012029	RUSSELL L AND LINDA K FOX FAMILY		WHITTIER BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #20109 as Business use owned by Russell and Linda K Fox Family. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20109 consists of APN 5236-012-029. Based on review of on-line maps and photographs, Parcel #20109 consists of a parking area associated with East Los Angeles Family Dentistry at 4410 Whittier Boulevard, located south of Whittier Boulevard and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low
E	Partial, TCE	*20202		*20202	N	STERLING STORAGE LLC	4550 E OLYMPIC BLVD	LOS ANGELES CA	Business	0.12	0.03		5246003020	STERLING STORAGE LLC	4550	OLYMPIC BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #20102 as Business use owned by Eastern Avenue Enterprises. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20102 consists of APN 5246-003-020. Based on review of on-line maps and photographs, Parcel #20102 consists of Sterling Van Lines (4550 E. Olympic Boulevard) located adjacent to the east of Olympic Boulevard exit of I-710 and south of E. Olympic Boulevard. No EDR listings were identified associated with this address.	7-33b	Low
E	Full	*20210		*20210	N	J B REALTY	4549 TELEGRAPH RD	LOS ANGELES CA	Business	0.06		0.45	5246003022	J B REALTY	4549	TELEGRAPH RD	LOS ANGELES CA	The ROW Impact Report identified Parcel #20210 as Business use owned by JB Realty. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20210 consists of APN 5246-003-022. Based on review of on-line maps and photographs, Parcel #20210 consists of the LA Probation facility (4549 Telegraph Road) located adjacent to the east of E. Olympic Boulevard off-ramp of I-710 and north of Telegraph Road. No EDR listings were identified associated with this address.	7-33b	Low
E	Partial, TCE	*20211		*20211	N	PHILIPSON BUSINESS PROPERTIES	4564 E OLYMPIC BLVD	LOS ANGELES CA	Business	0.002	0.006		5246003021	PHILIPSON BUSINESS PROPERTIES	4564	OLYMPIC BLVD	LOS ANGELES CA	The ROW Impact Report identified Parcel #20211 as Business use owned by Philipson Business Properties. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20211 consists of APN 5246-003-021. Based on review of on-line maps and photographs, Parcel #20211 consists of the East Olympic Funeral Home (4556 E. Olympic Boulevard) located east of I-710 and south of E. Olympic Boulevard No EDR listings were identified associated with this address.	7-33b	Low
WHITTIER BLVD																				
W	Full	*20412		*20412	Y	MARTINEZ,ANDRES AND CRISTINA	755 S SYDNEY DR	LOS ANGELES CA	Business	0.005		0.17	5236012014	MARTINEZ,ANDRES AND CRISTINA	755	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identified Parcel #20412 as Business use owned by Andres and Cristina Martinez. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20412 consists of APN 5236-012-014. Based on review of on-line maps and photographs, Parcel #20412 consists of a vacant suite (4429 Whittier Boulevard), Irma's Income Tax (4433 Whittier Boulevard), Azteca Pet Shop (4431 Whittier Boulevard), and three residential structures located along S. Sydney Drive. Parcel #20412 is located west of I-710. No EDR listings were identified associated with these addresses.	7-34b	Low
W	Full	*20413		*20413	Y	FOX,RUSSELL AND LINDA K	745 S SYDNEY DR	LOS ANGELES CA	Residential	0.16			5236012015	FOX,RUSSELL AND LINDA K	745	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identified Parcel #20413 as Residential use (745 S. Sydney). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20413 consists of APN 5236-012-015. Based on review of on-line maps and photographs, Parcel #20413 consists of a residential structure located west of S. Sydney and west of I-710. No EDR listings were identified associated with this address.	7-34b	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
ELA Option

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
W	Full	*20414		*20414	Y	0	739 S SYDNEY DR	LOS ANGELES CA	Residential	0.15			5236012016		739	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identified Parcel #20414 as Residential use (739). Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #20414 consists of APN 5236-012-016. Based on review of on-line maps and photographs, Parcel #20414 consists of a residential structure located west of S. Sydney and west of I-710. No EDR listings were identified associated with this address.	7-34b	Low
W	Full	*20403		*20403	Y	DELACERDA,RAMON CO TR	716 S SYDNEY DR	LOS ANGELES CA	Residential	0.15		0.03	5236012025	DELACERDA,RAMON CO TR	716	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20403 as Residential Use (716 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20403 consists of APN 5236-012-025. Based on a review of on-line maps and photographs, Parcel #20403 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low
W	Full	*20404		*20404	Y	DELACERDA,ISAAC AND ESPERANZA H	710 S SYDNEY DR	LOS ANGELES CA	Residential	0.08		0.03	5236012024	DELACERDA,ISAAC AND ESPERANZA H	710	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20404 as Residential Use (710 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20404 consists of APN 5236-012-024. Based on a review of on-line maps and photographs, Parcel #20404 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low
W	Full	*20405		*20405	Y	ALCARAZ,ROSALINDA	700 S SYDNEY DR	LOS ANGELES CA	Residential	0.08		0.03	5236013033	ALCARAZ,ROSALINDA	700	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20405 as Residential Use (700 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20405 consists of APN 5236-013-033 Based on a review of on-line maps and photographs, Parcel #20405 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low
W	Full	*20406		*20406	Y	CAUDILLO,MARIA	680 S SYDNEY DR	LOS ANGELES CA	Residential	0.08		0.03	5236013032	CAUDILLO,MARIA	680	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20406 as Residential Use (680 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20406 consists of APN 5236-013-032 Based on a review of on-line maps and photographs, Parcel #20406 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low
W	Full	*20407		*20407	Y	ZAPATA,RAFAEL AND HERMELINDA	656 S SYDNEY DR	LOS ANGELES CA	Residential	0.08		0.03	5236013031		656	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20407 as Residential Use (656 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20407 consists of APN 5236-013-031 Based on a review of on-line maps and photographs, Parcel #20407 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low
W	Full	*20415		*20415	Y	ZAPATA,RAFAEL AND HERMELINDA	650 S SYDNEY DR	LOS ANGELES CA	Residential	0.08		0.03	5236013030	VILLARRUEL,CLAUDIA	650	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20415 as Residential Use (650 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20415 consists of APN 5236-013-030 Based on a review of on-line maps and photographs, Parcel #20415 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low
W	Full	*20416		*20416	Y	ZAPATA,RAFAEL AND HERMELINDA	626 S SYDNEY DR	LOS ANGELES CA	Residential	0.35		0.09	5236013029	AGRON,MICHAEL S	626	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20416 as Residential Use (626 S. Sydney Drive). A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20416 consists of APN 5236-013-029. Based on a review of on-line maps and photographs, Parcel #20416 consists of a multi-family residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low
W	Full	*20417		*20417	Y	ZAPATA,RAFAEL AND HERMELINDA	600 S SYDNEY DR	LOS ANGELES CA	Residential	0.06		0.05	5236023067	GONZALEZ,FERMIN AND ALITA H	600	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20417 as Residential Use (600 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20417 consists of APN 5236-023-067. Based on a review of on-line maps and photographs, Parcel #20417 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low
W	Full	*20418		*20418	Y	ZAPATA,RAFAEL AND HERMELINDA	536 S SYDNEY DR	LOS ANGELES CA	Residential	0.03		0.07	5236023066	GARCIA,JOSE TR	536	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20418 as Residential Use (536 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20418 consists of APN 5236-023-066. Based on a review of on-line maps and photographs, Parcel #20418 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low
W	TCE	*20419		*20419	N	ZAPATA,RAFAEL AND HERMELINDA	526 S SYDNEY DR	LOS ANGELES CA	Residential		0.02		5236023065	RODRIGUEZ,ISABEL L	526	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20419 as Residential Use (526 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20419 consists of APN 5236-023-065. Based on a review of on-line maps and photographs, Parcel #20419 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low

Table 1-ALTERNATIVE 5C: Summary of On-Site EDR Listings
ELA Option

	IMPACT	Private Use ID #	TYPE	PARCEL ID No.	DISPLACEMENT	NAME-OTHER INFO.	STREET ADDRESS	CITY	ACQUISITION TYPE	AREA IN ROW (acres)	TCE AREA (acres)	EXCESS AREA	AIN	st_Owner_A	SA_House_N	SA_Street_	SA_City_an	Specific Land Use	ROW Exhibit Sheet No.	Risk Analysis
W	TCE	*20420		*20420	N	ZAPATA,RAFAEL AND HERMELINDA	518 S SYDNEY DR	LOS ANGELES CA	Residential		0.01		5236023064	YBARRA,MODESTA AND	518	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20420 as Residential Use (518 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20420 consists of APN 5236-023-064. Based on a review of on-line maps and photographs, Parcel #20420 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low
W	TCE	*20421		*20421	N	ZAPATA,RAFAEL AND HERMELINDA	514 S SYDNEY DR	LOS ANGELES CA	Residential		0.003		5236023063	LARES,ADOLFO AND ROSARIO	514	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20421 as Residential Use (514 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20421 consists of APN 5236-023-063. Based on a review of on-line maps and photographs, Parcel #20421 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low
W	TCE	*20422		*20422	N	ZAPATA,RAFAEL AND HERMELINDA	510 S SYDNEY DR	LOS ANGELES CA	Residential		0.0001		5236023062	ALVAREZ,MARTIN AND	510	SYDNEY DR	LOS ANGELES CA	The ROW Impact Report identifies Parcel #20422 as Residential Use (510 S. Sydney Drive) . A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #20422 consists of APN 5236-023-062. Based on a review of on-line maps and photographs, Parcel #20422 consists of a residential structure located east of S. Sydney Drive and adjacent to the west of I-710. No EDR listings were identified associated with this address.	7-34b	Low

Table 1 - I-710 Corridor File Review of of Right-of-Way Parcels

Parcel #	AIN	Sub Area:	Street	City	Zip Code	Property Owner	Initial Site Assessment Table 1 Notes	File Review Source and Findings	Risk	Risk Rationale (High and Medium Only)
40105	7271003902	Pico-Anaheim	BETWEEN ANAHEIM AND SHOEMAKER	Long Beach	90813	Oxy Oil facilities	The ROW Impact Report identifies Parcel #40105 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40105 consists of a portion of APN 7271-003-902. Based on a review of on-line maps and photographs, Parcel #40105 consists of vacant land along the LA River channel and Anaheim St. Parcel #40105 is located adjacent to property occupied by Occidental Petroleum Corporation (Oxy Oil) along the west side of the flood control channel, which contains numerous ASTs and oil wells. Several database listings were identified associated with oil wells operated by Oxy Oil in this area. Based on the use, the adjacent Oxy Oil property is considered to represent an environmental concern to the ISA Study Area and a file review is recommended.	DOGGR - Three oil wells, two active oil wells (injection and O/G production) and one abandoned well, are located in the northern portion of AIN Parcel, near the ROW parcel. Additionally, 13 more oil wells - all active 8 Production and 5 Injection are in the central south section of the AIN, but outside the ROW parcels. No other files were found in our reviews of this Parcel. Due to site activities and proximity to active oil wells, there is a medium risk of environmental concerns for the site.	Medium	Risk based on presence of active oil/petroleum facilities, if subsurface soils are to be disturbed than risk is High. facilities
40106	7436004920	Pico-Anaheim	BETWEEN ANAHEIM AND SHOEMAKER	Long Beach	90813	Oxy Oil facilities	The ROW Impact Report identifies Parcel #40106 as Flood Control Use. A review of the I-710 EIR/EIS Row Exhibit - Alternative 5C Maps revealed that Parcel #40106 consists of APN 7436-004-920. Based on a review of on-line maps and photographs, Parcel #40106 appears to be part of the Oxy Oil facilities, which is leased from the City of Long Beach. Several database listings were identified associated with oil wells operated by Oxy Oil in this area. Based on the use, Parcel #40106 is considered to represent an environmental concern to the ISA Study Area and a file review is recommended.	No files were found for this parcel. In reviewing oil well activities no oil wells were identified on or near this parcel. Based on aerial map reviews and the proximity to oil production wells on APN 7271-003-902 there is a medium risk that the ROW parcel has been impacted.	Medium	Risk based on presence of active oil/petroleum facilities on immediately adjacent property facilities
70149		Pico-Anaheim	BETWEEN ANAHEIM AND PCH	LONG BEACH	90813	Tidelands Oil Co. facilities	The ROW Impact Report identifies Parcel #70149 as Business Use owned by Tidelands Oil Production Company. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #70149 consists of approximately 6.7112 acres of land within the existing right-of-way (no APN is associated with this area), east of I-710 between Anaheim Street and PCH. According to a review of on-line database, multiple active oil wells and petroleum pipelines are located in this area. The oil production use and petroleum pipelines on this parcel of land are considered to represent an environmental concern to the ISA Study Area. The EDR Report identified Public Service Transfer Station #1 (EDR ID# 76-8) in this location, which is listed in the SWF/LF database. According to the on-line SWIS database (SWIS No. 19-AA-1047), the City of Long Beach operates an active limited volume transfer operation for green materials at this location. The facility permit was issued in October 2001 and it is permitted to handle up to 3,000 tons of green waste per year. The facility is inspected quarterly by the County of Los Angeles and the last inspection was performed on 10/07/2015. No significant violations of State Minimum Standards observed at time of inspection and all records were reported to be in order. The most recent inspection reported that this facility is not open to the public and is currently reserved for street cleaning operations. No enforcement action records were reported in the SWIS database. Based on the use of this property, there is potential for waste materials to exist which may be encountered during construction and/or excavation activities and therefore, this property is considered to have high risk waste issues.	DOGGR - 40 oil wells 18 active (3 injection and 15 O/G Producer), 2 idle (injection and O/G production) and 20 plugged wells were identified in the ROW parcel. The oil wells pose a significant environmental concern. CAL-Recycle (SWIS Database No. 19-AA-1047) - Site is used as a low volume transfer station. Two inspections reports (3-2018 and 4-2018) were reviewed (attachment), indicating no violations and waste contained in K-rail Bunkers and Roll-off bins. According to the inspection reports the waste was predominantly made up of green waste and bulky items. The potential for possible waste material poses a medium environmental concern.	High	Risk based on presence of active oil/petroleum and also possible waste material facilities
06101 06102 06103	7140014019 7140014032 7140014025	405 East	4021 AMEBCO RD 3701 & 4021 Pacific Place	LONG BEACH	90806	EDR ID# 2752/2767, Long Beach Industrial Park	The ROW Impact Report identifies Parcel #06101 as Business Use, owned by CRG Properties LTD. A review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps revealed that Parcel #06101 consists of APN 7140-014-019. Based on a review of on-line maps and photographs, Parcel #06101 is associated with the former Long Beach Golf Learning Center (3701 & 4021 Pacific Place) property. Long Beach Industrial Park (EDR ID# 2752, 2767) was identified associated with this address in the VCP, ENVIROSTOR, SLIC, and FINDS databases; as CRG Properties in the HAZNET, UST, database; Petro Resources Inc. in the CERCLIS-NFRAP, FINDS, RGA LUST, and EMI databases. This parcel is associated with an 18 acre site formerly used as a central brine treatment facility from 1926 until the mid-1950s. Former activities consisted of pumping oil brine, drilling mud, and other waste materials generated from nearby oil production into unlined sumps. For the past five years, the site has been used as a golf practice range. Under the DTSC oversight, investigations are being conducted to evaluate the presence and extent of hazardous substances in the subsurface including benzene, benzo(a)pyrene, metals and TPH as gasoline. The case is also identified in the RWQCB's on-line Geotracker database as Long Beach Industrial Park at 4021 Pacific Place. According to the Geotracker and ENVIROSTOR on-line databases, the DTSC is the lead agency for the case. The cleanup status on the on-line ENVIROSTOR database is reported as "Inactive – Action Required" as of 1/26/2009; however, the database reports that a Remedial Action Completion Report was due to DTSC on 4/30/2011. Based on the regulatory status and former use, this site is considered to represent an environmental concern to the ISA Study Area and a file review is recommended. It should be noted that soil and groundwater contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	DTSC - Long Beach Industrial Park (70000161, former oil drilling mud dump sump site. Conducted a Remedial Investigation in 2009, the boundaries of a former sump for oil drilling muds was defined as well the impacts to soil, groundwater and soil gas. The ROW Parcels are along the edge of the estimated sump boundaries, although soil and groundwater within the ROW parcels do not appear to impacted, soil gas concentrations of methane were detected above the UEL in the proposed ROW parcel at depth of 5 feet. Contaminated media are likely to be encountered in the proposed ROW area that may contain VOCs including TCE, PCE and their degradation products. The Remedial Investigation recommended a Feasibility Study be conducted to assess remedial actions. To this date no Feasibility Study has been conducted. This parcel is considered to have significant environmental concerns and is high risk.	High	Risk based on known and potential contamination. If subsurface soils are to be encountered then risk is high.
12220 12221	7101013037 7101013041	Alondra	6400 ALONDRA BLVD	PARAMOUNT	90723	EDR ID#1748, Home Depot	The ROW Impact Report identified Parcel #12220 as Business Use owned by HD Development of Maryland Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #12220 consists of APN 7101-013-037. Based on review of on-line maps and photographs, Parcel #12220 consists of The Home Depot (6400 Alondra Boulevard) located south of Alondra Boulevard, east of I-710. This parcel was identified in the EDR Report (EDR ID#1748) as Home Depot USA Inc. HD 1037 in the RCRA-SQG, HAZNET, and FINDS databases; as 6400 Alondra Blvd in the CHMIRS database; and as Home Depot Store #1037 in the HAZNET database. This parcel is also identified in the EDR Report with an address of 6300 Alondra Boulevard as The Home Depot in the Los Angeles County HMS, HAZNET, and LUST databases; as Rullo, J. in the WMUDS/SWAT, SWF/LF, HIST CORTESE, and LUST databases; as Cool Fuel Inc. in the Los Angeles County HMS, LUST, UST, HIST UST, and SWEEPS UST databases; and as Cool Transports Incorporated in the HAZNET database. According to Geotracker, the LUST case associated with the Cool Fuel Inc. listing is "completed-case closed" as of 05/07/2001 for a release of waste oil/motor/hydraulic/lubricating to "an aquifer used for drinking water supply". The case associated with The Home Depot listing is "open-site assessment" as of 06/15/2009 for a release of gasoline to "an aquifer used for drinking water supply". No other information was available online or in the EDR Report. Based on the regulatory status (open case), this site is considered to represent an environmental concern to the ISA Study Area and a file review is recommended. Additionally, it should be noted that soil and groundwater contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	RWQCB - Home Depot (T0603780641) UST site. On 11/21/2017 RWQCB sent a "pre-closure" letter information property owner the board intends to close the low threat UST case. In an email correspondence with the case worker Nhan Bao for the RWQCB, the site has not been granted closure. There is still possible contamination in the groundwater below the site, approximately 30 feet below the ground surface. LACFD - Files from LA County Fire Department indicated various small quantities of non-RCRA hazardous materials have been and are stored on site (lead acid batteries, compressed gas cylinders, waste paint, and other solvents), no significant violations were noted. Based on the Pre-closure status this site poses a medium environmental risk.	Medium	Risk based on known and potential contamination, if subsurface soils are to be encountered.

Table 1 - I-710 Corridor File Review of of Right-of-Way Parcels

Parcel #	AIN	Sub Area:	Street	City	Zip Code	Property Owner	Initial Site Assessment Table 1 Notes	File Review Source and Findings	Risk	Risk Rationale (High and Medium Only)
14448	6194002025	Imperial	5201 IMPERIAL HWY	SOUTH GATE	90280	EDR ID#927, Shell	The ROW Impact Report identified Parcel #14448 as Business Use, owned by Frys 710 Freeway Investment Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #14448 consists of APN 6194-002-025. Based on review of on-line maps and photographs, Parcel #14448 consists of an ARCO gas station (5201 E. Imperial Highway) located at the northeast corner of E. Imperial Highway and Wright Road. This parcel was identified in the EDR Report (EDR ID# 927) as Copper Wash LLC in the Los Angeles County HMS database; as Shell in the LUST, HIST UST, and HAZNET databases; Chang's Shell in the LUST and UST databases; YM Shell in the HAZNET database; Shell Service Station in the ERNS, SWEEPS UST, Los Angeles County HMS, RCRA-SQG, FINDS, and HAZNET databases; SIM Shell in the RCRA-SQG database; and JK Shell in the EDR Historical Auto station database for the years 2001-2003. According to Geotracker, the following two cases are associated with this parcel: Shell is listed with a status of "completed-case closed" as of 10/24/1996 for a release of gasoline to soil; and Chang's Shell is listed with a status of "completed-case closed" as of 07/17/2013 for a release of gasoline to "an aquifer used for drinking water supply". Additionally, each of the 16 wells located onsite are reportedly being sampled for post-remedial action verification monitoring to evaluate remediation system performance. Based on the post-remedial action sampling that is ongoing at the site, this site is considered to represent an environmental concern to the ISA Study Area and a file review is recommended. Additionally, there is potential for residual soil contamination to exist which may be encountered during construction and/or excavation activities.	RWQCB - Per Geotracker there are two cases for this parcel: "Shell" (T0603703333) and "Chang's Shell" (T0603720076). Both are closed cases from the LUST program. In a 7-17-2013 letter from RWQCB, the site was granted closure and remedial actions complete. A well abandonment report was completed on 2-26-2015, for all groundwater monitoring activities. Though the cases ae complete, residual gasoline impact soils may be encountered during construction and excavation activities. Impacted soils were found around 4-11' bgs and excavated. Groundwater is approximately 30' bgs. Groundwater was granted closure and wells properly abandoned. Impacted soils may be encountered in the shallow subsurface, thus the site is identified as a medium environmental risk site. LACFD - Files from LA County Fire Department indicated various small quantities of non-RCRA hazardous materials have been and are stored on site (fuels, etc.), no significant violations were noted. Based on the Pre-closure status this site poses a medium environmental risk.	Medium	Risk based on known and potential contamination if subsurface soils are to be encountered.
15231 15232 15233	6232015004 6232015005 6232010016	Firestone,	5630 SOUTHERN AVE 5730 SOUTHERN AVE 9301 GARFIELD AVE	SOUTH GATE	90280	EDR ID#948, Lunday-Thagard Refinery	The ROW Impact Report identified Parcel #15233 as Business Use, owned by INNOVATE INC. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15233 consists of APN 6232-010-016. Based on a review of on-line maps and photographs, Parcel #15233 consists of segment of land adjacent to the north of Southern Avenue and west of I-710. The parcel was identified in the EDR Report as 9301 Garfield Ave (EDR ID# 948) in the ERNS and HMIRS databases; as Lunday-Thagard Refinery (EDR ID# 948) in the RCRA-LQG, CA NPDES, CA SLIC, CA CHMIRS, CA EMI, TRIS, RMP, CA WDS, CA HIST UST, and CA HAZNET databases; as Asphalt Refinery (EDR ID# 948) in the CA CHMIRS database; as Herbert Malarkey Roofing Company (EDR ID# 948) in the CA EMI, FINDS, CA WDS database; as G S Roofing Products Inc. (EDR ID# 948) in the CA EMI and CA HAZNET databases. The Lundy-Thagard Refinery received violations, which subsequently achieved compliance. According to the SLIC database, a release of fuel oxygenates and gasoline was discovered in 2002 that impacted soil and groundwater. This facility is under the supervision of the RWQCB. The on-line Geotracker database reports the cleanup status as "Open – Remediation" as of 1/22/2009. A semi-annual groundwater monitoring program has been implemented at this property and an additional groundwater monitoring well to further investigate down-gradient impacts was installed in October 2010. In 2015, groundwater was reported at depths between 62 and 65 feet and flow direction ranged from south-southeast to southeast. Based on the information reviewed on-line, it appears that additional remediation and site assessment activities are required at this property and a file review is recommended. Therefore, this property represents an environmental concern to the proposed I-710 Corridor Project. It should be noted that soil contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	RWQCB - Lunday Thagard Refinery (SL377472480), According to the 2017 Groundwater Monitoring and Status report gasoline range petroleum hydrocarbons were released and continue to be detected in groundwater, as well as benzene, ethylbenzene and naphthalene in the shallow groundwater between 40-70feet below the ground surface. According to the 2015 Soil Vapor Assessment report these contaminants have also been detected in the soil vapor at 5 and 15 feet below the ground surface. The contaminants appear to be decreasing in concentration over time, but are still present in groundwater and soils. LACFD - Various hazardous materials are stored on site at 5730 Southern Ave including compressed gas cylinder, antifreeze/coolant, ultrapure diesel exhaust fluid (DEF), grease, motor oil/mineral oil, transmission fluid/lubricating oil, gear oil waste oil, and oily debris. Based on the files reviewed these parcels are considered high risk. Ongoing monitoring and remedial activities as well as storage or hazardous materials presents significant and potential for significant environmental impacts.	High	Risk based on known and potential contamination. If subsurface soils are to be encountered then risk is high.
15234 15235	6232010008 6232010011	Firestone	5625 SOUTHERN AVE 5601 SOUTHERN AVE	SOUTH GATE	90280	EDR ID#969, Sully-Miller Contracting Co.	The ROW Impact Report identified Parcel #15234 as Business Use, owned by SULLY-MILLER CONTRACTING CO. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #15234 consists of APN 6232-010-008. Based on a review of on-line maps and photographs, Parcel #15234 consists of segment of land adjacent to the north of Southern Avenue and west of I-710. The parcel was identified in the EDR Report Sully Miller Construction (EDR ID# 969) in the FINDS, CA LOS ANGELES CO. HMS, ERNS, CHMIRS, CA LUST, CA EMI, CA HAZNET, and CA UST databases; as South Gate HMA Plant (EDR ID# 969) in the CA HIST UST and CA SWEEPS UST databases; and as Blue Diamond Materials (EDR ID# 969) in the CA HAZNET and CA AST databases. According to the on-line Geotracker database, Sully-Miller Contracting Co. is listed in the LUST database with a cleanup status of "Open – Site Assessment" as of 11/4/2009. The RWQCB is the lead agency for the case and contaminants of concern include BTEX, diesel, and fuel oxygenates. No additional information is accessible on-line. Based on the open case status and lack of data available on-line, this property represents an environmental concern to the proposed I-710 Corridor Project and a file review is recommended.	RWQCB - Sully-Miller Contracting Company (T10000001643), On 10/2/2018 RWQCB sent a "pre-closure" letter information property owner the board intends to close the low threat UST case. The UST was removed in 1998 and the removal report was resubmitted in 2008 to LADPW, and copied to RWQCB. Soil was excavated below tanks, and samples collected below excavation were below screening levels for TPH and BTEX. LACFD - 5625 Southern Avenue is listed as the former Hanson Aggregates site. A diesel AST was present and the site was listed as a Hazmat handler. 5601 Southern Avenue is listed as a transfer station site and handler of Hazardous Materials including lead, lead oxide and dilute sulfuric acid. No significant violations were noted. Based on the preclosure status this site poses a medium risk.	Medium	Risk based on known and potential contamination if subsurface soils are to be encountered.
18218-18226 18243-18268	6332002021 6332002039 through 6332002072	Atlantic-Bandini	5300 5304 5306 5310 5350 LINDBERGH LANE	BELL	90201	EDR ID# 345, Cheli Air Force Base	The ROW Impact Report identified Parcel #18218 as Business Use, owned by Cheli Distribution Center Inc. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #18218 consists of APN 6332-002-021. Based on review of on-line maps and photographs, Parcel #18218 consists of a large commercial building occupied by Vernon Sanitary Supply (5350 Lindbergh Lane) and Allied Plastics (5380 Lindbergh Lane) located west of Lindbergh Lane and east of I-710. No EDR listings were identified in this area. This parcel was identified in the EDR Report (EDR ID#345) as Individual Food Service in the VCP and ENVIROSTOR databases. According to the ENVIROSTOR database, the site is a slab on grade tilt up building comprised of about a 146,000 square foot structure located on a 255,101 square foot lot. The building is divided into different suites, used for warehousing and distribution. This Site is located near what was formerly the Cheli Air Force Base. To the west and south are the 710 Freeway and Los Angeles River. The nearest residential land use is on the opposite side of the Los Angeles River, about 0.25 miles from the site. Based on the information available to DTSC and Proponent, the Site is or may be contaminated with hazardous substances, including poly-aromatic hydrocarbons (PAHs), volatile organic compounds, and petroleum hydrocarbons. The site is listed with a status of "Certified O&M-Land Use Restrictions Only" as of 03/17/2016. Based on the regulatory agency status, these listings are expected to have created an environmental concern to the ISA Study Area and a file review is recommended. Additionally, there is potential for soil contamination to exist which may be encountered during construction and/or excavation activities.	DTSC - The site was part of the former Cheli Air Force Base. The site is impacted with PAHs and TPH as diesel at 5 feet below the ground surface. The impacted soils are capped with concrete and under strict land use covenants/Restrictions that include the following: Prohibited Uses: a. A Residence including any mobile home or factory built housing, constructed or installed for use as residential human habitation b. A Hospital for humans c. A Public or Private school for persons under 18 d. a Day care for children Restrictions: a. No activities that will disturb the soil (e.g. excavation, grading, removal, trenching, filling, earth movement, mining or drilling) shall be allowed at the property without a Soil Management Plan pre-approved by the DTSC in writing. b. Any soil brought to the surface by grading, excavation, trenching or backfilling shall be managed in with all applicable provisions of state and federal law These restrictions and the known contamination on site will pose a significant risk during construction, excavation and grading activities. As well as on going maintenance of the cap and LURs. This site in considered high environmental risk based on existing contamination in soils below the ground surface.	High	Risk based on known and potential contamination if subsurface soils are to be encountered.

Table 1 - I-710 Corridor File Review of of Right-of-Way Parcels

Parcel #	AIN	Sub Area:	Street	City	Zip Code	Property Owner	Initial Site Assessment Table 1 Notes	File Review Source and Findings	Risk	Risk Rationale (High and Medium Only)
19116	5243029020	Washington	2414 CONNOR AVE	COMMERCE	90040	EDR ID#214, Throgmorton's Frame Clinic	The ROW Impact Report identified Parcel #19116 as Business Use, owned by David M Throgmorton. Based on review of the I-710 EIR/EIS ROW Exhibit - Alternative 5C Maps and County Assessor website revealed that Parcel #19116 consists of APN 5243-029-003. Based on review of on-line maps and photographs, Parcel #19116 consists of Throgmorton's Frame Clinic (2414 Conner Avenue) located east of Conner Avenue, south of E. Washington Boulevard, west of I-710. This parcel was identified in the EDR Report (EDR ID#214) as Certified Coatings Prod Co in the RCRA-SQG, FINDS, Los Angeles County HMS, EMI, CA FID UST, SLIC, LUST, UST,HIST UST, HIST CORETESE, and SWEEPS UST databases; and as Throgmortons Frame Clinic in the Los Angeles County HMS and HAZNET databases. According to the Geotracker database, two cases are associated with this parcel. Certified Coatings Products is listed with a status of "Completed-case closed" as of 06/27/1991 for a release of acetone to soil. Throgmorton's Frame Clinic is listed with a status of "open-inactive" as of 01/29/2015. A Phase II Environmental Assessment Report dated May 2008 indicated that fifteen (15) soil borings were advanced onsite to delineate the extent of soil contamination resulting from existing USTs. The report concluded that petroleum hydrocarbon and VOC contamination is generally located between 20 and 105 feet below ground surface (bgs). The consultant then recommended that all existing USTs be removed, and all residual contamination be treated by vapor extraction. No additional information was available on the Geotracker website. Based on the regulatory status, this listing has the potential to create an environmental concern to the ISA Study Area and a file review is recommended.	LA DPW - Release noted in 2002 referred to water board RWQCB -On 10/5/2017 a UST removal report was submitted for the removal of 19 USTs that formally held various VOCs and alcohols for use in the auto paint industry. A site assessment report was submitted on 3/9/2018 recommending a feasibility study for the remediation of the soil, groundwater and soil gas at the site impacted by multiple VOCs. This site is high environmental risk, as well as during construction and excavation activities. TPH (gasoline and diesel > 1,000 mg/kg), BTEX (>100 mg/kg), VOCs, were detected in soils between 10 and 40 feet below ground surface. This site presents significant environmental risks due to highly contaminated soils and groundwater.	High	Risk based on known and potential contamination if subsurface soils are to be encountered.

Notes:
CalRecycle - California Department of Resources Recycling and Recovery
DOGGR - California Department of Oil, Gas, and Geothermal Resources
DTSC - Department of Toxic Substance control
LADPW - Los Angeles County Department of Public Works
LACFD - Los Angeles County Fire Department
RWQCB - California Regional Water Quality Control Board
ROW Parcel - Parcel to be purchased in the Right-of-Way of I-710 Corridor

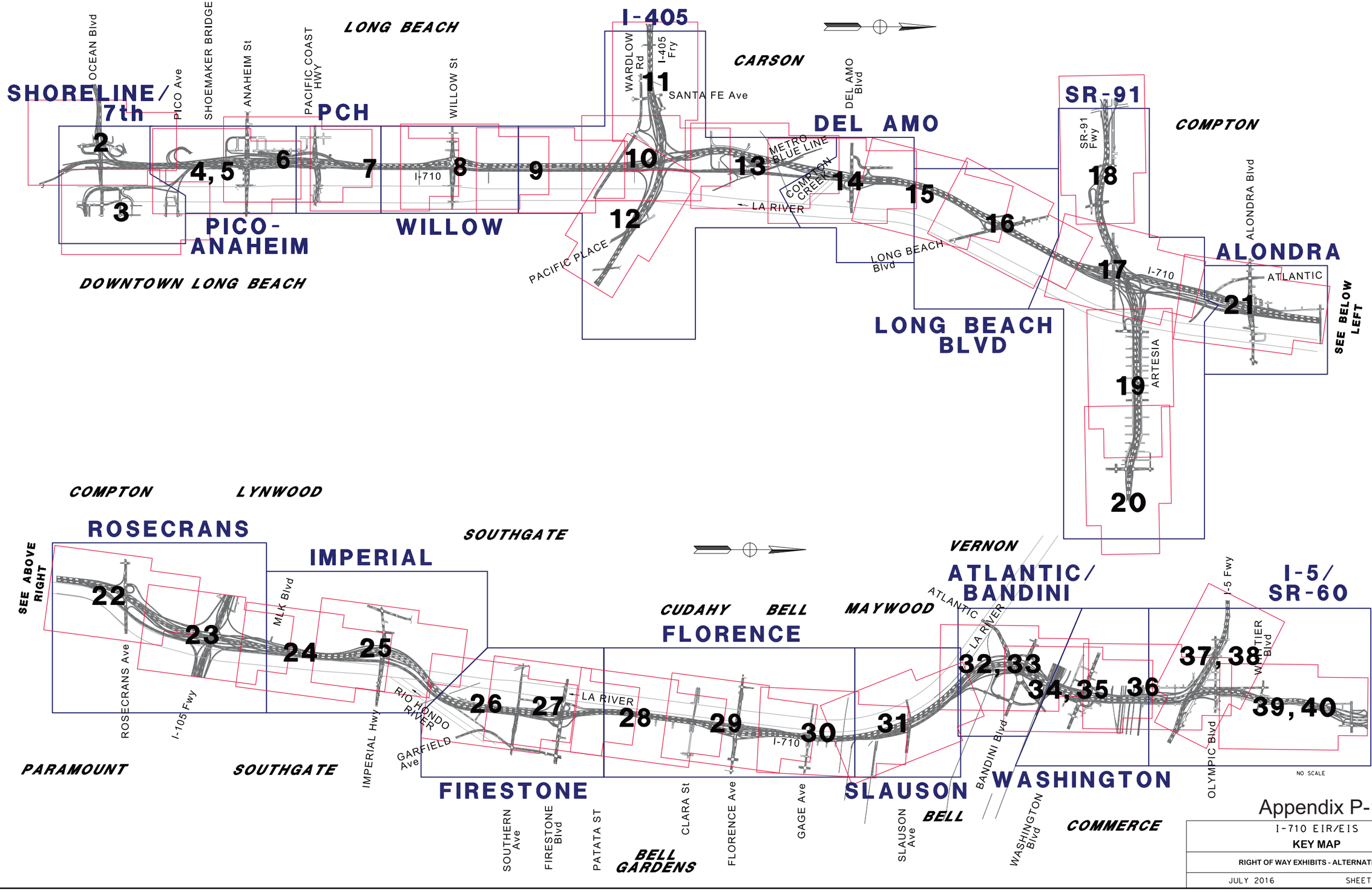
Table 2 - I-710 Corridor File Review of Neighboring Properties

AIN	Sub Area:	Address	City	Zip Code	Adjacent Parcels	Initial Site Assessment Notes	File Review Findings	Risk	Risk Rationale (High and Medium Only)
7271-023-900	Shoreline-7th	970 W Chester Place	Long Beach	90813	~250 to 500 feet east and north of #70023, 70025, 40026, 40027	This address was identified as MTA Div. 12 (EDR ID# 3292) in the RCRA-NonGen/NLR, CA LUST, CA FID UST, SWEEPS UST, HIST UST, CA NPDES, and UST databases; and as LA County Metropolitan Transit Authority (EDR #3292) in the FINDS, CA WDS, CA SLIC, CA EMI, CA HAZNET, and CA UST databases. This site was used as the MTA Bus Division 12 bus maintenance and fueling facility and included multiple gasoline and diesel USTs, and associated product piping and dispensers. Reportedly, a gasoline release that impacted soil was discovered in 2002. The LUST cleanup status is reported as "Open – Site Assessment" as of 10/28/2015. The RWQCB is lead regulatory oversight agency. No groundwater data is available on the on-line GeoTracker database; however, a soil and groundwater investigation report appears to have been completed in 2010 and groundwater monitoring is ongoing (documents not available on-line). Based on the open case status, a file review is recommended.	RWQCB - Former MTA Division 12 Bus Maintenance Facility (T0603757656), Property owners requested site closure. It is possible MTBE impacted groundwater may have flowed offsite toward the ROW parcels. The general groundwater flow direction for the site is to the southwest toward the ROW parcels. Groundwater at the site is approximately 10-15 feet below ground surface. The site is a low risk for soils at the ROW parcels, and a medium risk for groundwater.	Medium	Risk based on known and potential contamination, if subsurface soils or groundwater are to be encountered.
7271-005-009	Pico-Anaheim	702 West Anaheim Street	Long Beach	90813	~1000 feet east of Parcel #01209	This address was identified as in the EDR Report as Aratex Services (Aramark Uniform and Career Apparel) (EDR ID# 2998) in the RCRA-LQG, HIST CORTESE, CA LUST, CA SLIC, CA FID UST, CA LOS ANGELES CO. HMS, and HAZNET databases; as Soft Water Laundry & Dry Cleaning Company (EDR ID# 2998) in the EDR HIST Cleaner database; and as American Buffalo Inc in the CA UST database. Reportedly, a release of solvents impacting an aquifer used for drinking water supply was discovered in 1988. The LUST cleanup status is reported as "Open – Remediation" as of 8/16/2013. The RWQCB is lead regulatory oversight agency. The property is occupied by two buildings. Historically, the main laundry facility was located on the west and the auxiliary building was on the east. The area between the two buildings is covered by asphalt pavement. Adjacent to the main building on the west, there is a sump. The past operations and uses of the sump are unknown. Three underground storage tanks (USTs) and one above-ground storage tank (AST) were present at the site prior to ARAMARK's purchase in 1986. USTs included a 6,000-gallon diesel, a 550-gallon gasoline, and a Stoddard solvent UST of unknown size. The AST contained tetrachloroethylene (PCE) and had a capacity of 1,000 gallons. In 1982, the diesel and gasoline USTs and PCE AST were removed. Later, the Stoddard solvent UST was filled with concrete and pea gravel and abandoned in-place. The exact date of the Stoddard solvent UST abandonment is unknown but occurred prior to 1986.Several soil and groundwater investigations have been conducted at the site since 1987. Soil and groundwater have been impacted with chlorinated volatile organic compounds, petroleum hydrocarbons, benzene, toluene, ethylbenzene and xylenes (BTEX). Highest historical soil concentrations include 28,000 micrograms per kilogram (ug/kg) of PCE, 1,200 ug/kg of cis-1,2-dichloroethylene (c-1,2-DCE), 2,300 ug/kg of benzene, and 12,000 ug/kg of total petroleum hydrocarbons. Initial groundwater investigations in 1988 detected concentrations of benzene, trans-1,2-DCE, and PCE up to 1,600, 7,240, and 8,350 micrograms per liter (ug/L), respectively. A groundwater pump and treat system operated at the site from 1994 to 2002, pumping groundwater through a shallow tray air stripper and two granular activated carbon units prior to discharge at the storm drain, under the National Pollutant Discharge Elimination System (NPDES) permit No. CA0063045. Groundwater monitoring has been conducted since 1987. In general, concentrations of chlorinated volatile organic compounds in groundwater have decreased due to the operation of remediation system, except for vinyl chloride. Maximum groundwater concentrations in the second quarter of 2008 include PCE at 450 ug/L, TCE at 120 ug/L, , cis-1,2-DCE at 59 ug/L, vinyl chloride at 600 ug/L, benzene at 33 ug/L, and chlorobenzene at 47 ug/L .There are currently 7 groundwater monitoring wells on the property. Four groundwater monitoring wells are scattered around the property, across Orange Avenue, and across West Anaheim Street. The groundwater monitoring wells are screened differently based on when they were installed. A soil vapor extraction system is operating at the site since 2011. Amendments were injected in groundwater for cleanup in 2013-2014. Groundwater monitoring is on-going. Based on the open-case regulatory status, this site is considered to represent an environmental concern to the ISA Study Area and a file review is recommended. In addition, it should be noted that soil and groundwater contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	RWQCB - Aratex Services Inc. (SL204FH2430) Former Servisco Facility (WDR100010988), Although groundwater contamination is high, contaminants do not appear to moving offsite. The soil is impacted at the site at 5-20 feet below the ground surface. The contamination is from UST and spills and is unlikely to impact the soils on the adjacent ROW site. The groundwater at the site is encountered at 15 to 30 feet below the ground surface. A pump system is in place to extract impacted groundwater and to prevent impacted groundwater from flowing offsite. Per the most recent available soil and groundwater reports (10/12/18) the contamination seems to be localized to the area of the former USTs and ASTs. In addition, the nearest groundwater monitoring well for the site is greater than 500 feet from the ROW Parcels This site poses low risk to adjacent ROW parcels	Low	
	Del Amo	19402 S Susana Road	Compton	90221	~400 feet west of Parcel #80741	This address was identified as Flo-Kem Products (EDR ID# 2258) in the CA Los Angeles Co. HMS, CA EMI, SSTS, RCRA-SQG, CA HIST UST, CA ENVIROSTOR, TRIS, FTTS, HIST FTTS, RMP, CA ID UST, CA SWEEPS UST, FINDS, CA HAZNET, CA NPDES, CA SLIC, CA RGA LUST, CA LUST and CA HIST CORTESE databases. According to the LUST database, a release of aviation fuel affected soil at this site in 1985. The LUST status is listed as "Open – Inactive" as of 1/29/2015 and "leak being confirmed". No additional information was available on the Geotracker database. The lead agency is listed as the County of Los Angeles. Based on the lack of data available on-line, a file review is recommended.	RWQCB - Flow Kem Products (71002424), UST removed in 1991, soil with clarifier in it removed. No evidence of contamination. Groundwater in the area is approximately 40 feet below the ground surface. LADPW - Violation on industrial waste disposal, no impact to surrounding soils and groundwater. The site poses a low risk to the soil and groundwater of the adjacent ROW parcels	Low	
	91 West	157 East Stanley Street	Compton	90220	~800 feet west of Parcel #41007, 41008	This address was identified in the EDR Report as Boeing – Parcel 3 (EDR ID# 1998) in the CA WDS and SLIC database; as Stanley Properties Pres Special (EDR ID# 1998) in the CA HAZNET database; as Cylinder Clinic (EDR ID# 1998) in the CA LOS ANGELES CO HMS database; as Estate of Albert Levinson (EDR ID #1998) in the CA HAZNET database; and as Chem-tainer Industries Inc (EDR ID # 1998) in the FINDS database; . According to the SLIC database, groundwater was affected at this site by chlorinated hydrocarbons. The SLIC status is listed as "Open – Remediation" as of 3/8/2011. The Geotracker database reports that a total of 52 groundwater monitoring wells are associated with this property and groundwater is present at approximately 60 to 75 feet bgs. VOCs have been found in groundwater at concentrations exceeding their MCLs. Shallow soil remediation was completed at the site in 2003. As of 2006 deep soil and groundwater remediation activities were ongoing at this property; however, additional offsite assessment was necessary to define the lateral extent of the groundwater plume. No additional (or more recent) information was available on the GeoTracker database. Based on the open-case regulatory status , this site is considered to represent an environmental concern to the ISA Study Area and a file review is recommended.	RWQCB - Former Boeing Compton site comprised of three parcels 157 East Stanley (SL0603773698), 200 East Stanley (SL2045A1614), and 233 East Manville (SL2045B1615). Current groundwater extraction system in place to remove chlorinated VOCs from groundwater as well as prevent impacted groundwater from flowing off site. Based on the extent and proximity to ROW Parcels this site poses a medium risk to the ROW Parcels	Medium	Risk based on known and potential contamination, if subsurface soils to groundwater are to be encountered.
	Firestone	9510 Garfield Avenue	South Gate	90280	~500 feet south of Parcel #15232, 71528, 71527	This address was identified in the EDR Report as Greater LA County Vector Control District (GLAVCD) (EDR ID# 969) in the CA HAZNET, CA LOS ANGELES CO. HMS, LUST database; and as District HQ (EDR ID# 969) in the CA HIST UST and CA SWEEPS UST database. According to the LUST database, a gasoline release affected soil at this site in 2000. The LUST case status is listed as "Completed - Case Closed" as of 7/17/2013. The GeoTracker database reports that 116 tons of soil was excavated on 2/29/2000. The RWQCB granted a Closure/No Further Action letter on 7/17/2013 but the closure package available online is for the incorrect address. Although the regulatory status is considered closed, based on the lack of information available online, a file is required to evaluate potential impacts from this property.	LADPW - File just RWQCB closure letter. RWQCB - Greater LA Co Vector Control (T0603791334), USTs and hoist removed in 2000, soil impacted with TPH and excavated. In July of 2013 the site was granted closure with no further action required. Groundwater in the area is approximately 50 feet below the ground surface and flows to the east southeast cross gradient from ROW parcels. This site poses a low risk to the adjacent ROW parcels.	Low	
	Firestone	5211 Southern Avenue, Cooper Drum, and Jervis Webb	South Gate	90280	~450 east of Parcel #15108	This address was identified in the EDR Report as Best Tape Inc DBA Seam Master Ind (EDR ID# 944) in the CA HAZNET database; as Seam Master Industries (EDR ID# 944) in the FINDS, CA LOS ANGELES CO. HMS, CA WDS, CA NPDES, CA Cortese, CA HAZNET, and CA ENVIROSTOR databases; as Southern Avenue Industrial Area (EDR ID# 944) in the NPL and CERCLIS database. The CERCLIS database reports that a "Combined Preliminary Assessment/Site Inspection" was completed on 7/17/2006 and as a result the property was assigned a "higher priority for further assessment". The ENVIROSTOR database indicates that this property is in the Voluntary Cleanup Program and the status is "active" as of 9/13/2014. The lead agency is the US EPA. The on-line ENVIROSTOR database reports that a screw manufacturer operated on the site prior to 1972 and since 1972, the site has been used for the manufacture of hot-melt adhesive tape used for carpets. Observed releases of TCE and cis-1,2-DCE to groundwater and soils has been documented. Three main Areas of Concern (AOCs) at this property include concrete liners in the northwest corner of the property, a sump in the southeast corner of the property, and a UST in the southeastern corner of the property. Since 1986, several notices of violations (NOVs) have been issued by LA County Health Services mostly for improper storage/management of hazardous waste, leaky hazardous waste containers, ponding of cutting oil on the ground, and not disposing of retrograde and unusable oils and solvents. Several environmental investigations conducted at the site included groundwater, drum, and soil sampling. In groundwater, TCE and cis-1,2-DCE were detected in groundwater at concentrations up to 16,000 ug/L and 17,000 ug/L, respectively. Drum and floor samples from a storage shed indicated the presence of several metals (cadmium up to 10 milligrams per kilogram (mg/kg); total chromium up to 2,800 mg/kg; copper up to 7,000 mg/kg; lead up to 1,500 mg/kg, and zinc up to 8,400 mg/kg). Soil samples indicated the presence of 20 VOCs. The highest soil concentrations were detected in samples collected immediately down-gradient of the sump. Depth to groundwater and flow direction was not available on-line. A Consent Order with the DTSC was completed on 1/24/2010. On 1/18/2011, the DTSC referred the US EPA to assume lead oversight responsibilities. A Remedial Investigation Report is due in 2016; no information was available for review. Therefore, a file review is required to evaluate potential impacts from this property. In addition, it should be noted that soil and groundwater contamination may exist in the area of this property impacted by the proposed right-of-way, which could be encountered during construction and/or excavation activities.	EPA Superfund - Southern Ave Industrial Area Site (Formerly Seam Masters DTSC ID 60000483) is currently in the Remedial Investigation phase of Superfund. The RPM provided technical memoranda for review. Site is impacted with chlorinated VOCs in groundwater and subsurface and metals (lead and arsenic) in the surface soils. Although the Remedial Investigation of the Southern Avenue Industrial Site is ongoing, the groundwater plumes of cis-1,2-DCE and 1,4-Dioxane in all aquifer depths (55, 75, 100, 115 ft bgs) from the subject site are flowing to the south southwest. The well on the eastern edge near I710 partial acquisition Parcel 15108, have not contained elevated levels of site contaminants. The eastern edge of the plume is estimated to flow under the Parcel 15108 at concentrations at or below screening levels (cis-1,2-DCE 6 ug/L and 1,4-Dioxane 1 ug/L). Offsite soil sampling indicated offsite soils not impacted by site activities. This site poses a low threat to the ROW parcels as soil contamination has not left the site and impacted groundwater flows away from the ROW parcels, but it is still in the assessment phase. This site poses a low risk to the adjacent ROW parcels at this time. The Cooper Drum and Jervis Webb Superfund sites are also near the ROW Parcel. The Cooper Drum Site, upgradient of the South Avenue Industrial Site, was the first Superfund site, during the RI/FS phase of the site the Jervis Webb and Southern Avenue Industrial Sites were identified in a comingled VOC plume. The Jervis Webb site is cross gradient to the west of the Southern Avenue Industrial Site. The Southern Avenue Industrial Site is between the ROW Parcel and both the Cooper Drum and Jervis Webb sites and the mostly likely site to potentially affect the ROW Parcel. As the Southern Avenue Industrial Site poses a low risk to the adjacent ROW parcel, the Cooper Drum and Jervis Webb sites also pose a low risk to the adjacent ROW parcel at this time.	Low	

Table 2 - I-710 Corridor File Review of Neighboring Properties

AIN	Sub Area:	Address	City	Zip Code	Adjacent Parcels	Initial Site Assessment Notes	File Review Findings	Risk	Risk Rationale (High and Medium Only)
	Washington	4000 East Washington Blvd	Commerce	90023	Greater than 500 feet west of the study area, southeast corner of Washington Blvd. and Indiana St.	This address was identified in the EDR Report as Chalet Products Co (EDR ID# 199) in the CA HAZNET and RCRA-CESQG database; as US Lubricant (EDR ID# 199) in the TRIS database; as Sun CO. Inc. in the CA HAZNET and CA LOS ANGELES CO. HMS database; as Dendall Amalie Div (EDR ID# 199) in the CA NPDES database; Kendall - Amalie Facility (EDR ID# 199) in the SLIC database. The SLIC facility status is listed as "Open" and the case type as "Cleanup Program Site". The potential media affected and potential contaminants of concern are not reported. No additional information was available on the GeoTracker database. Based on the lack of information available in the EDR Report and on-line, a file review is required to evaluate potential impacts from this property.	RWQCB - Lube Oil Packing, Commerce Copr (SLT43126124). This site is greater than 500 feet from the parcels. Lubricating oil was identified in soil at the site. A risk assessment completed in February 1993 indicated that the lubricating oil would not migrate to groundwater nor migrate off site. Per a due diligence soil and groundwater investigation conducted in 1997 low levels of VOCs and TPH were present in groundwater below that site and groundwater flowed in a west-southwest direction (away from the ROW parcel) at a depth greater than 50 feet below ground surface. No other files were available for review. This site is a low risk to the ROW Parcels.	Low	
	Washington	4400 Washington Blvd	Commerce	90023	Greater than 200 feet west of the study area, south side of Washington Blvd., just west of Arrowmill Ave.	This address was identified in the EDR Report as Western Specialty Coatings (EDR ID# 214) in the CA HIST CORTESE, CA SLIC, EDR HIST Auto, FINDS, RCRA-SQG, CA LUST, CA FID UST, CA SWEEPS UST, CA HIST UST, and CA LOS ANGELES CO.HMS databases. The LUST case status is listed as "Completed – Case Closed as of 12/16/1996" for a solvents release that affected "other groundwater" (i.e., uses other than drinking water) in 1988. The SLIC facility status is reported as "Open – Inactive as of 6/27/2014". The GeoTracker database listed the potential contaminants of concerns as "petroleum/fuels/oils, volatile organic compounds". The potential media affected is listed as "none specified". No additional information was available on the GeoTracker database. Based on the lack of information available in the EDR Report and on-line, a file review is required to evaluate potential impacts from this property.	LADPW - Site Assessment to RWQCB from August 1999, 21 USTs with solvents were removed from the site. Chlorinated VOCs were detected in the groundwater, impacted soils were excavated. No other reports were provided. RWQCB - Western Specialty Coatings (T0603702992), A Remedial Action This site is greater than 200 feet from the ROW Parcels. USTs and the majority of impacted soils were removed in the mid 1990s, the site was granted closure under the UST program in 1996 with a request to further evaluation of the soil and groundwater. No other files were available for review. Review of regional data indicates that groundwater is approximately 50 feet below the ground surface and flows to the south-southwest away from the ROW parcels. Based on the potential contamination being from USTs it is unlikely the soil in the ROW parcels are affected. This site is low risk to the ROW Parcels.	Low	
	Washington	1365 South Eastern Blvd	Commerce	90040	~400 feet west Parcel #19515, 19517, 19519	This address was identified as National Lighting Supply (EDR ID# 161) in the RCRA-SQG, FINDS, and CA ENVIROSTOR databases. According to the ENVIROSTOR database, this property was referred to the DTSC by the County of Los Angeles Fire Department on August 3, 1994. The site is contaminated with PCE (100 ppm), PCBs (range to 1- 81 ppm), and petroleum hydrocarbons (6400 ppm). The contaminated area is capped; however, there is a potential for groundwater contamination exists at the site because the depth to groundwater is approximately 70 feet bgs. Due the evidence of contamination at the site, the DTSC recommended a PEA. It is unclear whether a PEA was performed. The ENVIROSTOR database lists the site type as "Historical" and the cleanup status as "Inactive – Needs Evaluation as of 6/20/1995". No additional information was available on the ENVIROSTOR database. Based on the lack of information available in the EDR Report and on-line, a file review is required to evaluate potential impacts from this property.	DTSC - National Lighting Supply (19360530), The only files found was the DTSC case summary which indicates the site is capped and groundwater is >100' below ground surface in the area. General groundwater flow is to the southwest away from the ROW properties, according to LADPW The soil and groundwater impacts from this site potential pose a medium risk to the adjacent or neighboring ROW parcels, due to lack of surface soil data and groundwater data.	Medium	Risk based on potential contamination, if subsurface soils are encountered.

Notes:
CalRecycle - California Department of Resources Recycling and Recovery
DOGGR - California Department of Oil, Gas, and Geothermal Resources
DTSC - Department of Toxic Substance control
LADPW - Los Angeles County Department of Public Works
LACFD - Los Angeles County Fire Department
RWQCB - California Regional Water Quality Control Board
ROW Parcel - Parcel to be purchased in the Right-of-Way of I-710 Corridor
EPA - United States Environmental Protection Agency



Appendix P-1

I-710 EIR/EIS

KEY MAP

RIGHT OF WAY EXHIBITS - ALTERNATIVE 5C

JULY 2016 SHEET 1 OF 40

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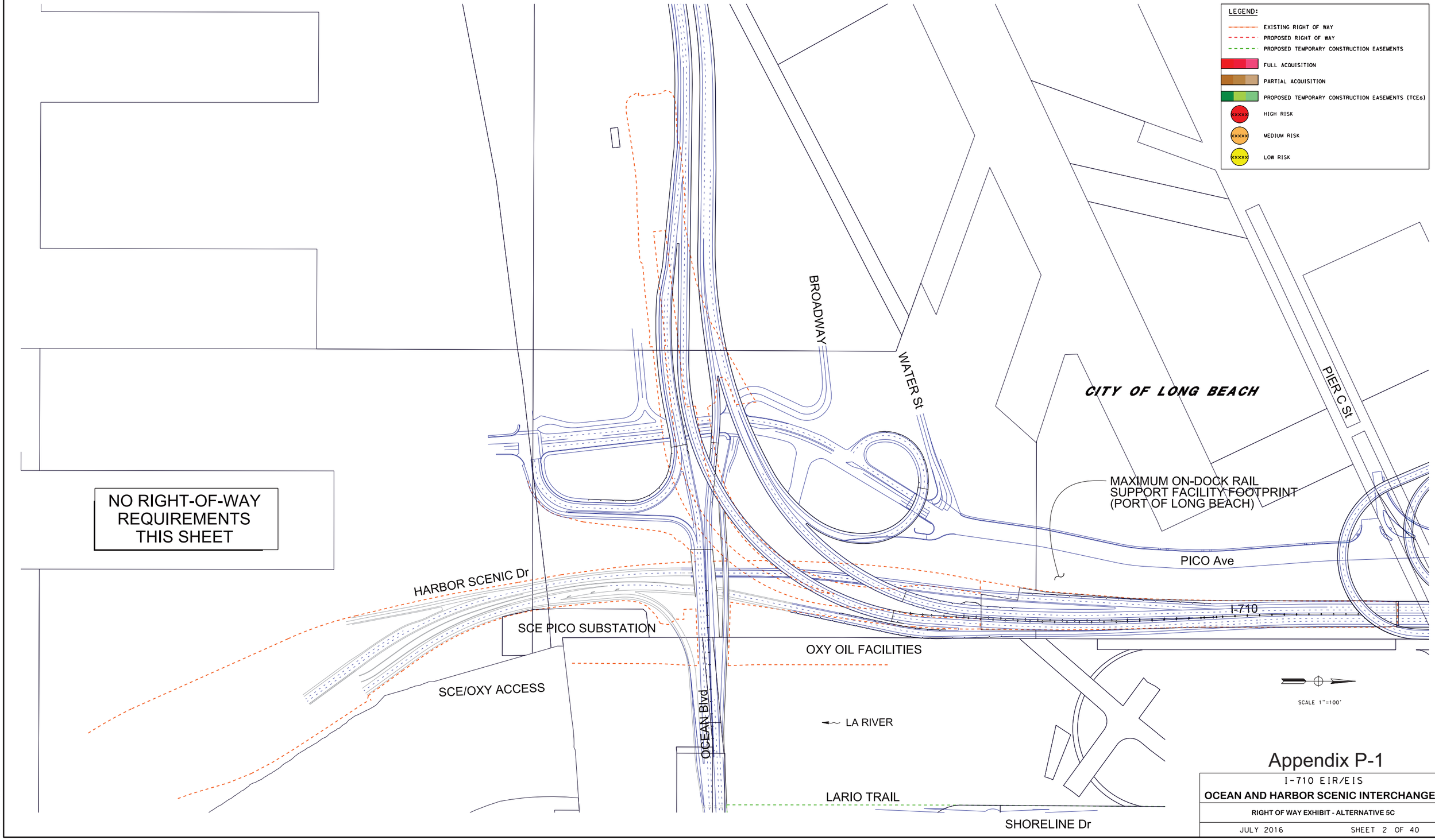
TIME PLOTTED => $TIME



NO RIGHT-OF-WAY REQUIREMENTS THIS SHEET

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Appendix P-1

I-710 EIR/EIS

OCEAN AND HARBOR SCENIC INTERCHANGES

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 2 OF 40

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

LA RIVER

OCEAN Blvd

SHORELINE Dr

LARIO TRAIL

SHOEMAKER Br

LARIO TRAIL

GOLDEN SHORE St

CESAR E. CHAVEZ PARK

SCE SEABRIGHT SUB-STATION

GOLDEN SHORE Dr

CITY OF LONG BEACH

SHORELINE DR

SEASIDE WAY

OCEAN Blvd

MAINE Ave

BROADWAY

3rd St

4th St

5th St

6th St

7th St

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
40001	PARTIAL,TCE	7278011908	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40003	TCE	7278011811	SOU PAC TRANS CO	FLOOD CONTROL
40004	TCE	7278011810	SOU PAC TRANS CO	FLOOD CONTROL
40006	TCE	7278011805	SOU PAC TRANS CO	FLOOD CONTROL
40009	PARTIAL,TCE	7278011806	SOU PAC TRANS CO	FLOOD CONTROL
40026	TCE	7278011800	SOU PAC CO	FLOOD CONTROL
40027	TCE	7271003904	-	FLOOD CONTROL
70007	TCE	7278013910	LONG BEACH CITY	PUBLIC
70008	PARTIAL,TCE	7278011907	-	PUBLIC
70011	PARTIAL,TCE	7278014914	LONG BEACH CITY	PUBLIC
70013	PARTIAL,TCE	7278015955	-	PUBLIC
70015	TCE	7278018902	-	PUBLIC
70016	PARTIAL,TCE	7278014915	-	PUBLIC
70017	TCE	7278013904	STATE OF CA	PUBLIC
70018	PARTIAL,TCE	7278013908	LONG BEACH CITY	PUBLIC
70019	TCE	7278023900	LONG BEACH CITY	PUBLIC
70020	TCE	7278023902	LONG BEACH CITY	PUBLIC
70021	TCE	7278023903	LONG BEACH CITY	PUBLIC
70022	TCE	7278013909	STATE OF CA	PUBLIC
70023	PARTIAL,TCE	7278012905	STATE OF CA	PUBLIC
70024	TCE	7278012904	LONG BEACH CITY	PUBLIC
70025	TCE	7278012906	LONG BEACH CITY	PUBLIC

SCALE 1"=100'

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Appendix P-1

I-710 EIR/EIS

SHORELINE / 7th INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 3 OF 40

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
01103	PARTIAL,TCE	7436004042	PHILLIPS, DARYL S AND SANDRA TRS	BUSINESS
01209	PARTIAL,TCE	7271005001	AIR PRODUCTS AND CHEMICALS INC	BUSINESS
01310	PARTIAL,TCE	7271007005	-	BUSINESS
01418	PARTIAL	7432019023	SFN HOLDINGS LLC	BUSINESS
01419	FULL	7432019049	EXEDRA PROPERTIES LTD	BUSINESS
01420	FULL	7432019043	EXEDRA PROPERTIES LTD	BUSINESS
01421	FULL	7432020028	NEILL PROPERTIES LLC	BUSINESS
01422	FULL	7432020029	POGUE, CLARENCE W AND MARGIT M	BUSINESS
01423	FULL	7432020030	NEILL PROPERTIES LLC	BUSINESS
01424	FULL	7432020031	NEILL PROPERTIES LLC	BUSINESS
01425	FULL	7432020032	NEILL PROPERTIES LLC	BUSINESS
01426	FULL	7432020020	NEILL PROPERTIES LLC	BUSINESS
01427	FULL	7432020021	NEILL PROPERTIES LLC	BUSINESS
01428	FULL	7432020022	RICHMAN, DENIS	BUSINESS
01429	FULL	7432020023	NEILL PROPERTIES LLC	BUSINESS
01430	FULL	7432020024	NEILL PROPERTIES LLC	BUSINESS
01431	FULL	7432021005	NEILL PROPERTIES LLC	BUSINESS

TABULATED DATA PRIVATE USE PARCEL CONTINUED				
01432	FULL	7432021006	NEILL AIRCRAFT CO	BUSINESS
01433	FULL	7432021007	NEILL PROPERTIES LLC	BUSINESS
01434	FULL	7432021008	NEILL AIRCRAFT CO	BUSINESS
01435	FULL	7432021001	NEILL AIRCRAFT CO	BUSINESS
01436	FULL	7432021002	NEILL AIRCRAFT CO	BUSINESS
01437	FULL	7432022006	GILBERT, FAYE K ET AL	BUSINESS

LEGEND:
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

CITY OF LONG BEACH

PIER C St
PIER B St
PICO Ave
OXY OIL FACILITIES
SHOEMAKER Br
SHORELINE Dr
7TH St
LA RIVER
ANAHEIM St
W 12th St
W 14th St
W 15th St
W COWLES St
W GAYLORD St
CASPIAN Ave
HARBOR Ave
FASHION Ave
I-710
LA RIVER
LARIO TRAIL
12th St
ANAHEIM St
W 16th St
W 17th St
SAN FRANCISCO Ave

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
40105	PARTIAL,TCE	7271003902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40106	FULL	7436004920	LONG BEACH CITY	FLOOD CONTROL
40107	TCE	7271003903	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40108	TCE	7271003803	SOU PAC TRANS CO	FLOOD CONTROL
40111	PARTIAL,TCE	7271002910	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40112	PARTIAL,TCE	7271002908	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40113	PARTIAL,TCE	7271002001	KEMPNER, JAMES M AND CYNTHIA A	FLOOD CONTROL
40114	PARTIAL,TCE	7271002909	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40115	PARTIAL,TCE	7271002905	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40116	PARTIAL,TCE	7271002002	KEMPNER, JAMES M AND CYNTHIA A	FLOOD CONTROL
40117	PARTIAL,TCE	7271002902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
70101	PARTIAL	7436008916	LONG BEACH CITY	PUBLIC
70102	PARTIAL,TCE	7436004916	LONG BEACH CITY	PUBLIC

SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

PICO AND ANAHEIM INTERCHANGES

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 4 OF 40

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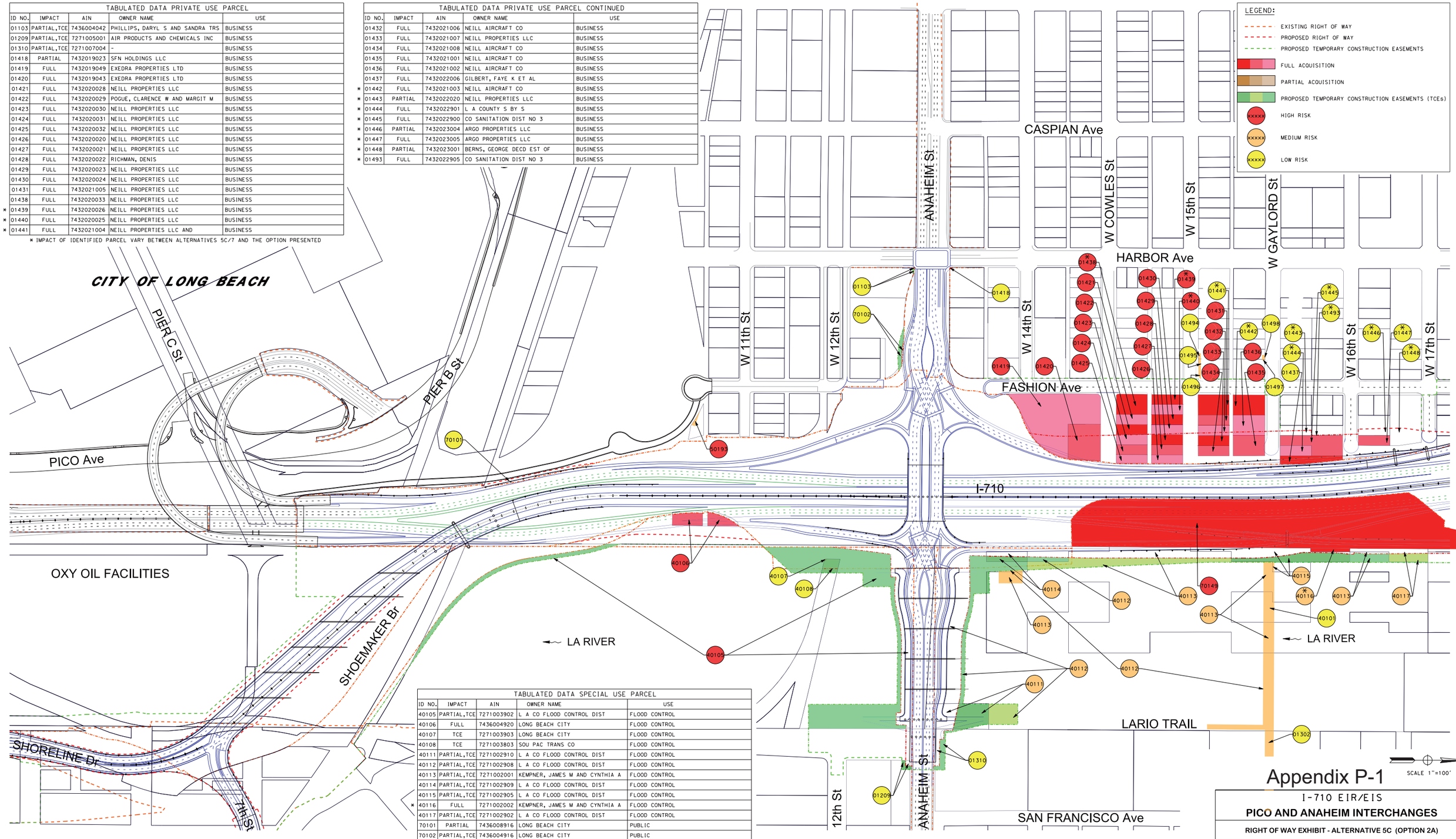
TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
01103	PARTIAL,TCE	7436004042	PHILLIPS, DARYL S AND SANDRA TRS	BUSINESS
01209	PARTIAL,TCE	7271005001	AIR PRODUCTS AND CHEMICALS INC	BUSINESS
01310	PARTIAL,TCE	7271007004	-	BUSINESS
01418	PARTIAL	7432019023	SFN HOLDINGS LLC	BUSINESS
01419	FULL	7432019049	EXEDRA PROPERTIES LTD	BUSINESS
01420	FULL	7432019043	EXEDRA PROPERTIES LTD	BUSINESS
01421	FULL	7432020028	NEILL PROPERTIES LLC	BUSINESS
01422	FULL	7432020029	POGUE, CLARENCE W AND MARGIT M	BUSINESS
01423	FULL	7432020030	NEILL PROPERTIES LLC	BUSINESS
01424	FULL	7432020031	NEILL PROPERTIES LLC	BUSINESS
01425	FULL	7432020032	NEILL PROPERTIES LLC	BUSINESS
01426	FULL	7432020020	NEILL PROPERTIES LLC	BUSINESS
01427	FULL	7432020021	NEILL PROPERTIES LLC	BUSINESS
01428	FULL	7432020022	RICHMAN, DENIS	BUSINESS
01429	FULL	7432020023	NEILL PROPERTIES LLC	BUSINESS
01430	FULL	7432020024	NEILL PROPERTIES LLC	BUSINESS
01431	FULL	7432021005	NEILL PROPERTIES LLC	BUSINESS
01438	FULL	7432020033	NEILL PROPERTIES LLC	BUSINESS
* 01439	FULL	7432020026	NEILL PROPERTIES LLC	BUSINESS
* 01440	FULL	7432020025	NEILL PROPERTIES LLC	BUSINESS
* 01441	FULL	7432021004	NEILL PROPERTIES LLC AND	BUSINESS

* IMPACT OF IDENTIFIED PARCEL VARY BETWEEN ALTERNATIVES 5C/7 AND THE OPTION PRESENTED

TABULATED DATA PRIVATE USE PARCEL CONTINUED				
ID NO.	IMPACT	AIN	OWNER NAME	USE
01432	FULL	7432021006	NEILL AIRCRAFT CO	BUSINESS
01433	FULL	7432021007	NEILL PROPERTIES LLC	BUSINESS
01434	FULL	7432021008	NEILL AIRCRAFT CO	BUSINESS
01435	FULL	7432021001	NEILL AIRCRAFT CO	BUSINESS
01436	FULL	7432021002	NEILL AIRCRAFT CO	BUSINESS
01437	FULL	7432022006	GILBERT, FAYE K ET AL	BUSINESS
* 01442	FULL	7432021003	NEILL AIRCRAFT CO	BUSINESS
* 01443	PARTIAL	7432022020	NEILL PROPERTIES LLC	BUSINESS
* 01444	FULL	7432022901	L A COUNTY S BY S	BUSINESS
* 01445	FULL	7432022900	CO SANITATION DIST NO 3	BUSINESS
* 01446	PARTIAL	7432023004	ARGO PROPERTIES LLC	BUSINESS
* 01447	FULL	7432023005	ARGO PROPERTIES LLC	BUSINESS
* 01448	PARTIAL	7432023001	BERNS, GEORGE DECD EST OF	BUSINESS
* 01493	FULL	7432022905	CO SANITATION DIST NO 3	BUSINESS



TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
40105	PARTIAL,TCE	7271003902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40106	FULL	7436004920	LONG BEACH CITY	FLOOD CONTROL
40107	TCE	7271003903	LONG BEACH CITY	FLOOD CONTROL
40108	TCE	7271003803	SOU PAC TRANS CO	FLOOD CONTROL
40111	PARTIAL,TCE	7271002910	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40112	PARTIAL,TCE	7271002908	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40113	PARTIAL,TCE	7271002001	KEMPNER, JAMES M AND CYNTHIA A	FLOOD CONTROL
40114	PARTIAL,TCE	7271002909	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40115	PARTIAL,TCE	7271002905	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
* 40116	FULL	7271002002	KEMPNER, JAMES M AND CYNTHIA A	FLOOD CONTROL
40117	PARTIAL,TCE	7271002902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
70101	PARTIAL	7436008916	LONG BEACH CITY	PUBLIC
70102	PARTIAL,TCE	7436004916	LONG BEACH CITY	PUBLIC

* IMPACT OF IDENTIFIED PARCEL VARY BETWEEN ALTERNATIVES 5C/7 AND THE OPTION PRESENTED

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TIME PLOTTED => $TIME$

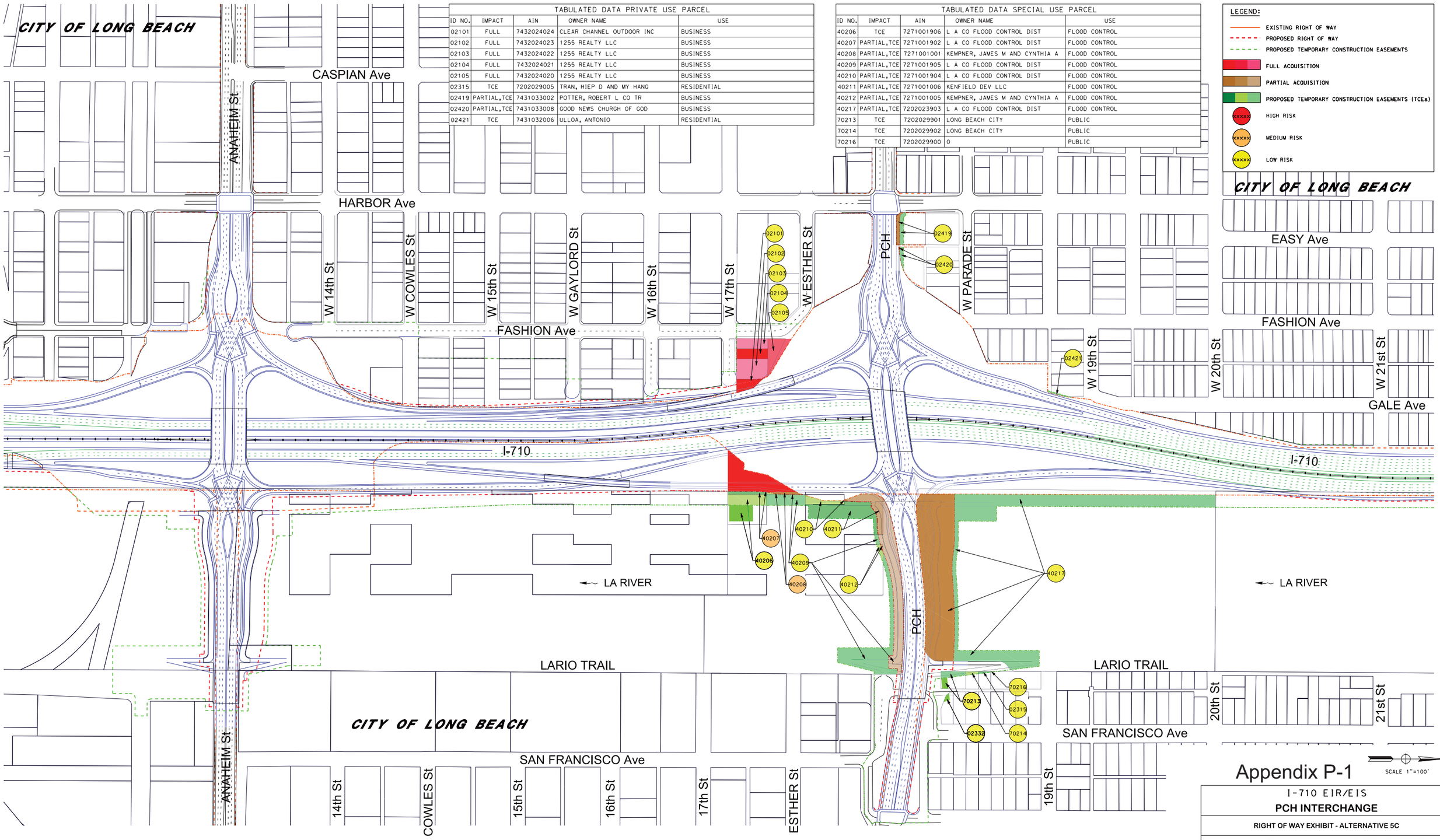
Appendix P-1

I-710 EIR/EIS

PICO AND ANAHEIM INTERCHANGES

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C (OPTION 2A)

JULY 2016 SHEET 5 OF 40



TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
02101	FULL	7432024024	CLEAR CHANNEL OUTDOOR INC	BUSINESS
02102	FULL	7432024023	1255 REALTY LLC	BUSINESS
02103	FULL	7432024022	1255 REALTY LLC	BUSINESS
02104	FULL	7432024021	1255 REALTY LLC	BUSINESS
02105	FULL	7432024020	1255 REALTY LLC	BUSINESS
02315	TCE	7202029005	TRAN, HIEP D AND MY HANG	RESIDENTIAL
02419	PARTIAL,TCE	7431033002	POTTER, ROBERT L CO TR	BUSINESS
02420	PARTIAL,TCE	7431033008	GOOD NEWS CHURGH OF GOD	BUSINESS
02421	TCE	7431032006	ULLOA, ANTONIO	RESIDENTIAL

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
40206	TCE	7271001906	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40207	PARTIAL,TCE	7271001902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40208	PARTIAL,TCE	7271001001	KEMPNER, JAMES M AND CYNTHIA A	FLOOD CONTROL
40209	PARTIAL,TCE	7271001905	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40210	PARTIAL,TCE	7271001904	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40211	PARTIAL,TCE	7271001006	KENFIELD DEV LLC	FLOOD CONTROL
40212	PARTIAL,TCE	7271001005	KEMPNER, JAMES M AND CYNTHIA A	FLOOD CONTROL
40217	PARTIAL,TCE	7202023903	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
70213	TCE	7202029901	LONG BEACH CITY	PUBLIC
70214	TCE	7202029902	LONG BEACH CITY	PUBLIC
70216	TCE	7202029900	0	PUBLIC

DGN FILE => $MEQUEST
DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

Appendix P-1

I-710 EIR/EIS

PCH INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 6 OF 40

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
02422	TCE	7431010011	CERVANTES,ANTONIA	RESIDENTIAL
02423	TCE	7431010010	VASQUEZ,FERNANDO	RESIDENTIAL
02424	TCE	7431010009	CAMACHO, IGNACIO C AND MARIA C	RESIDENTIAL
02425	TCE	7431010007	RODRIGUEZ, ESTEBAN AND	RESIDENTIAL
02426	TCE	7431010006	HOLLINS, LINDA	RESIDENTIAL
02427	TCE	7431010005	DOCTOLERO, HELEN	RESIDENTIAL
02428	TCE	7431010004	MARTINEZ, CYNTHIA D	RESIDENTIAL
02429	TCE	7431010003	AGUILERA, JORGE AND MARGARITA	RESIDENTIAL
02430	FULL	7431009017	RIVERA,ROSA A AND PEDRO C	RESIDENTIAL
03101	TCE	7401023006	RIVERS,RICHARD E AND ANITA Y TRS	RESIDENTIAL
03102	TCE	7401023005	GILLIAM,WILBERT G	RESIDENTIAL
03103	TCE	7401023017	LAURA,MICHAEL V AND PINELO T	RESIDENTIAL
03104	TCE	7401023016	HAMASHITO,MICHIKO AND	RESIDENTIAL
03105	TCE	7401023015	EVERETT,JAMES TR	RESIDENTIAL
03106	PARTIAL,TCE	7401023004	FOUR CORNERS PIPE LINE COMPANY	BUSINESS

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
40218	PARTIAL,TCE	7202024902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40311	PARTIAL,TCE	7202002900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40312	PARTIAL,TCE	7202001902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

PCH
W PARADE St
HARBOR Ave
W 19th St
GALE Ave
W 20th St
W 21st St
HILL St
W 23rd St
BURNETT St
DELTA Ave
EASY Ave
FASHION Ave
W 25th St
WILLOW St
CITY OF LONG BEACH
I-710
EXISTING PUMP STATION
LA RIVER
LARIO TRAIL
De FOREST Ave
SAN FRANCISCO Ave
19th St

Appendix P-1

SCALE 1"=100'

I-710 EIR/EIS

PCH to WILLOW

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

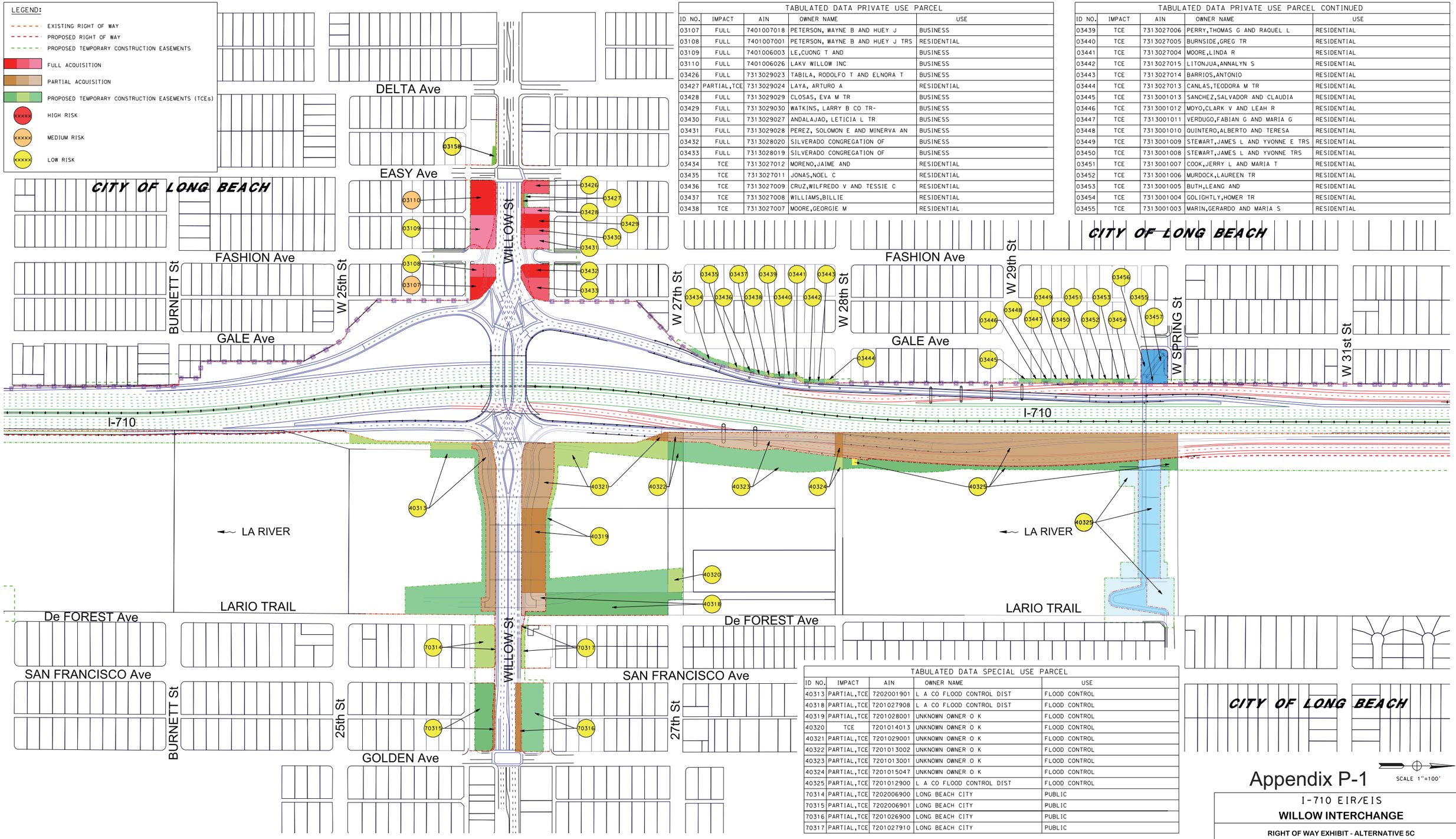
JULY 2016 SHEET 7 OF 40

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK
- MEDIUM RISK
- LOW RISK



TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
03107	FULL	7401007018	PETERSON, WAYNE B AND HUEY J	BUSINESS
03108	FULL	7401007001	PETERSON, WAYNE B AND HUEY J TRS	RESIDENTIAL
03109	FULL	7401006003	LE,CUONG T AND	BUSINESS
03110	FULL	7401006026	LAKV WILLOW INC	BUSINESS
03426	FULL	7313029023	TABILA, RODOLFO T AND ELNORA T	BUSINESS
03427	PARTIAL,TCE	7313029024	LAYA, ARTURO A	RESIDENTIAL
03428	FULL	7313029029	CLOSAS, EVA M TR	BUSINESS
03429	FULL	7313029030	WATKINS, LARRY B CO TR-	BUSINESS
03430	FULL	7313029027	ANDALAJAO, LETICIA L TR	BUSINESS
03431	FULL	7313029028	PEREZ, SOLOMON E AND MINERVA AN	BUSINESS
03432	FULL	7313028020	SILVERADO CONGREGATION OF	BUSINESS
03433	FULL	7313028019	SILVERADO CONGREGATION OF	BUSINESS
03434	TCE	7313027012	MORENO,JAIME AND	RESIDENTIAL
03435	TCE	7313027011	JONAS,NOEL C	RESIDENTIAL
03436	TCE	7313027009	CRUZ,WILFREDO V AND TESSIE C	RESIDENTIAL
03437	TCE	7313027008	WILLIAMS,BILLIE	RESIDENTIAL
03438	TCE	7313027007	MOORE,GEORGIE M	RESIDENTIAL

TABULATED DATA PRIVATE USE PARCEL CONTINUED				
ID NO.	IMPACT	AIN	OWNER NAME	USE
03439	TCE	7313027006	PERRY,THOMAS G AND RAQUEL L	RESIDENTIAL
03440	TCE	7313027005	BURNSIDE,GREG TR	RESIDENTIAL
03441	TCE	7313027004	MOORE,LINDA R	RESIDENTIAL
03442	TCE	7313027015	LITONJUA,ANNALYN S	RESIDENTIAL
03443	TCE	7313027014	BARRIOS,ANTONIO	RESIDENTIAL
03444	TCE	7313027013	CANLAS,TEODORA M TR	RESIDENTIAL
03445	TCE	7313001013	SANCHEZ,SALVADOR AND CLAUDIA	RESIDENTIAL
03446	TCE	7313001012	MOYO,CLARK V AND LEAH R	RESIDENTIAL
03447	TCE	7313001011	VERDUGO,FABIAN G AND MARIA G	RESIDENTIAL
03448	TCE	7313001010	QUINTERO,ALBERTO AND TERESA	RESIDENTIAL
03449	TCE	7313001009	STEWART,JAMES L AND YVONNE E TRS	RESIDENTIAL
03450	TCE	7313001008	STEWART,JAMES L AND YVONNE TRS	RESIDENTIAL
03451	TCE	7313001007	COOK,JERRY L AND MARIA T	RESIDENTIAL
03452	TCE	7313001006	MURDOCK,LAUREEN TR	RESIDENTIAL
03453	TCE	7313001005	BUTH,LEANG AND	RESIDENTIAL
03454	TCE	7313001004	GOLIGHTLY,HOMER TR	RESIDENTIAL
03455	TCE	7313001003	MARIN,GERARDO AND MARIA S	RESIDENTIAL

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
40313	PARTIAL,TCE	7202001901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40318	PARTIAL,TCE	7201027908	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40319	PARTIAL,TCE	7201028001	UNKNOWN OWNER O K	FLOOD CONTROL
40320	TCE	7201014013	UNKNOWN OWNER O K	FLOOD CONTROL
40321	PARTIAL,TCE	7201029001	UNKNOWN OWNER O K	FLOOD CONTROL
40322	PARTIAL,TCE	7201013002	UNKNOWN OWNER O K	FLOOD CONTROL
40323	PARTIAL,TCE	7201013001	UNKNOWN OWNER O K	FLOOD CONTROL
40324	PARTIAL,TCE	7201015047	UNKNOWN OWNER O K	FLOOD CONTROL
40325	PARTIAL,TCE	7201012900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
70314	PARTIAL,TCE	7202006900	LONG BEACH CITY	PUBLIC
70315	PARTIAL,TCE	7202006901	LONG BEACH CITY	PUBLIC
70316	PARTIAL,TCE	7201026900	LONG BEACH CITY	PUBLIC
70317	PARTIAL,TCE	7201027910	LONG BEACH CITY	PUBLIC

CITY OF LONG BEACH

SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

WILLOW INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 8 OF 40

DGN FILE => #PROJECT

DATE PLOTTED => #DATE
TIME PLOTTED => #TIME

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
40414	PARTIAL,TCE	7203001901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
04101	TCE	7312022014	PURIFICACION,BIENVINIDO P AND	RESIDENTIAL
04102	TCE	7312022015	DELEON,BENJAMIN AND MARIA G	RESIDENTIAL
04103	TCE	7312022011	ARZAGA,ALDEN AND	RESIDENTIAL
04104	TCE	7312022010	ESTRADA,RAFAEL AND MARIA C	RESIDENTIAL
04105	TCE	7312022009	QUINTERO,ANTONIO AND LOURDES	RESIDENTIAL
04106	TCE	7312022008	LOPEZ,ARTURO SR AND ANDREA R	RESIDENTIAL
04107	TCE	7312022007	DE LEON,JOSEFINE	RESIDENTIAL

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK (xxxxx)
- MEDIUM RISK (xxxxx)
- LOW RISK (xxxxx)

CITY OF LONG BEACH

CITY OF LONG BEACH

W 29th St
W 28th St
W SPRING St
W 31st St
W 32nd St
W 33rd St
W 34th St
TAPER St
EASY Ave
FASHION Ave
WISE Ave
W CAMERON St
GALE Ave
GALE Ave
I-710
I-710
WARDLOW Rd
04101
04102
04103
04104
04105
04106
04107
40414
LA RIVER
LA RIVER
LARIO TRAIL
De FOREST Ave
De FOREST Ave
SAN FRANCISCO Ave
SAN FRANCISCO Ave
33rd Way
34th St

SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

WILLOW TO WARDLOW

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

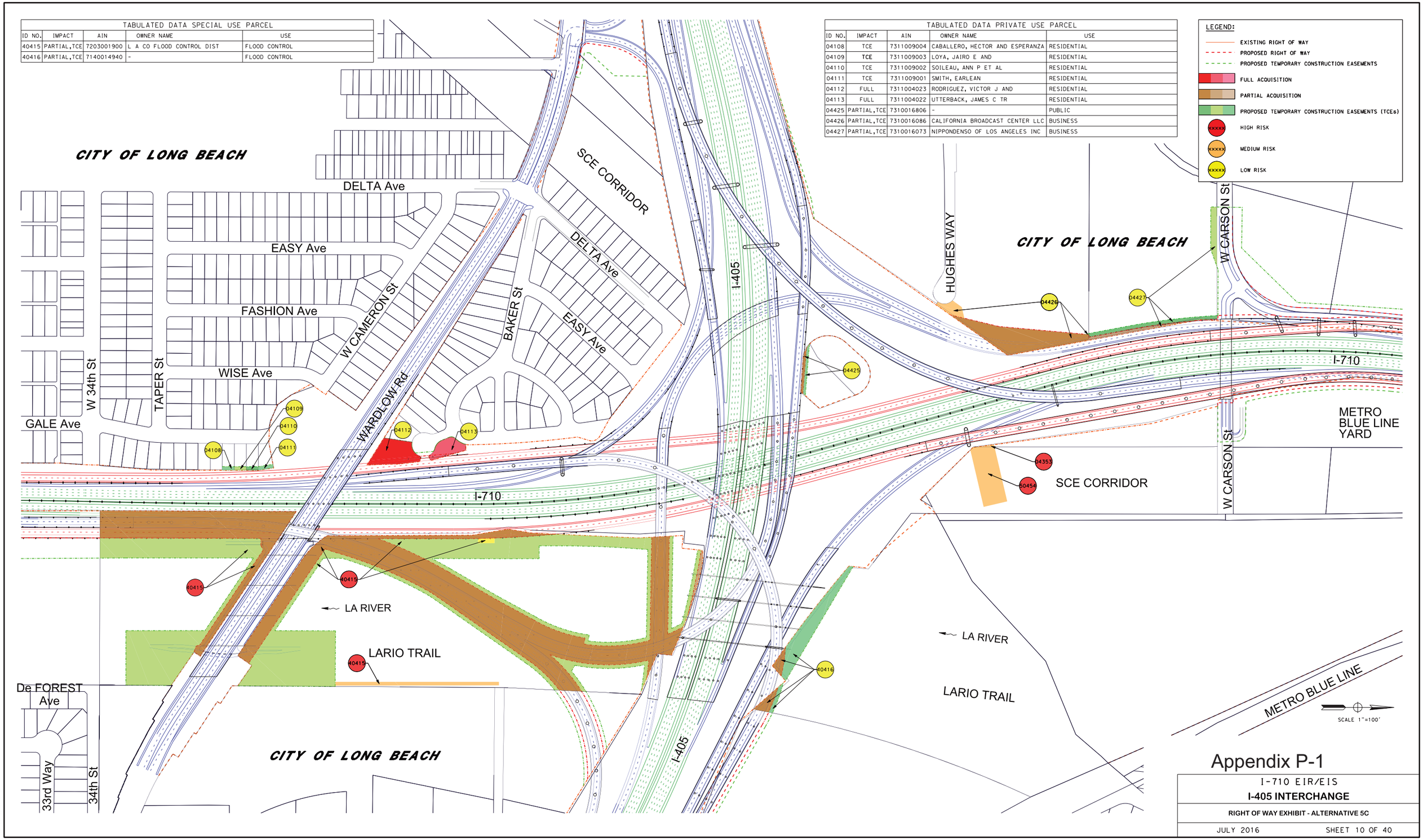
JULY 2016 SHEET 9 OF 40

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
40415	PARTIAL,TCE	7203001900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40416	PARTIAL,TCE	7140014940	-	FLOOD CONTROL

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
04108	TCE	7311009004	CABALLERO, HECTOR AND ESPERANZA	RESIDENTIAL
04109	TCE	7311009003	LOYA, JAIRO E AND	RESIDENTIAL
04110	TCE	7311009002	SOILEAU, ANN P ET AL	RESIDENTIAL
04111	TCE	7311009001	SMITH, EARLEAN	RESIDENTIAL
04112	FULL	7311004023	RODRIGUEZ, VICTOR J AND	RESIDENTIAL
04113	FULL	7311004022	UTTERBACK, JAMES C TR	RESIDENTIAL
04425	PARTIAL,TCE	7310016806	-	PUBLIC
04426	PARTIAL,TCE	7310016086	CALIFORNIA BROADCAST CENTER LLC	BUSINESS
04427	PARTIAL,TCE	7310016073	NIPPONDENSO OF LOS ANGELES INC	BUSINESS



Appendix P-1

I-710 EIR/EIS

I-405 INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 10 OF 40

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
05101	TCE	7310016072	LINWOOD AVENUE LIMITED	BUSINESS
05202	PARTIAL,TCE	7311001011	AMML II LLC	BUSINESS
05203	TCE	7311001004	STRACHAN, ROBERT C CO TR	BUSINESS
05204	PARTIAL,TCE	7311001001	KARBACH ENTERPRISES	BUSINESS
05205	PARTIAL,TCE	7311001002	KARBACH ENTERPRISES	BUSINESS

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK (XXXXX)
- MEDIUM RISK (XXXXX)
- LOW RISK (XXXXX)

CITY OF LONG BEACH

CITY OF CARSON

Mc HELEN Ave

E 221st Pl

E 221st Pl

UPRR

SANTA FE Ave

WARNOCK WAY

HUGHES WAY

HUGHES WAY

I-405

I-405

I-710

05101

05101

05202

05203

05204

05205

05506

05507

SCE CORRIDOR

DELTA Ave

EASY Ave

BAKER St

WARDLOW Rd

W CAMERON St

I-710

WARDLOW Rd

RIVER Ave

WEBSTER Ave

UPRR

SEABRIGHT Ave

CAMERON St

LINCOLN St

SANTA FE Ave

CASPIAN Ave

DENVER Ave

DELTA Ave

EASY Ave

CITY OF LONG BEACH

CITY OF LONG BEACH

SCALE 1"=100'

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

Appendix P-1

I-710 EIR/EIS

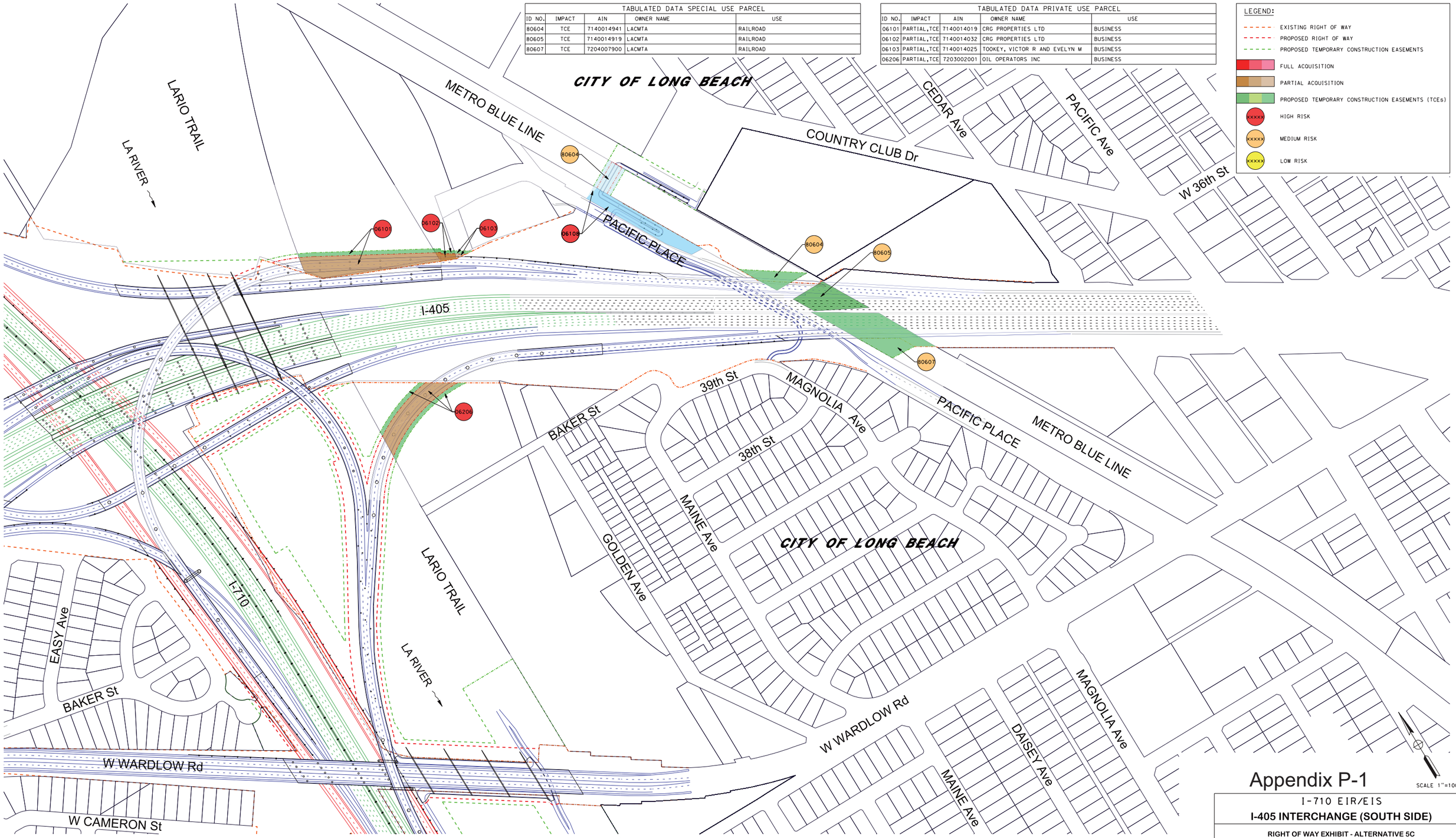
I-405 INTERCHANGE (NORTH SIDE)

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 11 OF 40

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
80604	TCE	7140014941	LACMTA	RAILROAD
80605	TCE	7140014919	LACMTA	RAILROAD
80607	TCE	7204007900	LACMTA	RAILROAD

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
06101	PARTIAL,TCE	7140014019	CRG PROPERTIES LTD	BUSINESS
06102	PARTIAL,TCE	7140014032	CRG PROPERTIES LTD	BUSINESS
06103	PARTIAL,TCE	7140014025	TOOKEY, VICTOR R AND EVELYN M	BUSINESS
06206	PARTIAL,TCE	7203002001	OIL OPERATORS INC	BUSINESS



Appendix P-1

I-710 EIR/EIS

I-405 INTERCHANGE (SOUTH SIDE)

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016

SHEET 12 OF 40

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
80417	PARTIAL,TCE	7140014936	LACMTA	RAILROAD

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
04428	FULL	7310015023	INTEX PROPERTIES SOUTH BAY	BUSINESS
04429	PARTIAL,TCE	7310015022	INTEX PROPERTIES SOUTH BAY	BUSINESS
04430	PARTIAL,TCE	7310015021	INTEX PROPERTIES SOUTH BAY	BUSINESS
04431	PARTIAL,TCE	7310015020	INTEX PROPERTIES SOUTH BAY	BUSINESS
04432	FULL	7310013098	1431 VIA PLATA LLC	BUSINESS

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

CITY OF LONG BEACH

CITY OF CARSON

W CARSON St

E DOMINGUEZ St

W Via PLATA St

UPRR

Via ALCALDE Ave

I-710

METRO BLUE LINE

208th St

METRO BLUE LINE YARD

SCE CORRIDOR

COMPTON CREEK

04428

04429

04430

04431

04432

80417

80442

80417

04351

80452

LA RIVER

LARIO TRAIL

SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

METRO BLUE LINE AND UPRR CROSSINGS

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 13 OF 40

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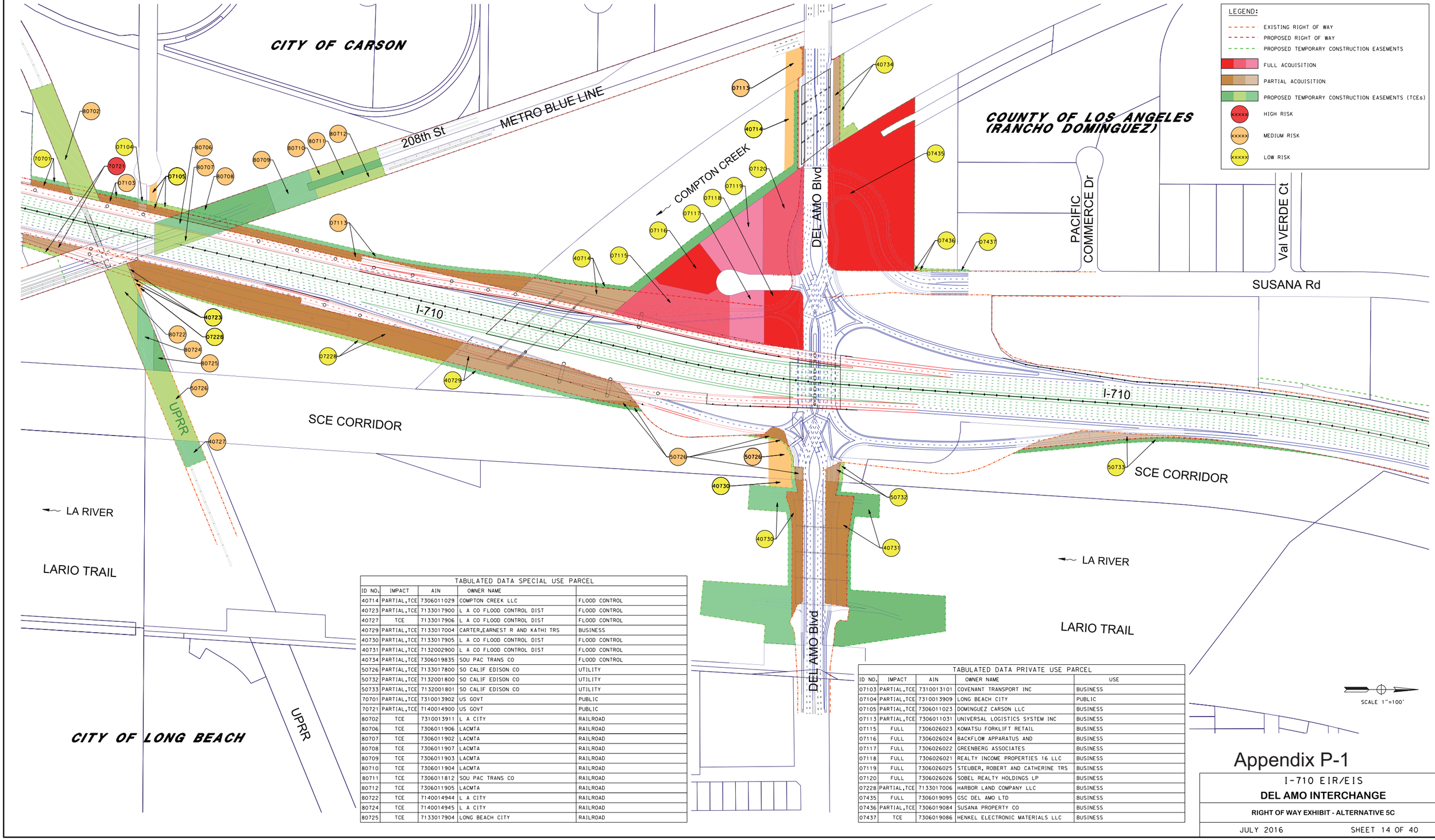
TIME PLOTTED => $TIME
DGN FILE => $REQUEST



TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	
40714	PARTIAL,TCE	7306011029	COMPTON CREEK LLC	FLOOD CONTROL
40723	PARTIAL,TCE	7133017900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40727	TCE	7133017906	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40729	PARTIAL,TCE	7133017004	CARTER,EARNEST R AND KATHI TRS	BUSINESS
40730	PARTIAL,TCE	7133017905	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40731	PARTIAL,TCE	7132002900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40734	PARTIAL,TCE	7306019835	SOU PAC TRANS CO	FLOOD CONTROL
50726	PARTIAL,TCE	7133017800	SO CALIF EDISON CO	UTILITY
50732	PARTIAL,TCE	7132001800	SO CALIF EDISON CO	UTILITY
50733	PARTIAL,TCE	7132001801	SO CALIF EDISON CO	UTILITY
70701	PARTIAL,TCE	7310013902	US GOVT	PUBLIC
70721	PARTIAL,TCE	7140014900	US GOVT	PUBLIC
80702	TCE	7310013911	L A CITY	RAILROAD
80706	TCE	7306011906	LACMTA	RAILROAD
80707	TCE	7306011902	LACMTA	RAILROAD
80708	TCE	7306011907	LACMTA	RAILROAD
80709	TCE	7306011903	LACMTA	RAILROAD
80710	TCE	7306011904	LACMTA	RAILROAD
80711	TCE	7306011812	SOU PAC TRANS CO	RAILROAD
80712	TCE	7306011905	LACMTA	RAILROAD
80722	TCE	7140014944	L A CITY	RAILROAD
80724	TCE	7140014945	L A CITY	RAILROAD
80725	TCE	7133017904	LONG BEACH CITY	RAILROAD

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
07103	PARTIAL,TCE	7310013101	COVENANT TRANSPORT INC	BUSINESS
07104	PARTIAL,TCE	7310013909	LONG BEACH CITY	PUBLIC
07105	PARTIAL,TCE	7306011023	DOMINGUEZ CARSON LLC	BUSINESS
07113	PARTIAL,TCE	7306011031	UNIVERSAL LOGISTICS SYSTEM INC	BUSINESS
07115	FULL	7306026023	KOMATSU FORKLIFT RETAIL	BUSINESS
07116	FULL	7306026024	BACKFLOW APPARATUS AND	BUSINESS
07117	FULL	7306026022	GREENBERG ASSOCIATES	BUSINESS
07118	FULL	7306026021	REALTY INCOME PROPERTIES 16 LLC	BUSINESS
07119	FULL	7306026025	STEUBER, ROBERT AND CATHERINE TRS	BUSINESS
07120	FULL	7306026026	SOBEL REALTY HOLDINGS LP	BUSINESS
07228	PARTIAL,TCE	7133017006	HARBOR LAND COMPANY LLC	BUSINESS
07435	FULL	7306019095	GSC DEL AMO LTD	BUSINESS
07436	PARTIAL,TCE	7306019084	SUSANA PROPERTY CO	BUSINESS
07437	TCE	7306019086	HENKEL ELECTRONIC MATERIALS LLC	BUSINESS

Appendix P-1

I-710 EIR/EIS

DEL AMO INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 14 OF 40

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
07439	TCE	7306021030	KNICKERBOCKER PROPERTIES INC XII	BUSINESS
07440	TCE	7306021020	LALONDE,RONALD AND MARY TRS	BUSINESS
50733	PARCIAL,TCE	7132001801	SO CALIF EDISON CO	UTILITY
80738	TCE	7306021813	SOU PAC TRANS CO	RAILROAD
80741	PARCIAL,TCE	7306021811	SOU PAC TRANS CO	RAILROAD

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

CITY OF LONG BEACH

COUNTY OF LOS ANGELES
(RANCHO DOMINGUEZ)

RAYES Ave

VAL VERDE Ct

SUSANA Rd

MARIA St

SUSANA Rd

80738

07439

07440

80741

I-710

I-710

SCE CORRIDOR

SCE CORRIDOR

LA RIVER

LARIO TRAIL

De FOREST Ave

52nd St

MOUNTAIN VIEW St

53rd St

PLYMOUTH St

MARKET St

LOUISE St

PACIFIC Ave

LONG BEACH Blvd

CITY OF LONG BEACH

SCALE 1"=100'

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

Appendix P-1

I-710 EIR/EIS

DEL AMO TO LONG BEACH

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 15 OF 40

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
08109	PARTIAL,TCE	7306022038	5951 LONG BEACH LLC	BUSINESS
08110	PARTIAL	7306022033	BELL BUSINESS CENTER LP	BUSINESS
08111	PARTIAL	7307008051	WMZ INC	BUSINESS
08421	TCE	7307017002	H B LLC	BUSINESS

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
40813	TCE	7132003901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40817	PARTIAL,TCE	7132004900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40818	PARTIAL,TCE	7132004901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40819	PARTIAL,TCE	7126008902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
50733	PARTIAL,TCE	7132001801	SO CALIF EDISON CO	UTILITY
50806	FULL	7306022803	SO CALIF EDISON CO	UTILITY
50807	PARTIAL	7306022802	SO CALIF EDISON CO	UTILITY
50808	PARTIAL	7306022801	SO CALIF EDISON CO	UTILITY
50814	PARTIAL	7132001808	SO CALIF EDISON CO	UTILITY
50815	PARTIAL,TCE	7132001807	SO CALIF EDISON CO	UTILITY
50816	PARTIAL,TCE	7132001806	SO CALIF EDISON CO	UTILITY
50820	PARTIAL,TCE	7125037801	SO CALIF EDISON CO	UTILITY
70826	TCE	7126008901	LONG BEACH CITY	PUBLIC
80802	PARTIAL,TCE	7306021812	SOU PAC TRANS CO	RAILROAD
80803	FULL	7306021007	COX,ALVIN E	RAILROAD
80804	PARTIAL,TCE	7306022800	SOU PAC TRANS CO	RAILROAD
80805	FULL	7306022035	THOMSON,MICHAEL D TR	RAILROAD

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

CITY OF LONG BEACH

ANA St

MARIA St

SUSANA Rd

VICTORIA St

GORDON St

CAMBRIDGE St

ARLINGTON St

BARCLAY St

HARCOURT St

BUTLER Ave

SCOTT St

ADAMS St

BORT St

WHITE Ave

I-710

SCE CORRIDOR

LONG BEACH Blvd

LA RIVER

LARIO TRAIL

De FOREST Ave

CHESTNUT Ave

CEDAR St

SOUTH St

59th St

OSGOOD St

60th St

61st St

SMITH St

LOUISE St

56th St

SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

LONG BEACH BLVD INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 16 OF 40

DGN FILE => #REQUEST

DATE PLOTTED => #DATE

TIME PLOTTED => #TIME

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
50902	PARTIAL,TCE	7115027800	SO CALIF EDISON CO	UTILITY
50903	FULL	7115027801	SO CALIF EDISON CO	UTILITY
50905	PARIAL,TCE	7116018813	SO CALIF EDISON CO	**UTILITY**
50906	PARTIAL,TCE	7116018802	SO CALIF EDISON CO	UTILITY
50907	PARTIAL,TCE	7116018804	SO CALIF EDISON CO	UTILITY
50908	PARTIAL,TCE	7116018801	SO CALIF EDISON CO	**UTILITY**
50909	FULL	7116018803	SO CALIF EDISON CO	UTILITY
50910	PARTIAL,TCE	7116018800	SO CALIF EDISON CO	UTILITY
70901	TCE	7305008901	LONG BEACH CITY	PUBLIC

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
09204	TCE	7115001002	LONG BEACH BIBLE INSTITUTE	BUSINESS
09414	PARTIAL,TCE	7303012051	EXTRA SPACE PROPERTIES EIGHTY	BUSINESS
09415	FULL	7303012043	ONTIVEROS, MARIA T AND BALTAZAR	RESIDENTIAL
09416	FULL	7303012052	CORIA, MIGUEL M AND ELFEGA	RESIDENTIAL
09417	FULL	7303012049	BODE, ARTHUR TR	RESIDENTIAL
09418	FULL	7303011072	HAN, HAK S AND YOUNG H	RESIDENTIAL
09419	FULL	7303011073	SAPIEN, GABRIEL AND	RESIDENTIAL
09420	FULL	7303011074	LEMUS, ALEJANDRINA T	RESIDENTIAL
09421	FULL	7303011075	JOSEPH, EDMOND C AND CONNIE R TR	RESIDENTIAL
09422	FULL	7303011071	ADAME, IDANIA ET AL	RESIDENTIAL
09423	FULL	7303011076	CASTRONOVER, HENRY AND LAURA L	RESIDENTIAL

CITY OF LONG BEACH

CITY OF COMPTON

ARTESIA Blvd

MARKER St

MARKER Ln

BUTLER Ave

CUMMINGS Ln

67TH St

67th WAY

BEECHLEY Ave

68th WAY

COACHELLA Ave

ATLANTIC Dr

NEECE St

65th St

SR-91

COOLIDGE St

FORHAN St

BORT St

ADAMS St

WHITE Ave

COOLIDGE PARK

I-710

SCE CORRIDOR

LA RIVER

LARIO TRAIL

09414 09415 09416 09417 09418 09419 09420 09421 09422 09423 09204 50902 50903 50905 50906 50907 50908 50909 50910 50937 50938 50939 50940 50941 50942 50943 50956 50957 70901

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

Appendix P-1

SCALE 1"=100'

I-710 EIR/EIS

SR-91 INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 17 OF 40

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
41001	PARTIAL,TCE	7306007025	REGENCY OUTDOOR ADVERTISING INC	FLOOD CONTROL
41005	PARTIAL,TCE	7306001901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41007	PARTIAL,TCE	7306007034	KENNEDY, BRIAN AND	FLOOD CONTROL
41008	TCE	7306007901	-	FLOOD CONTROL
41011	PARTIAL,TCE	7306001042	ALLEN, CHISTOPHER L AND	FLOOD CONTROL
41012	PARTIAL	7306001042	ROMERO, JAVIER	FLOOD CONTROL
41013	PARTIAL	7306001029	GARCIA, FELIPE AND ERCILIA TRS	FLOOD CONTROL
41014	PARTIAL,TCE	7306001905	-	FLOOD CONTROL
41016	PARTIAL,TCE	7306001027	-	FLOOD CONTROL
41017	TCE	7306001903	-	FLOOD CONTROL
41018	PARTIAL,TCE	7306001902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
81003	TCE	7306001909	LONG BEACH CITY	RAILROAD
81006	TCE	7306001911	-	RAILROAD
81009	TCE	7306001918	L A CITY	RAILROAD
81010	TCE	7306001804	SOU PAC CO	RAILROAD
81015	TCE	7306001805	SOU PAC CO	RAILROAD

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
10102	PARTIAL,TCE	7306007900	COMPTON CITY	BUSINESS
10104	PARTIAL,TCE	7306001041	GORDON SAND CO	BUSINESS
10219	PARTIAL,TCE	7306002034	17600 SANTA FE AVENUE PARTNERS	BUSINESS
10220	PARTIAL,TCE	7306002037	SCHOLLE CORP	BUSINESS
10121	TCE	7306001040	GORDON SAND CO	BUSINESS
10222	TCE	7306001036	-	BUSINESS

LEGEND:
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

SANTA FE Ave
ALAMEDA St
ARTESIA Blvd
CITY OF LONG BEACH
DELTA Ave
HARBOR Ave
GALE Ave
LONG BEACH Blvd
MURIEL Ave
SR-91
CITY OF COMPTON
COUNTY OF LOS ANGELES (RANCHO DOMINGUEZ)
STANLEY St
SANTA FE Ave
SUSANA Rd
FORHAN St
ORCUTT Ave
LONG BEACH Blvd
MURIEL Ave
BORT St
FENTER Ave
ADAMS St
SCALE 1"=100'

41001 81006 10102 81003 10104 10121 41005
41008 41011 81010 10222 41007 41018 81015 41012 41016 81009 41014 41013 41017
10219 10220

DGN FILE => $REQUEST
DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

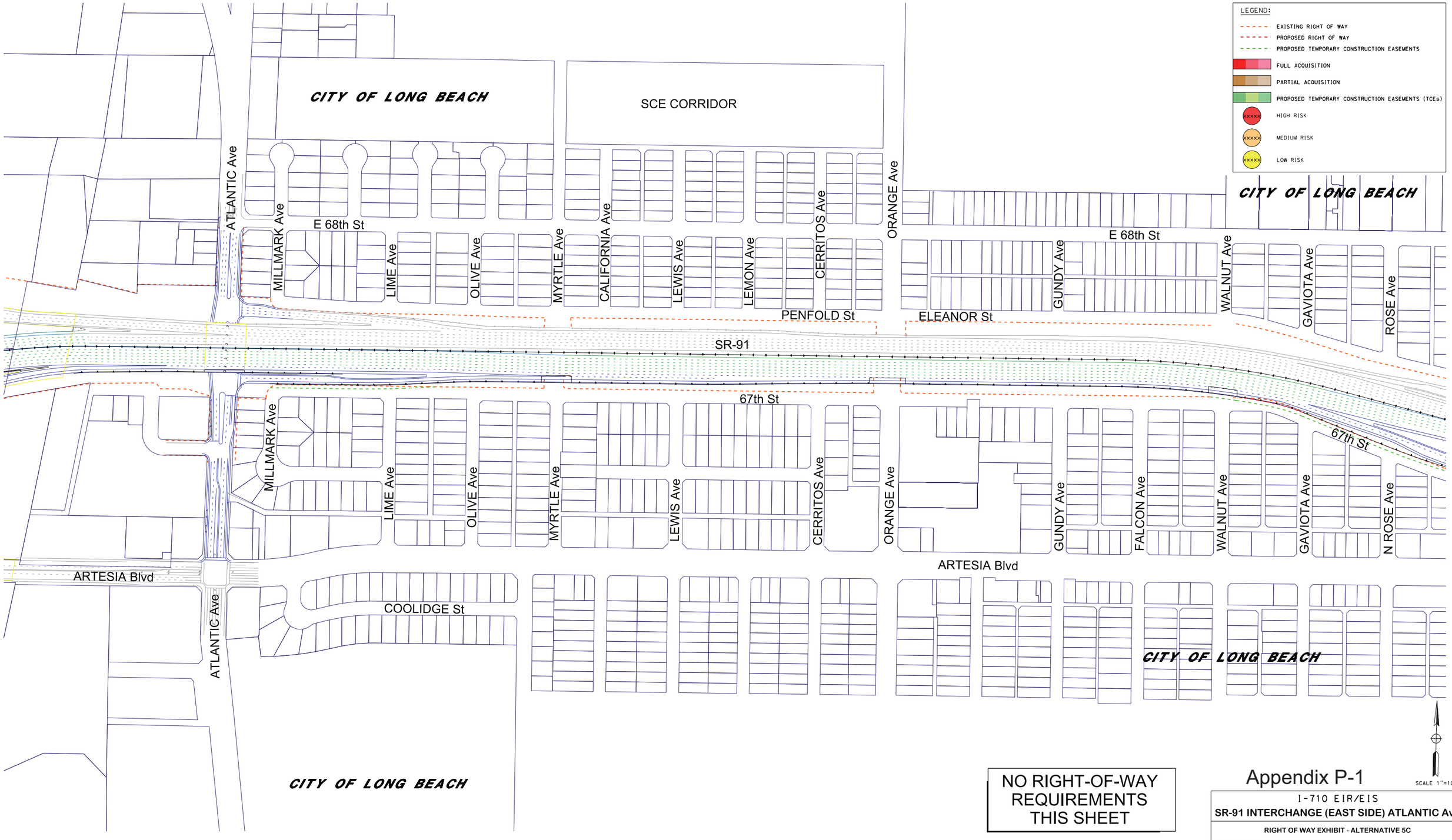
Appendix P-1

I-710 EIR/EIS

SR-91 INTERCHANGE (WEST SIDE)

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 18 OF 40



NO RIGHT-OF-WAY REQUIREMENTS THIS SHEET

Appendix P-1

I-710 EIR/EIS

SR-91 INTERCHANGE (EAST SIDE) ATLANTIC Ave

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 19 OF 40

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
11315	PARTIAL	7119020033	CHANG, KUO T CO TR	BUSINESS
11417	PARTIAL	7113002009	M AND A GABAEE	BUSINESS
11418	PARTIAL	7113002011	M AND A GABAEE	BUSINESS

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

CITY OF LONG BEACH

E 68th St

GUNDY Ave

WALNUT Ave

GAVIOTA Ave

ROSE Ave

GARDENA Ave

CHERRY Ave

ELEANOR St

11418

11417

SR-91

67th St

1315

E 68th St

CITY OF LONG BEACH

E 68th St

PARAMOUNT Blvd

E 67th St

GUNDY Ave

FALCON Ave

WALNUT Ave

GAVIOTA Ave

N ROSE Ave

GARDENIA Ave

SCHILING Ave

MINNESOTA Ave

SARNIA Ave

ARTESIA Blvd

ARTESIA Blvd

PARAMOUNT Blvd

CITY OF LONG BEACH

CITY OF LONG BEACH

SCALE 1"=100'

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

Appendix P-1

I-710 EIR/EIS

SR-91 INTERCHANGE (EAST SIDE) CHERRY Ave

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 20 OF 40

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
09311	FULL	7101016008	COMPTON HUNTING AND FISHING CLU	BUSINESS
09312	FULL	7101016006	BOWMAN, DUANE L AND JANE C TRS	BUSINESS
09313	FULL	7101017001	PERHAM, LEE AND NANCY S TRS	BUSINESS
09424	TCE	7301029034	CRENSHAW, CARRIE L	RESIDENTIAL
09425	TCE	7301029016	CASTILLO, ELENA J	RESIDENTIAL
09426	TCE	7301029015	WHITE, DAVION E	RESIDENTIAL
09427	TCE	7301029014	ROBINSON, FLEMING AND VANNESSA	RESIDENTIAL
09428	TCE	7301002020	TABANKIA,HERSEL AND SHANAZ TRS	BUSINESS
12101	TCE	7301002901	COMMUNITY REDEV AGENCY OF	BUSINESS
12102	TCE	7301002900	COMMUNITY REDEV AGENCY OF	BUSINESS
12103	TCE	7301002902	COMMUNITY REDEV AGENCY OF	BUSINESS
12104	PARTIAL,TCE	7301002002	B AND DJ LLC	RESIDENTIAL
12105	PARTIAL,TCE	7301001010	-	RESIDENTIAL

TABULATED DATA PRIVATE USE PARCEL CONTINUED

ID NO.	IMPACT	AIN	OWNER NAME	USE
12106	FULL	7301001009	HEKMAT NIAZ, YOUSEF CO TR	BUSINESS
12107	FULL	7301001008	HEKMAT NIAZ, YOUSEF CO TR	BUSINESS
12108	PARTIAL,TCE	7301001001	CHANG,I LANG AND	BUSINESS
12109	PARTIAL,TCE	7301003011	-	BUSINESS
12210	FULL	7101015003	PEREZ, FERNANDO	BUSINESS
12211	FULL	7101015002	PEREZ, FERNANDO	BUSINESS
12212	FULL	7101015004	MARTIN, NICOLAS E	BUSINESS
12213	FULL	7101013018	MARTIN, NICOLAS E	BUSINESS
12214	FULL	7101013019	MARTIN, NICOLAS E	BUSINESS
12215	FULL	7101013021	MARTIN, NICOLAS E	BUSINESS
12216	FULL	7101013020	MARTIN, NICOLAS E	BUSINESS
12217	FULL	7101013022	MARTIN, NICOLAS E	BUSINESS
12218	FULL	7101013023	MARTIN, NICOLAS E	BUSINESS
12220	TCE	7101013037	HD DEVELOPMENT OF MARYLAND INC	BUSINESS
12221	TCE	7101013041	HD DEVELOPMENT OF MARYLAND INC	BUSINESS
12322	TCE	6239015001	MA, RONG CO TR	BUSINESS
12323	PARTIAL,TCE	6239015003	LMC ENTERPRISES	BUSINESS
12324	PARTIAL,TCE	6239015004	KIM,RYEU K AND SONG J	BUSINESS
12325	TCE	6239015013	QUINTERO,FRANCISCO	BUSINESS
12427	PARTIAL	6181027021	-	BUSINESS
12428	PARTIAL,TCE	6181028023	-	BUSINESS
12429	FULL	6181028022	-	BUSINESS
12430	PARTIAL,TCE	6181028037	BAEZA, HELEN R TR	BUSINESS
12431	FULL	6181031029	-	BUSINESS
12432	FULL	6181031030	M AND M AUTO PARTS INC	BUSINESS
12433	FULL	6181031031	M AND M AUTO PARTS INC	BUSINESS
12434	FULL	6181031032	MIKAMI, RICHARD AND	BUSINESS

TABULATED DATA PRIVATE USE PARCEL CONTINUED

ID NO.	IMPACT	AIN	OWNER NAME	USE
12435	FULL	6181031033	MIKAMI, ROBERT M AND	BUSINESS
12436	FULL	6181031039	-	BUSINESS
12437	PARTIAL,TCE	6181032041	-	RESIDENTIAL
12438	PARTIAL,TCE	6181032042	-	RESIDENTIAL
12439	PARTIAL,TCE	6181032058	COMPTON SENIOR HOUSING LP	RESIDENTIAL
12440	PARTIAL,TCE	6181032043	-	RESIDENTIAL
12441	PARTIAL,TCE	6181032044	-	RESIDENTIAL
12442	PARTIAL,TCE	6181032045	-	RESIDENTIAL
12443	PARTIAL,TCE	6181032054	-	RESIDENTIAL
12444	PARTIAL,TCE	6181032049	COMPTON SENIOR HOUSING LP	RESIDENTIAL
12445	TCE	6181032053	-	RESIDENTIAL
12446	PARTIAL,TCE	6181032050	COMPTON SENIOR HOUSING LP	RESIDENTIAL
12447	FULL	6181035043	-	RESIDENTIAL
12448	FULL	6181035042	-	RESIDENTIAL
12449	FULL	6181035036	-	RESIDENTIAL
12450	FULL	6181035041	HARRIS, OLLIE M	RESIDENTIAL
12451	FULL	6181035040	-	RESIDENTIAL
12452	FULL	6181035039	RENTERIA, PATRICIA ET AL	RESIDENTIAL
12453	FULL	6181035038	QUINTEROS, WALTER AND PRISCILLA	RESIDENTIAL
12454	TCE	6180024015	KINGSFORD STREET INVESTORS LLC	BUSINESS
12455	TCE	6180024017	KINGSFORD STREET INVESTORS LLC	BUSINESS
12456	TCE	6180024004	KINGSFORD STREET INVESTORS LLC	BUSINESS
12457	TCE	6180024005	KINGSFORD STREET INVESTORS LLC	BUSINESS
12458	TCE	6180024019	KINGSFORD STREET INVESTORS LLC	BUSINESS
12459	TCE	6180024020	KINGSFORD STREET INVESTORS LLC	BUSINESS
12460	TCE	6180024018	KINGSFORD STREET INVESTORS LLC	BUSINESS
12461	TCE	6180024021	KINGSFORD STREET INVESTORS LLC	BUSINESS

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
41219	PARTIAL,TCE	7101013024	AMAYA, ELISA F ET AL	FLOOD CONTROL
41219	PARTIAL,TCE	7101013025	BROWN, LARENCE	FLOOD CONTROL
41219	PARTIAL,TCE	7101013039	AMAYA, ELISA F ET AL	FLOOD CONTROL
41226	PARTIAL,TCE	6239002012	BENSON, FRANCES C TR	FLOOD CONTROL
41226	PARTIAL,TCE	6239002011	BENSON, FRANCES C TR	FLOOD CONTROL
41226	TCE	6239001907	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41226	TCE	6239001001	WILSON, MARGARET E	FLOOD CONTROL
41226	TCE	6239001012	WILSON, MARGARET E	FLOOD CONTROL
41226	TCE	6239001904	L A CO FLOOD CONTROL DIST	FLOOD CONTROL

CITY OF COMPTON
WHITE Ave
WASHINGTON Ave
ATLANTIC Dr
ATLANTIC Ave
ALONDRA Blvd
LIME Ave
FRAILEY Ave
LINSLEY Ave
S WILLIAMS Ave
ROSE St
MYRRH St
GIBSON Ave
COMPTON Blvd
I-710
SCE CORRIDOR
LA RIVER
LARIO TRAIL
ATLANTIC Pl
HUNSAKER Ave
SOMERSET Blvd
COMPTON GOLF COURSE
CITY OF PARAMOUNT
SCALE 1"=100'

DGN FILE => $MEQUEST
DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

Appendix P-1

I-710 EIR/EIS

ALONDRA INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 21 OF 40

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
41301	PARTIAL,TCE	6237026903	L A RIVER	FLOOD CONTROL

LEGEND:
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

CITY OF COMPTON
WILLIAMS Ave
SAN VINCENTE St
COMPTON Blvd
GIBSON Ave
ROSECRANS Ave
SAN LUIS St
SAN MARCUS St
SAN MATEO St
SAN MIGUEL St
SAN JUAN St
SAN CARLOS St
MANETTE PI
WRIGHT Ave
I-710
41301
LA RIVER
LARIO TRAIL
CITY OF LYNWOOD
FERTILE St
OLANDA St
RAYBORN St
PELLEUR St
CLARK St
WILSON Ave
LOUISE St
PHILLIPS Ave
SAN ANTONIO Ave
SOMERSET Blvd
SAN JOSE Ave
CITY OF COMPTON
CITY OF PARAMOUNT

SCALE 1"=100'

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

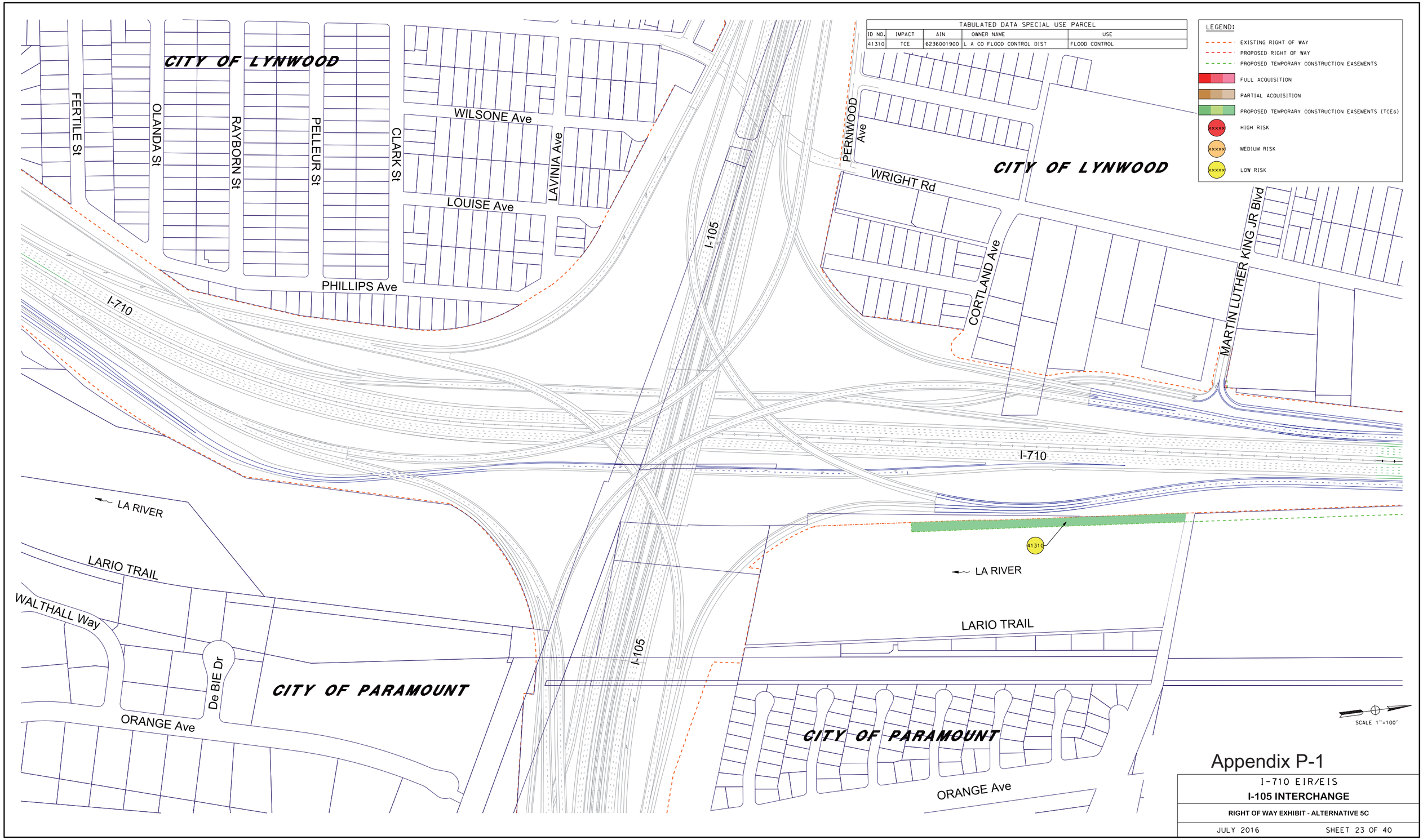
Appendix P-1

I-710 EIR/EIS

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

ROSECRANS INTERCHANGE

JULY 2016 SHEET 22 OF 40



TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
41310	TCE	6236001900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK
- MEDIUM RISK
- LOW RISK

Appendix P-1

I-710 EIR/EIS

I-105 INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016

SHEET 23 OF 40

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
14101	PARTIAL,TCE	6194031008	ERMM CORP	BUSINESS
14102	TCE	6194030011	GALLINUCCI, PEDRO AND LUCIA	BUSINESS
14103	TCE	6194030017	HITE PROPERTY CO	BUSINESS
14104	TCE	6194030020	ORELLANA, LEONEL AND HILDA C	BUSINESS
14105	TCE	6194030016	FOX, RUSSEL L AND LINDA K	BUSINESS
14106	TCE	6194030018	VALDEZ, SALVADOR AND MARIA AND	BUSINESS
14107	TCE	6194030019	VALDEZ, SALVADOR AND MARIA AND	BUSINESS
14108	TCE	6194029007	VARELA, RAUL	BUSINESS
14109	TCE	6194029003	NUNEZ, DANIEL	BUSINESS

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
41417	TCE	6234013002	RIO HONDO RANCHO	FLOOD CONTROL
41418	TCE	6234013903	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41419	TCE	6234013900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41420	PARTIAL,TCE	6234013271	SOUTH GATE CITY	FLOOD CONTROL

CITY OF LYNWOOD

CITY OF PARAMOUNT

CITY OF SOUTH GATE

LOUISE Ave

WRIGHT Rd

CORTLAND St

MARTIN LUTHER KING JR Blvd

BEACHWOOD Ave

ELMWOOD Ave

DUNCAN Ave

POPE Ave

SAINT JAMES Ave

IMPERIAL Hwy

I-710

LA RIVER

LARIO TRAIL

RANCHO CAM Dr

ORANGE Ave

CENTURY Blvd

MONROE Ave

SCOTT Ave

14101 14102 14103 14104 14105 14106 14107 14108 14109

41417 41418 41419 41420

14253

SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

I-105 TO IMPERIAL

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 24 OF 40

DGN FILE => $REQUEST

DATE PLOTTED => $DATE

TIME PLOTTED => $TIME

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
14110	TCE	6194029001	TEJEDA, JUAN F AND	BUSINESS
14111	PARTIAL,TCE	6194029009	WASATCH IMPORT CO	BUSINESS
14112	FULL	6194005900	LYNWOOD CITY	BUSINESS
14113	FULL	6194005001	MANCILLA, MANUEL AND PATRICIA	BUSINESS
14114	PARTIAL	6194004001	MANCILLA, MANUEL AND LIDIA P	BUSINESS
14115	PARTIAL	6194004037	NORTHWEST DEALERCO HOLDINGS LLC	BUSINESS
14116	PARTIAL	6194004042	CORONA, JUAN G AND SOFIA ET AL	BUSINESS
14443	FULL	6194003037	K ASSOCIATES	BUSINESS
14444	FULL	6194003031	MERUELO, ALEX TR	RESIDENTIAL
14445	FULL	6194003041	BKG PROPERTIES LLC	BUSINESS
14446	FULL	6194003026	MAGEE, TERRENCE A TR	BUSINESS
14447	FULL	6194003025	SHAW, AMOS AND FLORA B TRS	BUSINESS
14448	FULL	6194002025	FRYS 710 FREEWAY INVESTMENT INC	BUSINESS
15245	PARTIAL,TCE	6233002900	SOUTH GATE CITY	BUSINESS

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
41421	PARTIAL,TCE	6234012002	CHEVRON USA INC	FLOOD CONTROL
41422	PARTIAL,TCE	6234012270	SOUTH GATE CITY	FLOOD CONTROL
41423	TCE	6234012900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41424	PARTIAL,TCE	6234012901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41425	PARTIAL,TCE	6233032900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41426	PARTIAL,TCE	6233032009	JANIS, S ROGER AND ESTELLE C	FLOOD CONTROL
41427	PARTIAL,TCE	6233032002	JANIS, S ROGER AND ESTELLE C	FLOOD CONTROL
41428	PARTIAL,TCE	6233032003	JANIS, S ROGER AND ESTELLE C	FLOOD CONTROL
41429	PARTIAL,TCE	6233032903	WATERSHED CONSERVATION AUTHORITY	FLOOD CONTROL
41430	TCE	6233032902	WATERSHED CONSERVATION AUTHORITY	FLOOD CONTROL
41431	PARTIAL,TCE	6233032901	STATE OF CALIF	FLOOD CONTROL
41432	PARTIAL,TCE	6233032010	CHEVRON USA INC	FLOOD CONTROL
41433	PARTIAL,TCE	6233037007	JANIS INVESTMENT CO	FLOOD CONTROL
41434	TCE	6233028026	CHEVRON USA INC	FLOOD CONTROL
41435	TCE	6233028019	JANIS, S ROGER AND ESTELLE C	FLOOD CONTROL
41436	TCE	6233028005	JANIS, S ROGER AND ESTELLE C	FLOOD CONTROL
41437	TCE	6233028022	GUTIERREZ, JUAN R	FLOOD CONTROL
41438	TCE	6233028023	COX, ALVIN E	FLOOD CONTROL
41439	TCE	6233028900	SOUTH GATE CITY S BY S	FLOOD CONTROL
41440	PARTIAL,TCE	6233037003	JANIS INVESTMENT CO	FLOOD CONTROL
41441	PARTIAL,TCE	6233001011	JANIS, S ROGER AND ESTELLE C	FLOOD CONTROL
41442	PARTIAL,TCE	6233001903	SOUTH GATE CITY	FLOOD CONTROL
41449	PARTIAL,TCE	6233001018	DICKINSON, GEORGE W	FLOOD CONTROL
61544	PARTIAL,TCE	6233001275	L A CITY DEPT OF WATER AND POWER	UTILITY

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

ATLANTIC Ave
VIRGINIA Ave
POPE Ave
DUNCAN Ave
LOUISE Ave
WRIGHT Rd
LOS FLORES Blvd
IMPERIAL Hwy
SAINT JAMES Ave
ELMWOOD Ave
CITY OF LYNWOOD
I-710
LA RIVER
LARIO TRAIL
IMPERIAL Hwy
LEEDS St
MEADOW Rd
CITY OF SOUTH GATE
ANAHURST Rd
BROOKDALE Rd
BLUMONT Rd
LEDGEWOOD Rd
ALMIRA Rd
BATAVIA Rd
ALDRICH Rd
UPRR
RIO HONDO RIVER

DGN FILE => $$CASE
DATE PLOTTED => $$DATE
TIME PLOTTED => $$TIME

Appendix P-1

SCALE 1"=100'

I-710 EIR/EIS

IMPERIAL INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 25 OF 40

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
41501	TCE	6222042900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41503	PARTIAL, TCE	6222041900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41511	PARTIAL,TCE	6222001903	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41513	PARTIAL,TCE	6222001904	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41526	PARTIAL,TCE	6232017910	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
61502	PARTIAL,TCE	6222001278	L A CITY DEPT OF WATER AND POWER	UTILITY
61512	PARTIAL,TCE	6222001278	L A CITY DEPT OF WATER AND POWER	UTILITY
61517	TCE	6222001276	L A CITY DEPT OF WATER AND POWER	UTILITY
71514	FULL	6222001916	COMMUNITY DEV COMMISSION OF	PUBLIC
71525	PARTIAL	6232014900	SOUTH GATE CITY	PUBLIC
71527	PARTIAL	6232017906	SOUTH GATE CITY	PUBLIC
71528	FULL	6232016903	SOUTH GATE CITY	PUBLIC

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
15104	PARTIAL,TCE	6222036003	BORK CORP	BUSINESS
15105	PARTIAL,TCE	6222036002	CHEVRON USA INC	BUSINESS
15106	TCE	6222036004	BORK CORP	BUSINESS
15107	PARTIAL,TCE	6222036005	BORK CORP	BUSINESS
15108	TCE	6222001011	BORK CORP	BUSINESS
15109	PARTIAL,TCE	6222001018	STEIGELY, EDWARD AND DOROTHY TRS	BUSINESS
15110	PARTIAL,TCE	6222001013	CHEVRON USA INC	BUSINESS
15115	FULL	6222001021	KUDCO DIVERSIFIED INC	BUSINESS
15116	FULL	6222001020	KUDCO DIVERSIFIED INC	BUSINESS
15229	PARTIAL	6232015009	J B HUNT TRANSPORT INC	BUSINESS
15230	PARTIAL,TCE	6232015003	J B HUNT TRANSPORT INC	BUSINESS
15231	PARTIAL	6232015004	WORLD OIL CO	BUSINESS
15232	PARTIAL	6232015005	WORLD OIL CORP	BUSINESS
15233	PARTIAL	6232010016	IN O VATE INC	BUSINESS
15234	PARTIAL,TCE	6232010008	SULLY-MILLER CONTRACTING CO	BUSINESS
15235	PARTIAL,TCE	6232010011	CALIFORNIAN SOUTH GATE	BUSINESS

LEGEND:
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

CITY OF SOUTH GATE

CITY OF SOUTH GATE

LARIO TRAIL

LA RIVER

LARIO TRAIL

LA RIVER

SALT LAKE Ave

UPRR

BURTIS St

SOUTHERN Ave

FIRESTONE Blvd

FRONTAGE Rd

I-710

FRONTAGE Rd

I-710

UPRR

RIO HONDO RIVER

MILLER WAY

KARMONT Ave

GARFIELD Ave

SOUTHERN Ave

GARFIELD Ave

FIRESTONE Blvd

NATIONAL Ave

15108 15107 15106 15105 15104 15109 15110 41503 41511 61512 61502 61513 61517 41501 71514 15115 15116 71525 15235 15229 15234 15230 71527 71528 41526 15233 15231 15232

SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

SOUTHERN INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 26 OF 40

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

DGN FILE => $REQUEST

LEGEND:

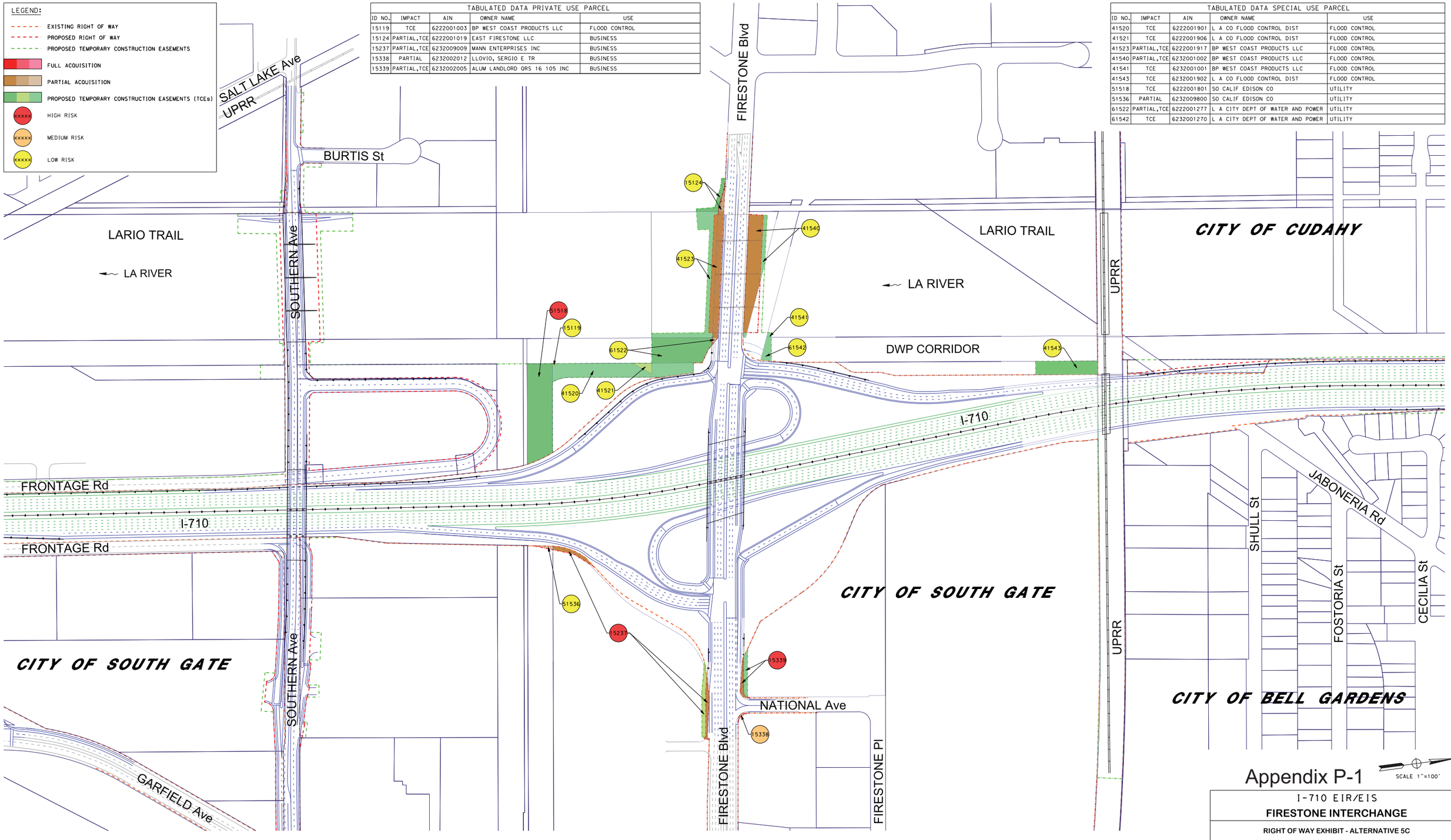
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK
- MEDIUM RISK
- LOW RISK

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
15119	TCE	6222001003	BP WEST COAST PRODUCTS LLC	FLOOD CONTROL
15124	PARTIAL,TCE	6222001019	EAST FIRESTONE LLC	BUSINESS
15237	PARTIAL,TCE	6232009009	MANN ENTERPRISES INC	BUSINESS
15338	PARTIAL	6232002012	LLOVIO, SERGIO E TR	BUSINESS
15339	PARTIAL,TCE	6232002005	ALUM LANDLORD QRS 16 105 INC	BUSINESS

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
41520	TCE	6222001901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41521	TCE	6222001906	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41523	PARTIAL,TCE	6222001917	BP WEST COAST PRODUCTS LLC	FLOOD CONTROL
41540	PARTIAL,TCE	6232001002	BP WEST COAST PRODUCTS LLC	FLOOD CONTROL
41541	TCE	6232001001	BP WEST COAST PRODUCTS LLC	FLOOD CONTROL
41543	TCE	6232001902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
51518	TCE	6222001801	SO CALIF EDISON CO	UTILITY
51536	PARTIAL	6232009800	SO CALIF EDISON CO	UTILITY
61522	PARTIAL,TCE	6222001277	L A CITY DEPT OF WATER AND POWER	UTILITY
61542	TCE	6232001270	L A CITY DEPT OF WATER AND POWER	UTILITY



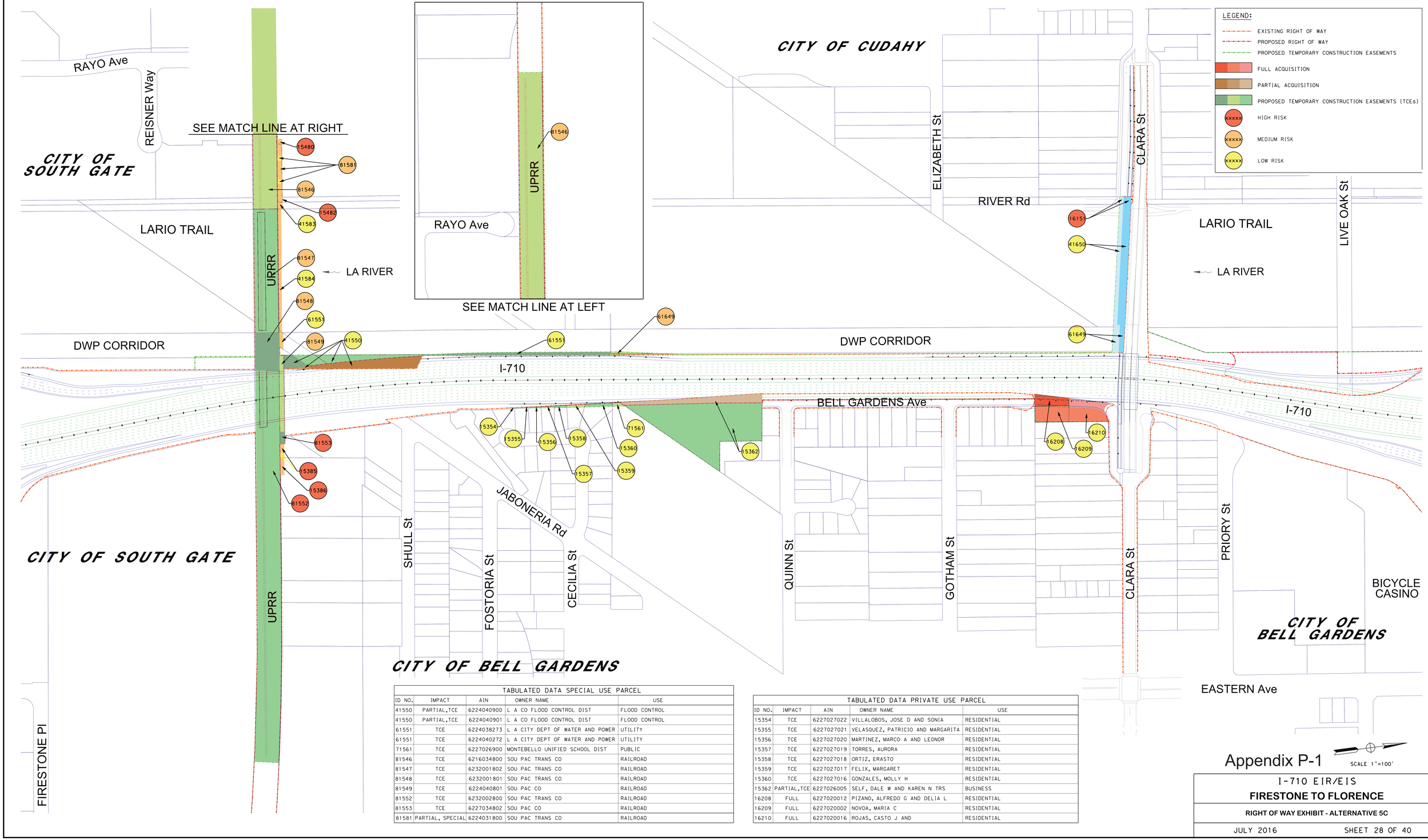
Appendix P-1

I-710 EIR/EIS

FIRESTONE INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 27 OF 40



TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
41550	PARTIAL,TCE	6224040900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41550	PARTIAL,TCE	6224040901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
61551	TCE	6224038273	L A CITY DEPT OF WATER AND POWER	UTILITY
61551	TCE	6224040272	L A CITY DEPT OF WATER AND POWER	UTILITY
71561	TCE	6227026900	MONTEBELLO UNIFIED SCHOOL DIST	PUBLIC
81546	TCE	6216034800	SOU PAC TRANS CO	RAILROAD
81547	TCE	6232001802	SOU PAC TRANS CO	RAILROAD
81548	TCE	6232001801	SOU PAC TRANS CO	RAILROAD
81549	TCE	6224040801	SOU PAC CO	RAILROAD
81552	TCE	6232002800	SOU PAC TRANS CO	RAILROAD
81553	TCE	6227034802	SOU PAC CO	RAILROAD
81581	PARTIAL, SPECIAL	6224031800	SOU PAC TRANS CO	RAILROAD

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
15354	TCE	6227027022	VILLALOBOS, JOSE D AND SONIA	RESIDENTIAL
15355	TCE	6227027021	VELASQUEZ, PATRICIO AND MARGARITA	RESIDENTIAL
15356	TCE	6227027020	MARTINEZ, MARCO A AND LEONOR	RESIDENTIAL
15357	TCE	6227027019	TORRES, AURORA	RESIDENTIAL
15358	TCE	6227027018	ORTIZ, ERASTO	RESIDENTIAL
15359	TCE	6227027017	FELIX, MARGARET	RESIDENTIAL
15360	TCE	6227027016	GONZALES, MOLLY H	RESIDENTIAL
15362	PARTIAL,TCE	6227026005	SELF, DALE W AND KAREN N TRS	BUSINESS
16208	FULL	6227020012	PIZANO, ALFREDO G AND DELIA L	RESIDENTIAL
16209	FULL	6227020002	NOVOA, MARIA C	RESIDENTIAL
16210	FULL	6227020016	ROJAS, CASTO J AND	RESIDENTIAL

I-710 EIR/EIS

FIRESTONE TO FLORENCE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 28 OF 40

DGN FILE => ...\Sheet 28_ISA_A11 RC_Clara.dgn
DATE PLOTTED => 6/8/2017
TIME PLOTTED => 4:51:51 PM

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

CITY OF CUDAHY

CITY OF BELL

CITY OF BELL GARDENS

FLORENCE VILLAGE MOBILE HOME PARK

BICYCLE CASINO

MARLOW PARK

ELIZABETH St

CLARA St

LIVE OAK St

FLORENCE Ave

BECK Ave

SOUTHALL Ln

GAGE Ave

GOTHAM St

PRIORY St

LOVELAND St

RIVER Rd

RIVER Dr

LARIO TRAIL

LA RIVER

DWP CORRIDOR

I-710

BELL GARDENS Ave

EASTERN Ave

MARLOW Ave

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
16101	FULL	6226034002	POLCAT INDUSTRIES LLC	BUSINESS
16102	FULL	6226033002	POLCAT INDUSTRIES LLC	BUSINESS
16105	PARTIAL,TCE	6226005011	CHEVRON USA INC	RESIDENTIAL
16211	PARTIAL	6227001018	BICYCLE CASINO LP	BUSINESS
16312	PARTIAL	6328015059	GLORENCE EASTERN MARKETPLACE LLC	BUSINESS
16313	PARTIAL	6328015060	GLORENCE EASTERN MARKETPLACE LLC	BUSINESS
16314	PARTIAL	6328015057	GLORENCE EASTERN MARKETPLACE LLC	BUSINESS
16315	TCE	6328005041	RODEN, BRUCE A AND SUSAN M TRS	RESIDENTIAL
16317	TCE	6328017069	MARILANO, NARCISCO	RESIDENTIAL
16318	TCE	6328017036	PENA, JOSE C AND ESTHER	RESIDENTIAL
16319	TCE	6328017037	DIAZ, BEATRIZ V AND	RESIDENTIAL
16320	TCE	6328017038	RUIZ, RAMON G AND	RESIDENTIAL
16321	TCE	6328017039	BUCIO, EDUARDO AND	RESIDENTIAL
16322	TCE	6328017040	REYES, ANA M	RESIDENTIAL
16323	TCE	6328004078	CAMACHO, JOSE M AND	RESIDENTIAL
16441	FULL	6327039001	JEFFRIES, RAYMOND E CO TR	BUSINESS

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
41604	PARTIAL,TCE	6226033900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41639	PARTIAL,TCE	6327039900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41639	PARTIAL,TCE	6327039901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
61603	PARTIAL,TCE	6226033270	L A CITY DEPT OF WATER AND POWER	UTILITY
61603	PARTIAL,TCE	6226034270	L A CITY DEPT OF WATER AND POWER	UTILITY
61640	PARTIAL,TCE	6327039270	L A CITY DEPT OF WATER AND POWER	UTILITY
71606	PARTIAL,TCE	6226005902	BELL CITY COMMUNITY HOUSING	PUBLIC
71607	TCE	6226005900	BELL CITY COMMUNITY HOUSING	PUBLIC
71616	TCE	6328005270	BELL GARDEN CITY	PUBLIC
71638	TCE	6327034906	BELL CITY	PUBLIC

SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

FLORENCE INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 29 OF 40

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
51631	TCE	6328001800	SO CAL EDISON CO	UTILITY
61644	TCE	6315031272	L A CITY DEPT OF WATER AND POWER	UTILITY
81632	TCE	6332014813	SOU PAC TRANS CO	RAILROAD
81633	TCE	6332014814	SOU PAC TRANS CO	RAILROAD
81634	TCE	6332014815	SOU PAC TRANS CO	RAILROAD
81635	TCE	6332014819	SOU PAC TRANS CO	RAILROAD
81636	TCE	6332014817	SOU PAC TRANS CO	RAILROAD
81637	TCE	6332014818	SOU PAC TRANS CO	RAILROAD
81645	TCE	6315031800	SOU PAC TRANS CO	RAILROAD
81646	TCE	6315031803	SOU PAC TRANS CO	RAILROAD
81647	TCE	6315014803	SOU PAC TRANS CO	RAILROAD

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
16324	PARTIAL,TCE	6328002065	OUTDOOR SYSTEMS INC	BUSINESS
16325	FULL	6328002076	RODRIGUEZ, EZAIN N	RESIDENTIAL
16326	FULL	6328002038	QUIROZ, FRANCISCO AND YOLANDA	RESIDENTIAL
16327	PARTIAL,TCE	6328002037	CARLOS, GERARDO G	RESIDENTIAL
16328	TCE	6328001034	HUSAR JOYCE L ET AL	RESIDENTIAL
16329	TCE	6328001053	DEUTSCHE BANK NATL TRUST CO TR	RESIDENTIAL
16330	TCE	6328001003	PLATERO, ROBERTO S AND	RESIDENTIAL
16442	TCE	6315031001	CHEVRON USA INC	UTILITY
16443	TCE	6315031002	CHEVRON USA INC	UTILITY

LEGEND:
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK (XXXXX)
- MEDIUM RISK (XXXXX)
- LOW RISK (XXXXX)

CITY OF BELL
CITY OF MAYWOOD
CITY OF BELL GARDENS
CITY OF COMMERCE
HOME Ave
WALKER Ave
CHANSLOR Ave
CASITAS Ave
RIVER Dr
LARIO TRAIL
LA RIVER
DWP CORRIDOR
I-710
MARLOW Ave
MARLOW PARK
SPECHT Ave
EASTERN Ave
FILMORE St
GAGE Ave
RANDOLPH St
DISTRICT Blvd
E 60th St
LOBEC St
LOVELAND St
AGRA St
LANTO St
WATCHER St
UPRR
LA JUNCTION RR
E 61st St

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

Appendix P-1

SCALE 1"=100'

I-710 EIR/EIS
FLORENCE TO SLAUSON
RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C
JULY 2016 SHEET 30 OF 40

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
61701	TCE	6315031271	LADWP	ULTILITY
81704	TCE	6332014809	L A JUNCTION RY CO	RAILROAD
81705	PARTIAL,TCE	6332014808	L A JUNCTION RY CO	RAILROAD
81712	PARTIAL,TCE	6332013807	L A JUNCTION RY CO	RAILROAD
81713	PARTIAL,TCE	6332013808	L A JUNCTION RY CO	RAILROAD
81715	PARTIAL,TCE	6332013904	L A JUNCTION RY CO	RAILROAD
81716	PARTIAL,TCE	6332013804	L A JUNCTION RY CO	RAILROAD
81717	TCE	6332013903	STATE OF CALIF	RAILROAD
81718	PARTIAL,TCE	6332013805	L A JUNCTION RY CO	RAILROAD
81720	PARTIAL,TCE	6332013802	L A JUNCTION RY CO	RAILROAD
81722	PARTIAL,TCE	6332013801	L A JUNCTION RY CO	RAILROAD
81724	PARTIAL,TCE	6332013806	L A JUNCTION RY CO	RAILROAD
81728	TCE	6332003803	L A JUNCTION RY CO	RAILROAD
81734	PARTIAL,TCE	6332002805	L A JUNCTION RY CO	RAILROAD

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
17202	TCE	6332014016	GLOBE IRON FOUNDRY MARKETING INC	BUSINESS
17203	TCE	6332014037	GLOBE IRON FOUNDRY MARKETING INC	BUSINESS
17206	FULL	6332014025	APPEL, SHELDON CO TR	BUSINESS
17207	PARTIAL	6332014028	APPEL, SHELDON CO TR	BUSINESS
17208	PARTIAL	6332013015	NEWARK GROUP INDUSTRIES INC	BUSINESS
17209	PARTIAL,TCE	6332013033	NEWARK GROUP INDUSTRIES INC	BUSINESS
17210	FULL	6332013014	NEWARK GROUP INDUSTRIES INC	BUSINESS
17211	PARTIAL,TCE	6332013001	NEWARK GROUP INDUSTRIES INC	BUSINESS
17214	PARTIAL	6332013006	NEWARK GROUP INDUSTRIES INC	BUSINESS
17219	PARTIAL	6332013030	-	BUSINESS
17221	FULL	6332013041	-	BUSINESS
17223	FULL	6332013040	PIEDRAS HOLDINGS LLC	BUSINESS
17225	FULL	6332013012	SCHWAB, MICHAEL L AND CHERYL L	BUSINESS
17226	FULL	6332013013	HANSEN, OVE R AND BETTY J TRS	BUSINESS
17329	PARTIAL	6332003039	2000 GOLD LIMITED PARTNERSHIP	BUSINESS
17335	PARTIAL	6332002036	SALVATION ARMY	BUSINESS
18217	FULL	6332002089	BELL PUBLIC FINANCING AUTHORITY	BUSINESS

CITY OF MAYWOOD
CITY OF VERNON
CITY OF COMMERCE
CITY OF BELL
WALKER Ave
UPRR
DISTRICT Blvd
RIVER Dr
MAYWOOD RIVERFRONT PARK
LARIO TRAIL
LA RIVER
I-710
E 59th St
ALAMO Ave
SLAUSON Ave
E 52nd Pl
LADWP CORRIDOR
LA JUNCTION RR
E 61ST St
RICKENBACKER Rd

Appendix P-1

SCALE 1"=100'

I-710 EIR/EIS

SLAUSON CROSSING

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 31 OF 40

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

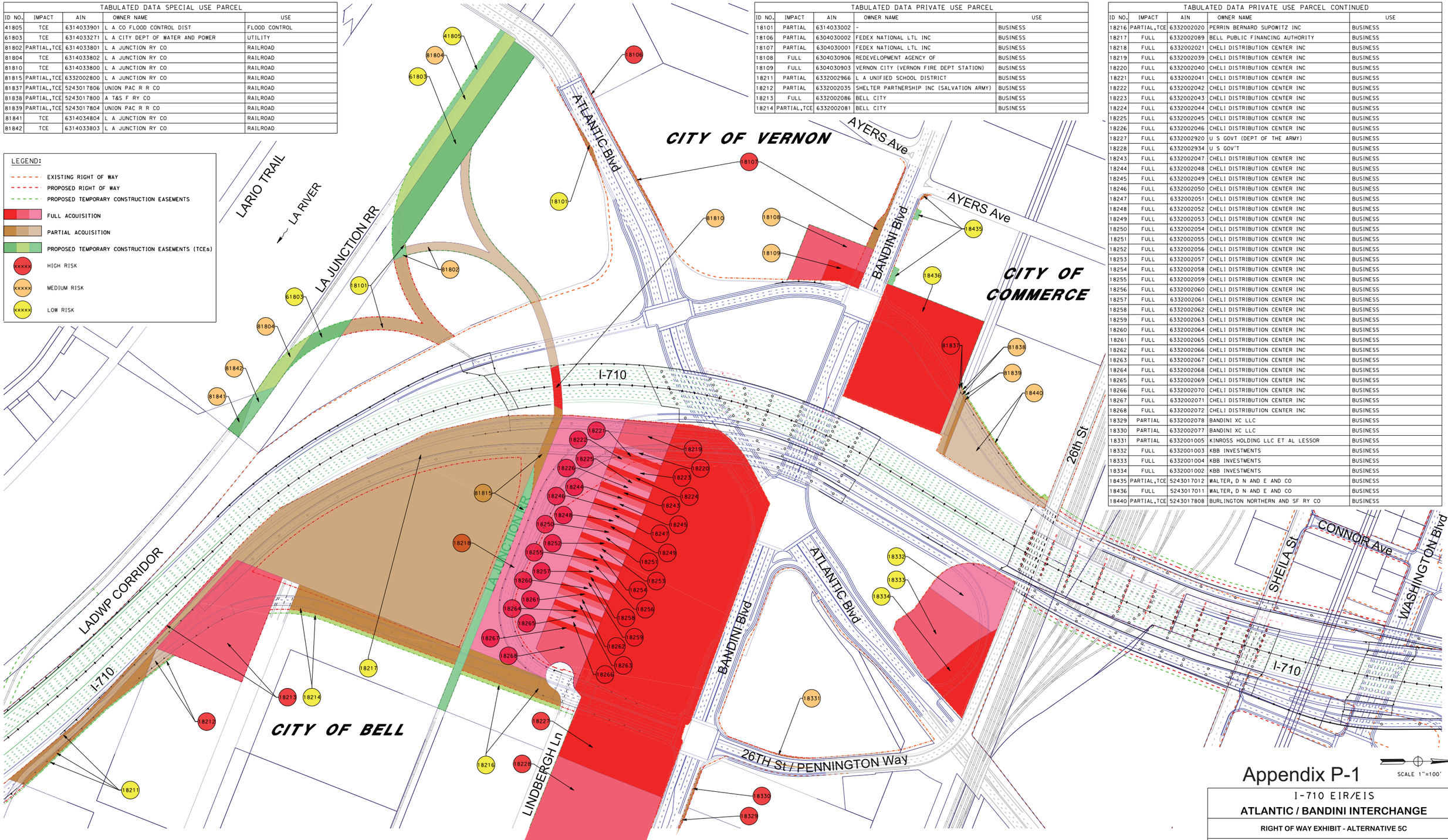
TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
41805	TCE	6314033901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
61803	TCE	6314033271	L A CITY DEPT OF WATER AND POWER	UTILITY
81802	PARTIAL,TCE	6314033801	L A JUNCTION RY CO	RAILROAD
81804	TCE	6314033802	L A JUNCTION RY CO	RAILROAD
81810	TCE	6314033800	L A JUNCTION RY CO	RAILROAD
81815	PARTIAL,TCE	6332002800	L A JUNCTION RY CO	RAILROAD
81837	PARTIAL,TCE	5243017806	UNION PAC R R CO	RAILROAD
81838	PARTIAL,TCE	5243017800	A T&S F RY CO	RAILROAD
81839	PARTIAL,TCE	5243017804	UNION PAC R R CO	RAILROAD
81841	TCE	6314034804	L A JUNCTION RY CO	RAILROAD
81842	TCE	6314033803	L A JUNCTION RY CO	RAILROAD

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxx HIGH RISK
- xxxx MEDIUM RISK
- xxxx LOW RISK

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
18101	PARTIAL	6314033002	-	BUSINESS
18106	PARTIAL	6304030002	FEDEX NATIONAL LTL INC	BUSINESS
18107	PARTIAL	6304030001	FEDEX NATIONAL LTL INC	BUSINESS
18108	FULL	6304030906	REDEVELOPMENT AGENCY OF	BUSINESS
18109	FULL	6304030903	VERNON CITY (VERNON FIRE DEPT STATION)	BUSINESS
18211	PARTIAL	6332002966	L A UNIFIED SCHOOL DISTRICT	BUSINESS
18212	PARTIAL	6332002035	SHELTER PARTNERSHIP INC (SALVATION ARMY)	BUSINESS
18213	FULL	6332002086	BELL CITY	BUSINESS
18214	PARTIAL,TCE	6332002081	BELL CITY	BUSINESS

TABULATED DATA PRIVATE USE PARCEL CONTINUED				
ID NO.	IMPACT	AIN	OWNER NAME	USE
18216	PARTIAL,TCE	6332002020	PERRIN BERNARD SUPOWITZ INC	BUSINESS
18217	FULL	6332002089	BELL PUBLIC FINANCING AUTHORITY	BUSINESS
18218	FULL	6332002021	CHELI DISTRIBUTION CENTER INC	BUSINESS
18219	FULL	6332002039	CHELI DISTRIBUTION CENTER INC	BUSINESS
18220	FULL	6332002040	CHELI DISTRIBUTION CENTER INC	BUSINESS
18221	FULL	6332002041	CHELI DISTRIBUTION CENTER INC	BUSINESS
18222	FULL	6332002042	CHELI DISTRIBUTION CENTER INC	BUSINESS
18223	FULL	6332002043	CHELI DISTRIBUTION CENTER INC	BUSINESS
18224	FULL	6332002044	CHELI DISTRIBUTION CENTER INC	BUSINESS
18225	FULL	6332002045	CHELI DISTRIBUTION CENTER INC	BUSINESS
18226	FULL	6332002046	CHELI DISTRIBUTION CENTER INC	BUSINESS
18227	FULL	6332002920	U S GOVT (DEPT OF THE ARMY)	BUSINESS
18228	FULL	6332002934	U S GOV'T	BUSINESS
18243	FULL	6332002047	CHELI DISTRIBUTION CENTER INC	BUSINESS
18244	FULL	6332002048	CHELI DISTRIBUTION CENTER INC	BUSINESS
18245	FULL	6332002049	CHELI DISTRIBUTION CENTER INC	BUSINESS
18246	FULL	6332002050	CHELI DISTRIBUTION CENTER INC	BUSINESS
18247	FULL	6332002051	CHELI DISTRIBUTION CENTER INC	BUSINESS
18248	FULL	6332002052	CHELI DISTRIBUTION CENTER INC	BUSINESS
18249	FULL	6332002053	CHELI DISTRIBUTION CENTER INC	BUSINESS
18250	FULL	6332002054	CHELI DISTRIBUTION CENTER INC	BUSINESS
18251	FULL	6332002055	CHELI DISTRIBUTION CENTER INC	BUSINESS
18252	FULL	6332002056	CHELI DISTRIBUTION CENTER INC	BUSINESS
18253	FULL	6332002057	CHELI DISTRIBUTION CENTER INC	BUSINESS
18254	FULL	6332002058	CHELI DISTRIBUTION CENTER INC	BUSINESS
18255	FULL	6332002059	CHELI DISTRIBUTION CENTER INC	BUSINESS
18256	FULL	6332002060	CHELI DISTRIBUTION CENTER INC	BUSINESS
18257	FULL	6332002061	CHELI DISTRIBUTION CENTER INC	BUSINESS
18258	FULL	6332002062	CHELI DISTRIBUTION CENTER INC	BUSINESS
18259	FULL	6332002063	CHELI DISTRIBUTION CENTER INC	BUSINESS
18260	FULL	6332002064	CHELI DISTRIBUTION CENTER INC	BUSINESS
18261	FULL	6332002065	CHELI DISTRIBUTION CENTER INC	BUSINESS
18262	FULL	6332002066	CHELI DISTRIBUTION CENTER INC	BUSINESS
18263	FULL	6332002067	CHELI DISTRIBUTION CENTER INC	BUSINESS
18264	FULL	6332002068	CHELI DISTRIBUTION CENTER INC	BUSINESS
18265	FULL	6332002069	CHELI DISTRIBUTION CENTER INC	BUSINESS
18266	FULL	6332002070	CHELI DISTRIBUTION CENTER INC	BUSINESS
18267	FULL	6332002071	CHELI DISTRIBUTION CENTER INC	BUSINESS
18268	FULL	6332002072	CHELI DISTRIBUTION CENTER INC	BUSINESS
18329	PARTIAL	6332002078	BANDINI XC LLC	BUSINESS
18330	PARTIAL	6332002077	BANDINI XC LLC	BUSINESS
18331	PARTIAL	6332001005	KINROSS HOLDING LLC ET AL LESSOR	BUSINESS
18332	FULL	6332001003	KBB INVESTMENTS	BUSINESS
18333	FULL	6332001004	KBB INVESTMENTS	BUSINESS
18334	FULL	6332001002	KBB INVESTMENTS	BUSINESS
18435	PARTIAL,TCE	5243017012	WALTER, D N AND E AND CO	BUSINESS
18436	FULL	5243017011	WALTER, D N AND E AND CO	BUSINESS
18440	PARTIAL,TCE	5243017808	BURLINGTON NORTHERN AND SF RY CO	BUSINESS



SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

ATLANTIC / BANDINI INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 32 OF 40

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
41805	TCE	6314033901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
61803	TCE	6314033271	L A CITY DEPT OF WATER AND POWER	UTILITY
81802	PARTIAL,TCE	6314033801	L A JUNCTION RY CO	RAILROAD
81804	TCE	6314033802	L A JUNCTION RY CO	RAILROAD
81810	FULL	6314033800	L A JUNCTION RY CO	RAILROAD
81815	PARTIAL,TCE	6332002800	L A JUNCTION RY CO	RAILROAD
* 81837	PARTIAL,TCE	5243017806	UNION PAC R R CO	RAILROAD
* 81838	PARTIAL,TCE	5243017800	A T&S F RY CO	RAILROAD
* 81839	PARTIAL,TCE	5243017804	UNION PAC R R CO	RAILROAD
81841	TCE	6314034804	L A JUNCTION RY CO	RAILROAD
81842	TCE	6314033803	L A JUNCTION RY CO	RAILROAD

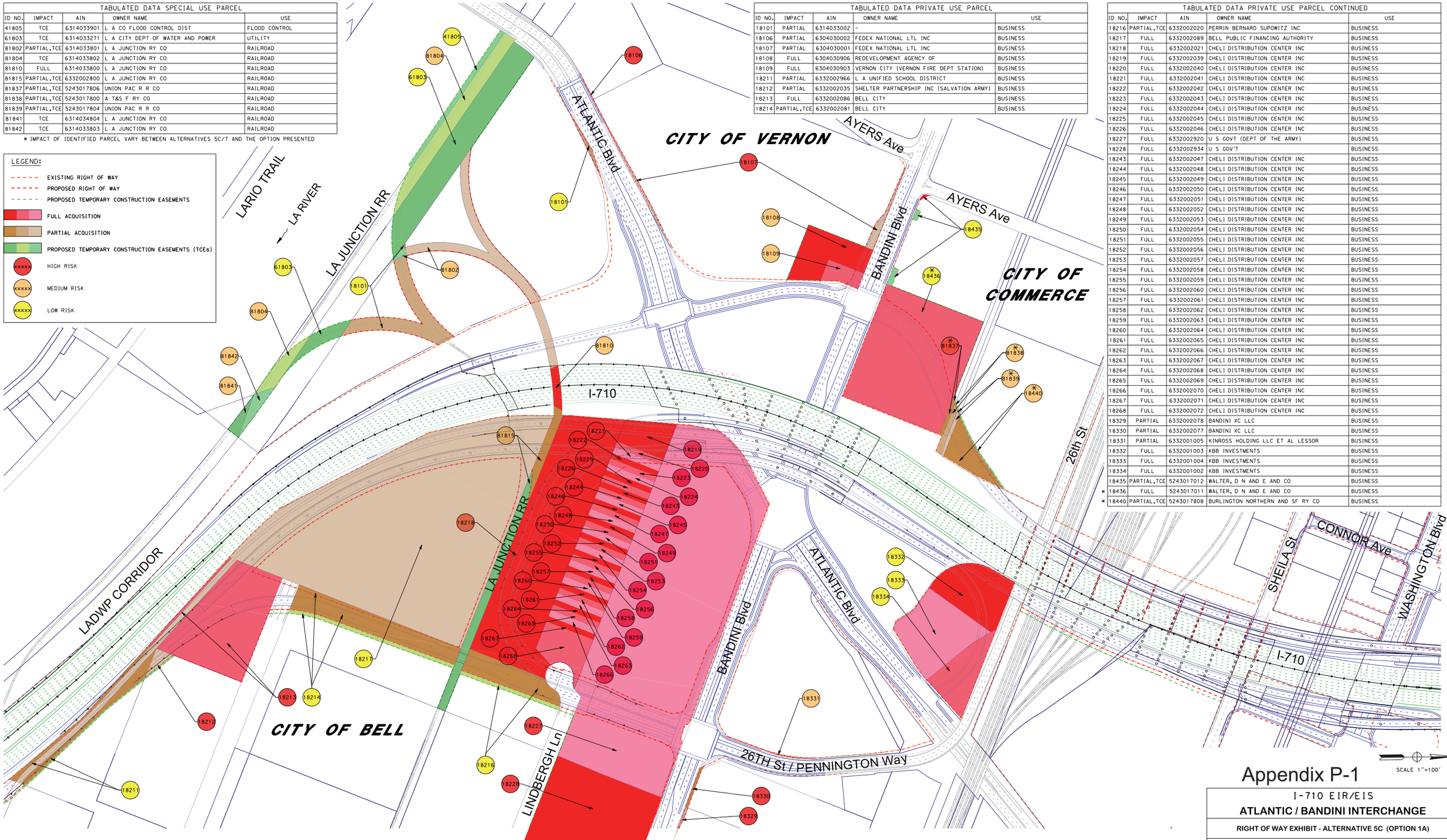
* IMPACT OF IDENTIFIED PARCEL VARY BETWEEN ALTERNATIVES 5C/7 AND THE OPTION PRESENTED

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
18101	PARTIAL	6314033002	-	BUSINESS
18106	PARTIAL	6304030002	FEDEX NATIONAL LTL INC	BUSINESS
18107	PARTIAL	6304030001	FEDEX NATIONAL LTL INC	BUSINESS
18108	FULL	6304030906	REDEVELOPMENT AGENCY OF	BUSINESS
18109	FULL	6304030903	VERNON CITY (VERNON FIRE DEPT STATION)	BUSINESS
18211	PARTIAL	6332002966	L A UNIFIED SCHOOL DISTRICT	BUSINESS
18212	PARTIAL	6332002035	SHELTER PARTNERSHIP INC (SALVATION ARMY)	BUSINESS
18213	FULL	6332002086	BELL CITY	BUSINESS
18214	PARTIAL,TCE	6332002081	BELL CITY	BUSINESS

TABULATED DATA PRIVATE USE PARCEL CONTINUED				
ID NO.	IMPACT	AIN	OWNER NAME	USE
18216	PARTIAL,TCE	6332002020	PERRIN BERNARD SUPOWITZ INC	BUSINESS
18217	FULL	6332002089	BELL PUBLIC FINANCING AUTHORITY	BUSINESS
18218	FULL	6332002021	CHELI DISTRIBUTION CENTER INC	BUSINESS
18219	FULL	6332002039	CHELI DISTRIBUTION CENTER INC	BUSINESS
18220	FULL	6332002040	CHELI DISTRIBUTION CENTER INC	BUSINESS
18221	FULL	6332002041	CHELI DISTRIBUTION CENTER INC	BUSINESS
18222	FULL	6332002042	CHELI DISTRIBUTION CENTER INC	BUSINESS
18223	FULL	6332002043	CHELI DISTRIBUTION CENTER INC	BUSINESS
18224	FULL	6332002044	CHELI DISTRIBUTION CENTER INC	BUSINESS
18225	FULL	6332002045	CHELI DISTRIBUTION CENTER INC	BUSINESS
18226	FULL	6332002046	CHELI DISTRIBUTION CENTER INC	BUSINESS
18227	FULL	6332002920	U S GOVT (DEPT OF THE ARMY)	BUSINESS
18228	FULL	6332002934	U S GOV'T	BUSINESS
18243	FULL	6332002047	CHELI DISTRIBUTION CENTER INC	BUSINESS
18244	FULL	6332002048	CHELI DISTRIBUTION CENTER INC	BUSINESS
18245	FULL	6332002049	CHELI DISTRIBUTION CENTER INC	BUSINESS
18246	FULL	6332002050	CHELI DISTRIBUTION CENTER INC	BUSINESS
18247	FULL	6332002051	CHELI DISTRIBUTION CENTER INC	BUSINESS
18248	FULL	6332002052	CHELI DISTRIBUTION CENTER INC	BUSINESS
18249	FULL	6332002053	CHELI DISTRIBUTION CENTER INC	BUSINESS
18250	FULL	6332002054	CHELI DISTRIBUTION CENTER INC	BUSINESS
18251	FULL	6332002055	CHELI DISTRIBUTION CENTER INC	BUSINESS
18252	FULL	6332002056	CHELI DISTRIBUTION CENTER INC	BUSINESS
18253	FULL	6332002057	CHELI DISTRIBUTION CENTER INC	BUSINESS
18254	FULL	6332002058	CHELI DISTRIBUTION CENTER INC	BUSINESS
18255	FULL	6332002059	CHELI DISTRIBUTION CENTER INC	BUSINESS
18256	FULL	6332002060	CHELI DISTRIBUTION CENTER INC	BUSINESS
18257	FULL	6332002061	CHELI DISTRIBUTION CENTER INC	BUSINESS
18258	FULL	6332002062	CHELI DISTRIBUTION CENTER INC	BUSINESS
18259	FULL	6332002063	CHELI DISTRIBUTION CENTER INC	BUSINESS
18260	FULL	6332002064	CHELI DISTRIBUTION CENTER INC	BUSINESS
18261	FULL	6332002065	CHELI DISTRIBUTION CENTER INC	BUSINESS
18262	FULL	6332002066	CHELI DISTRIBUTION CENTER INC	BUSINESS
18263	FULL	6332002067	CHELI DISTRIBUTION CENTER INC	BUSINESS
18264	FULL	6332002068	CHELI DISTRIBUTION CENTER INC	BUSINESS
18265	FULL	6332002069	CHELI DISTRIBUTION CENTER INC	BUSINESS
18266	FULL	6332002070	CHELI DISTRIBUTION CENTER INC	BUSINESS
18267	FULL	6332002071	CHELI DISTRIBUTION CENTER INC	BUSINESS
18268	FULL	6332002072	CHELI DISTRIBUTION CENTER INC	BUSINESS
18329	PARTIAL	6332002078	BANDINI XC LLC	BUSINESS
18330	PARTIAL	6332002077	BANDINI XC LLC	BUSINESS
18331	PARTIAL	6332001005	KINROSS HOLDING LLC ET AL LESSOR	BUSINESS
18332	FULL	6332001003	KBB INVESTMENTS	BUSINESS
18333	FULL	6332001004	KBB INVESTMENTS	BUSINESS
18334	FULL	6332001002	KBB INVESTMENTS	BUSINESS
18435	PARTIAL,TCE	5243017012	WALTER, D N AND E AND CO	BUSINESS
* 18436	FULL	5243017011	WALTER, D N AND E AND CO	BUSINESS
* 18440	PARTIAL,TCE	5243017808	BURLINGTON NORTHERN AND SF RY CO	BUSINESS



DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

Appendix P-1

I-710 EIR/EIS

ATLANTIC / BANDINI INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C (OPTION 1A)

JULY 2016 SHEET 33 OF 40

TABULATED DATA PRIVATE USE PARCEL

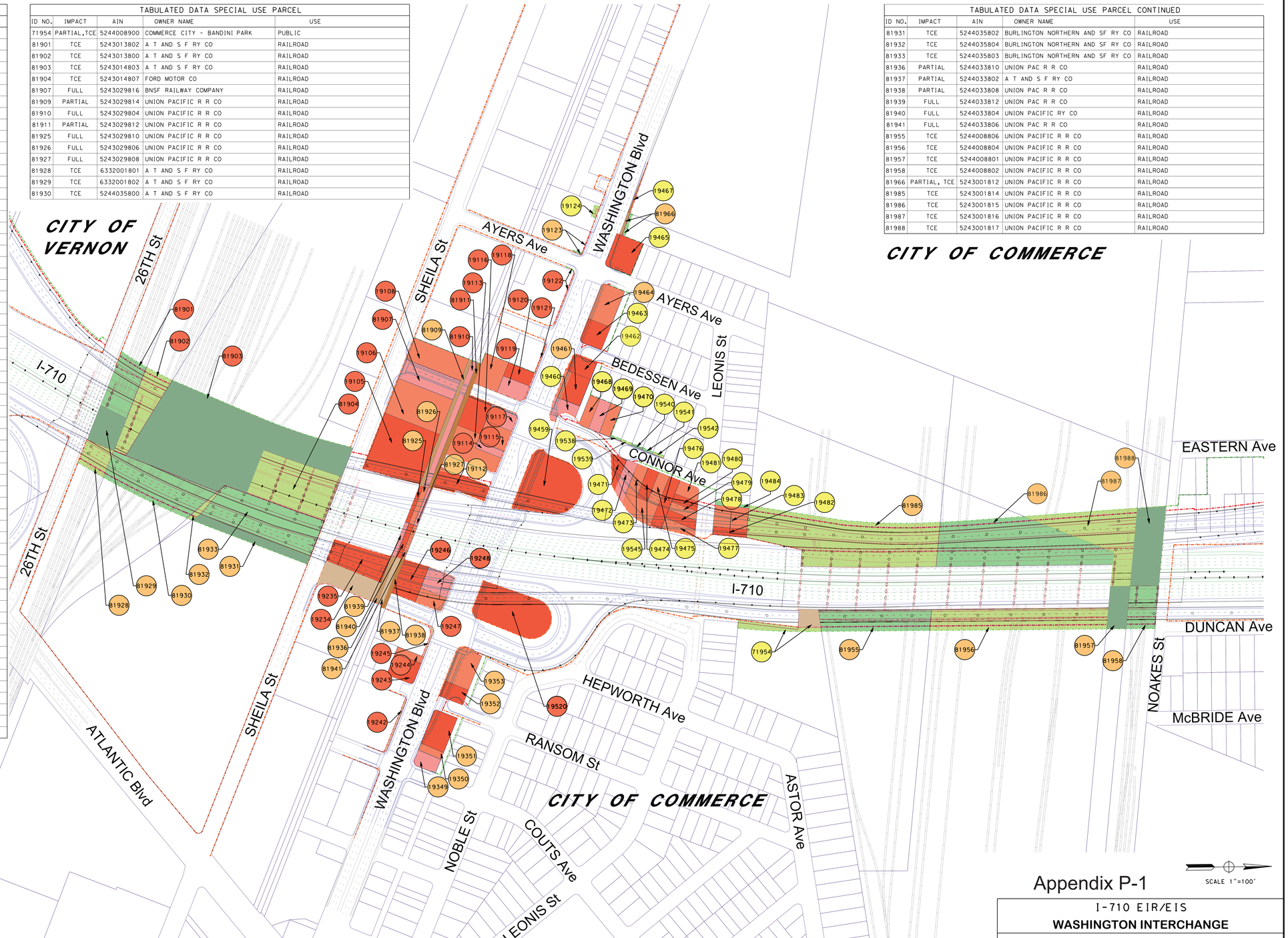
ID NO.	IMPACT	AIN	OWNER NAME	USE
19105	FULL	5243029023	JOHNSON, LYMAN H ET AL	BUSINESS
19106	FULL	5243029024	PARKER, JOSEPH AND BERNICE TRS	BUSINESS
19108	FULL	5243029030	NEIMAN, WILLIAM L	BUSINESS
19112	FULL	5243029018	JOHNSON, LYMAN H AND	BUSINESS
19113	FULL	5243029019	BUSCH, KENNETH W TR	BUSINESS
19114	FULL	5243029002	PATAPOFF, LARRY	BUSINESS
19115	FULL	5243029003	BUSCH, KENNETH W TR	BUSINESS
19116	FULL	5243029020	THROGMORTON, DAVID M	BUSINESS
19117	FULL	5243029004	BUSCH, KENNETH W TR	BUSINESS
19118	FULL	5243029021	CRITERION ENTERPRISES LLC	BUSINESS
19119	FULL	5243029007	CRITERION ENTERPRISES LLC	BUSINESS
19120	FULL	5243029008	CRITERION ENTERPRISES LLC-	BUSINESS
19121	PARTIAL	5243029009	4600 WASHINGTON LLC	BUSINESS
19122	PARTIAL,TCE	5243026024	SARAKBE, RON M ET AL LESSEE	BUSINESS
19123	PARTIAL,TCE	5243004011	LAUFER, ARON	BUSINESS
19124	TCE	5243004012	CALIF WATER SERVICE CO	BUSINESS
19234	PARTIAL	5244033018	GATWICK GROUP LLC	BUSINESS
19235	FULL	5244033019	GATWICK GROUP LLC	BUSINESS
19242	PARTIAL	5244033013	GATWICK GROUP LLC	BUSINESS
19243	FULL	5244033002	GATWICK GROUP LLC	BUSINESS
19244	FULL	5244033003	GATWICK GROUP LLC	BUSINESS
19245	PARTIAL	5244033900	REDEVELOPMENT AGENCY OF	BUSINESS
19246	FULL	5244033016	GATWICK GROUP LLC	BUSINESS
19247	FULL	5244033007	GATWICK GROUP LLC	BUSINESS
19248	FULL	5244033008	GATWICK GROUP LLC	BUSINESS
19349	FULL	5244032900	REDEVELOPMENT AGENCY OF	BUSINESS
19350	FULL	5244032901	REDEVELOPMENT AGENCY OF	BUSINESS
19351	FULL	5244032902	COMMUNITY DEV COMMISSION OF	BUSINESS
19352	FULL	5244032029	SHUKEN, DAVID AND JULIA TRS	BUSINESS
19353	FULL	5244032030	MONTANO, ARTURO AND MARIA E	BUSINESS
19459	FULL	5243028001	HILANDS, JAMES H AND LUCY L TRS	BUSINESS
19460	FULL	5243027001	OCEGUEDA, JESUS AND NANCY M TRS	BUSINESS
19461	FULL	5243027025	OCEGUEDA, JESUS AND NANCY M TRS	BUSINESS
19462	FULL	5243027026	BETHEL, DENNIS AND BONNIE TRS	BUSINESS
19463	FULL	5243025030	LAFRANCHI, ANNETTE TR	BUSINESS
19464	FULL	5243025031	LAFRANCHI, ANNETTE TR	BUSINESS
19465	FULL	5243024903	MAHONEY, SUZANNE R TR	BUSINESS
19467	PARTIAL	5243001002	DART EQUIPMENT CORP	BUSINESS
19468	FULL	5243027002	MONTES, LORENA AND	RESIDENTIAL
19469	FULL	5243027003	VASQUEZ, AGAPITA E AND	RESIDENTIAL
19470	FULL	5243027004	MOSQUEDA, MARGARET AND ALEX	RESIDENTIAL
19471	FULL	5243028901	STATE OF CALIFORNIA	RESIDENTIAL
19472	FULL	5243028023	ZESATI, ROSA M	RESIDENTIAL
19473	FULL	5243028013	PENA, JOSE M	RESIDENTIAL
19474	FULL	5243028012	HERNANDEZ, MANUEL AND IRENE	RESIDENTIAL
19475	FULL	5243028011	LOPEZ, PABLO AND MARTHA M	RESIDENTIAL
19476	FULL	5243028022	LUNA, EDWARD	RESIDENTIAL
19477	FULL	5243028021	ALBA, JUAN A AND GUILLERMINA	RESIDENTIAL
19478	FULL	5243028017	DIAZ, JUAN G AND GLORIA L	RESIDENTIAL
19479	FULL	5243028007	LOPEZ, RAFAEL AND	RESIDENTIAL
19480	FULL	5243028008	LOPEZ, RAFAEL AND	RESIDENTIAL
19481	FULL	5243028009	ARMIENTA, JESUS O AND CATALINA O	RESIDENTIAL
19482	FULL	5243024032	FLORES, HERBERT G AND	RESIDENTIAL
19483	FULL	5243024039	ALMANZA, LAZARO AND GUADALUPE	RESIDENTIAL
19484	TCE	5243024028	GARCIA, JOSE AND	RESIDENTIAL
19520	FULL	-	STATE OF CALIFORNIA	BUSINESS
19538	TCE	5243027005	YBOA, CELERINO B AND MARGARITAN	RESIDENTIAL
19539	TCE	5243027006	POLIUTO, VIRGINIA A	RESIDENTIAL
19540	TCE	5243027007	GARCIA, HECTOR M AND SANDRA	RESIDENTIAL
19541	TCE	5243027008	POLIUTO, VALERIO A AND VIRGINIA A	RESIDENTIAL
19542	TCE	5243027009	DEL RIO, JOSE AND ROSALINDA	RESIDENTIAL
19545	FULL	5243028020	HERNANDEZ, MANUEL AND IRENE	RESIDENTIAL

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
71954	PARTIAL,TCE	5244008900	COMMERCE CITY - BANDINI PARK	PUBLIC
81901	TCE	5243013802	A T AND S F RY CO	RAILROAD
81902	TCE	5243013800	A T AND S F RY CO	RAILROAD
81903	TCE	5243014803	A T AND S F RY CO	RAILROAD
81904	TCE	5243014807	FORD MOTOR CO	RAILROAD
81907	FULL	5243029816	BNSF RAILWAY COMPANY	RAILROAD
81909	PARTIAL	5243029814	UNION PACIFIC R R CO	RAILROAD
81910	FULL	5243029804	UNION PACIFIC R R CO	RAILROAD
81911	PARTIAL	5243029812	UNION PACIFIC R R CO	RAILROAD
81925	FULL	5243029810	UNION PACIFIC R R CO	RAILROAD
81926	FULL	5243029806	UNION PACIFIC R R CO	RAILROAD
81927	FULL	5243029808	UNION PACIFIC R R CO	RAILROAD
81928	TCE	6332001801	A T AND S F RY CO	RAILROAD
81929	TCE	6332001802	A T AND S F RY CO	RAILROAD
81930	TCE	5244035800	A T AND S F RY CO	RAILROAD

TABULATED DATA SPECIAL USE PARCEL CONTINUED

ID NO.	IMPACT	AIN	OWNER NAME	USE
81931	TCE	5244035802	BURLINGTON NORTHERN AND SF RY CO	RAILROAD
81932	TCE	5244035804	BURLINGTON NORTHERN AND SF RY CO	RAILROAD
81933	TCE	5244035803	BURLINGTON NORTHERN AND SF RY CO	RAILROAD
81936	PARTIAL	5244033810	UNION PAC R R CO	RAILROAD
81937	PARTIAL	5244033802	A T AND S F RY CO	RAILROAD
81938	PARTIAL	5244033808	UNION PAC R R CO	RAILROAD
81939	FULL	5244033812	UNION PAC R R CO	RAILROAD
81940	FULL	5244033804	UNION PACIFIC RY CO	RAILROAD
81941	FULL	5244033806	UNION PAC R R CO	RAILROAD
81955	TCE	5244008806	UNION PACIFIC R R CO	RAILROAD
81956	TCE	5244008804	UNION PACIFIC R R CO	RAILROAD
81957	TCE	5244008801	UNION PACIFIC R R CO	RAILROAD
81958	TCE	5244008802	UNION PACIFIC R R CO	RAILROAD
81966	PARTIAL, TCE	5243001812	UNION PACIFIC R R CO	RAILROAD
81985	TCE	5243001814	UNION PACIFIC R R CO	RAILROAD
81986	TCE	5243001815	UNION PACIFIC R R CO	RAILROAD
81987	TCE	5243001816	UNION PACIFIC R R CO	RAILROAD
81988	TCE	5243001817	UNION PACIFIC R R CO	RAILROAD



LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

WASHINGTON INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 34 OF 40

DGN FILE => ...\Sheet 34_15A_alt 5C_Washington.dgn
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TIME PLOTTED => 5:09:15 PM

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
19106	FULL	5243029024	PARKER, JOSEPH AND BERNICE TRS	BUSINESS
19108	FULL	5243029030	NEIMAN, WILLIAM L	BUSINESS
19112	FULL	5243029018	JOHNSON, LYMAN H AND	BUSINESS
19113	FULL	5243029019	BUSCH, KENNETH W TR	BUSINESS
19114	FULL	5243029002	PATAPOFF, LARRY	BUSINESS
19115	FULL	5243029003	BUSCH, KENNETH W TR	BUSINESS
19116	FULL	5243029020	THROGMORTON, DAVID M	BUSINESS
19117	FULL	5243029004	BUSCH, KENNETH W TR	BUSINESS
19118	FULL	5243029021	CRITERION ENTERPRISES LLC	BUSINESS
19119	FULL	5243029007	CRITERION ENTERPRISES LLC	BUSINESS
19120	FULL	5243029008	CRITERION ENTERPRISES LLC-	BUSINESS
19121	PARTIAL	5243029009	4600 WASHINGTON LLC	BUSINESS
19122	PARTIAL,TCE	5243026024	SARAKBE, RON M ET AL LESSEE	BUSINESS
19123	PARTIAL,TCE	5243004011	LAUFER, ARON	BUSINESS
19124	TCE	5243004012	CALIF WATER SERVICE CO	BUSINESS
19234	PARTIAL	5244033018	GATWICK GROUP LLC	BUSINESS
19235	FULL	5244033019~	GATWICK GROUP LLC	BUSINESS
19242	PARTIAL	5244033013	GATWICK GROUP LLC	BUSINESS
19243	FULL	5244033002	GATWICK GROUP LLC	BUSINESS
19244	FULL	5244033003	GATWICK GROUP LLC	BUSINESS
19245	PARTIAL	5244033900	REDEVELOPMENT AGENCY OF	BUSINESS
19246	FULL	5244033016	GATWICK GROUP LLC	BUSINESS
19247	FULL	5244033007	GATWICK GROUP LLC	BUSINESS
19248	FULL	5244033008	GATWICK GROUP LLC	BUSINESS
19349	FULL	5244032900	REDEVELOPMENT AGENCY OF	BUSINESS
19350	FULL	5244032901	REDEVELOPMENT AGENCY OF	BUSINESS
19351	FULL	5244032902	COMMUNITY DEV COMMISSION OF	BUSINESS
19352	FULL	5244032029	SHUKEN, DAVID AND JULIA TRS	BUSINESS
19353	FULL	5244032030	MONTANO, ARTURO AND MARIA E	BUSINESS
19459	FULL	5243028001	HILANDS, JAMES H AND LUCY L TRS	BUSINESS
19460	FULL	5243027001	OCEGUEDA, JESUS AND NANCY M TRS	BUSINESS
19461	FULL	5243027025	OCEGUEDA, JESUS AND NANCY M TRS	BUSINESS
19462	FULL	5243027026	BETHEL, DENNIS AND BONNIE TRS	BUSINESS
19463	FULL	5243025030	LAFRANCHI, ANNETTE TR	BUSINESS
19464	FULL	5243025031	LAFRANCHI, ANNETTE TR	BUSINESS
19465	FULL	5243024034	MAHONEY, SUZANNE R TR	BUSINESS
19467	PARTIAL	5243001002	DART EQUIPMENT CORP	BUSINESS
19468	FULL	5243027002	MONTES, LORENA AND	RESIDENTIAL
19469	FULL	5243027003	VASQUEZ, AGAPITA E AND	RESIDENTIAL
19470	FULL	5243027004	MOSQUEDA, MARGARET AND ALEX	RESIDENTIAL
19471	FULL	5243028901	STATE OF CALIFORNIA	RESIDENTIAL
19472	FULL	5243028023	ZESATI, ROSA M	RESIDENTIAL
19473	FULL	5243028013	PENA, JOSE M	RESIDENTIAL
19474	FULL	5243028012	HERNANDEZ, MANUEL AND IRENE	RESIDENTIAL
19475	FULL	5243028011	LOPEZ, PABLO AND MARTHA M	RESIDENTIAL
19476	FULL	5243028022	LUNA, EDWARD	RESIDENTIAL
19477	FULL	5243028021	ALBA, JUAN A AND GUILLERMINA	RESIDENTIAL
19478	FULL	5243028017	DIAZ, JUAN G AND GLORIA L	RESIDENTIAL
19479	FULL	5243028007	LOPEZ, RAFAEL AND	RESIDENTIAL
19480	FULL	5243028008	LOPEZ, RAFAEL AND	RESIDENTIAL
19481	FULL	5243028009	ARMIENTA, JESUS O AND CATALINA O	RESIDENTIAL
19482	FULL	5243024032	FLORES, HERBERT G AND	RESIDENTIAL
19483	FULL	5243024039	ALMANZA, LAZARO AND GUADALUPE	RESIDENTIAL
19484	TCE	5243024028	GARCIA, JOSE AND	RESIDENTIAL
19520	FULL	-	STATE OF CALIFORNIA	BUSINESS
19538	TCE	5243027005	YBOA,CELERINO B AND MARGARITA N	RESIDENTIAL
19539	TCE	5243027006	POLIUTO,VIRGINIA A	RESIDENTIAL
19540	TCE	5243027007	GARCIA,HECTOR M AND SANDRA	RESIDENTIAL
19541	TCE	5243027008	POLIUTO,VALERIO A AND VIRGINIA A	RESIDENTIAL
19542	TCE	5243027009	DEL RIO,JOSE AND ROSALINDA	RESIDENTIAL
19545	FULL	5243028020	HERNANDEZ,MANUEL AND IRENE	RESIDENTIAL

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
71954	PARTIAL,TCE	5244008900	COMMERCE CITY - BANDINI PARK	PUBLIC
* 81901	TCE	5243013802	A T AND S F RY CO	RAILROAD
* 81902	TCE	5243013800	A T&S F RY CO	RAILROAD
* 81903	TCE	5243014803	A T AND S F RY CO	RAILROAD
* 81904	TCE	5243014005	FORD MOTOR CO	RAILROAD
81907	FULL	5243029816	BNSF RAILWAY COMPANY	RAILROAD
81909	PARTIAL	5243029814	UNION PACIFIC R R CO	RAILROAD
81910	FULL	5243029804	UNION PACIFIC R R CO	RAILROAD
81911	PARTIAL	5243029812	UNION PACIFIC R R CO	RAILROAD
81925	FULL	5243029810	UNION PACIFIC R R CO	RAILROAD
81926	FULL	5243029806	UNION PACIFIC R R CO	RAILROAD
81927	FULL	5243029808	UNION PACIFIC R R CO	RAILROAD
* 81928	TCE	6332001801	A T&S F RY CO	RAILROAD
* 81929	TCE	6332001802	A T AND S F RY CO	RAILROAD
* 81930	TCE	5244035800	A T AND S F RY CO	RAILROAD

* IMPACT OF IDENTIFIED PARCEL VARY BETWEEN ALTERNATIVES 5C/7 AND THE OPTION PRESENTED

TABULATED DATA SPECIAL USE PARCEL CONTINUED

ID NO.	IMPACT	AIN	OWNER NAME	USE
* 81931	TCE	5244035802	BURLINGTON NORTHERN AND SF RY CO	RAILROAD
* 81932	TCE	5244035804	BURLINGTON NORTHERN AND SF RY CO	RAILROAD
* 81933	TCE	5244035803	BURLINGTON NORTHERN AND SF RY CO	RAILROAD
81936	PARTIAL	5244033810	UNION PAC R R CO	RAILROAD
81937	PARTIAL	5244033802	A T AND S F RY CO	RAILROAD
81938	PARTIAL	5244033808	UNION PAC R R CO	RAILROAD
81939	FULL	5244033812	UNION PAC R R CO	RAILROAD
81940	FULL	5244033804	UNION PACIFIC RY CO	RAILROAD
81941	FULL	5244033806	UNION PAC R R CO	RAILROAD
81955	TCE	5244008806	UNION PACIFIC R R CO	PUBLIC
81956	TCE	5244008804	UNION PACIFIC R R CO	RAILROAD
81957	TCE	5244008801	UNION PACIFIC R R CO	RAILROAD
81958	TCE	5244008802	UNION PACIFIC R R CO	RAILROAD
81966	PARTIAL,TCE	5243001812	UNION PACIFIC R R CO	RAILROAD
81985	TCE	5243001814	UNION PACIFIC R R CO	RAILROAD
81986	TCE	5243001815	UNION PACIFIC R R CO	RAILROAD
81987	TCE	5243001816	UNION PACIFIC R R CO	RAILROAD
81988	TCE	5243001817	UNION PACIFIC R R CO	RAILROAD



LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK
- MEDIUM RISK
- LOW RISK

SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

WASHINGTON INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C (OPTION 1A)

JULY 2016 SHEET 35 OF 40

DGN FILE => ...\Sheet 35_15A_Alt 5C_Washington-Opt 1A.dgn
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TIME PLOTTED => 5:12:19 PM

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
19489	FULL	5241030011	GAMBOA,EMIGDIO TR	BUSINESS
19490	FULL	5241030012	BARRAZA,JESUS C AND BLANCA L	BUSINESS
19491	FULL	5241030024	1538 SOUTH EASTERN AVENUE	BUSINESS
19492	FULL	5241030014	COVARRUBIAS, ESTHER	RESIDENTIAL
19493	FULL	5241030015	RING, MARVIN A AND RICKI C TRS	BUSINESS
19494	FULL	5241030016	RING, MARVIN A AND RICKI C TRS	BUSINESS
19495	FULL	5241030017	RING, MARVIN A AND RICKI C TRS	BUSINESS
19496	FULL	5241030018	RING, MARVIN A AND RICKI C TRS	BUSINESS
19497	FULL	5241030025	RING, MARVIN A AND RICKI C TRS	BUSINESS
19498	FULL	5241030026	RING, MARVIN A AND RICKI C TRS	BUSINESS
19499	FULL	5241030021	RING, MARVIN A AND RICKI C TRS	BUSINESS
19500	FULL	5241030022	RAMIREZ, ENRIQUE AND MARTHA E	RESIDENTIAL
19501	FULL	5241030006	RING, MARVIN A AND RICKI C TRS	BUSINESS
19502	FULL	5241030005	RING, MARVIN A AND RICKI C TRS	BUSINESS
19503	FULL	5241029001	GONZALEZ, LUIS	RESIDENTIAL
19504	FULL	5241029002	ALATORRE, CATHY	RESIDENTIAL
19505	FULL	5241029003	RAMIREZ, JUAN AND ELMA	RESIDENTIAL
19506	FULL	5241029004	SANCHEZ, SALVADOR TR	RESIDENTIAL
19507	FULL	5241029005	HARNETT, BEATRICE	RESIDENTIAL
19508	FULL	5241029006	HURTADO, CARMEN TR	RESIDENTIAL
19509	FULL	5241029007	PEREIDA, THOMAS AND PAULINE	RESIDENTIAL
19510	FULL	5241029008	CUEVAS, FRANCISCA	RESIDENTIAL
19511	FULL	5241029009	VERA, MANUEL AND ELVIRA TRS	RESIDENTIAL
19512	FULL	5241029010	CARVAJAL, ALBERTO AND ALICIA E	RESIDENTIAL
19513	FULL	5241029011	LIMON, DANIEL G AND MARTHA A	RESIDENTIAL
19514	FULL	5241029012	O NEILL, MARTIN AND RAQUEL ET AL	RESIDENTIAL
19515	FULL	5241029013	JAURIGUI, ELEANOR L TR	RESIDENTIAL
19516	FULL	5241013018	LOS JARDINES LLC	BUSINESS
19517	PARTIAL	5241013019	LOS JARDINES LLC	BUSINESS
19518	FULL	5241013904	COMMUNITY DEV COMMISSION	RESIDENTIAL
19519	FULL	5241013001	PEREZ, LUCILLE F TR	RESIDENTIAL

LEGEND:
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK (XXXXX)
- MEDIUM RISK (XXXXX)
- LOW RISK (XXXXX)

CITY OF LOS ANGELES

CITY OF COMMERCE

CITY OF COMMERCE

SHEILA St
WASHINGTON Blvd
AYERS Ave
BEDESSEN Ave
LEONIS St
CONNOR Ave
I-710
HEPWORTH Ave
NOBLE St
RANSOM St
LEONIS St
ASTOR Ave
COUTS Ave
JILLSON St
SUNOL Dr
DUNHAM St
LOVETT St
TRIGGS St
TUTTLE St
UNION PACIFIC Av
MARIANNA Ave
I-5
AUGUSTA Ave
TELEGRAPH Rd
OLYMPIC Blvd
MARIANNA Ave
WILKINS Ave
EASTERN Ave
I-710
S FORD Blvd
19490 19492 19501 19502 19496 19498 19500 19504 19506 19508 19510 19512 19514 19516 19518
19489 19491 19493 19494 19495 19497 19499 19503 19505 19507 19509 19511 19513 19515 19517 19519
EASTERN Ave
SYDNEY Dr
I-710
DUNCAN Ave
NOAKES St
DUNHAM St
McBRIDE Ave
TRIGGS St
McDONNELL Ave
DUNCAN Ave
McBRIDE Ave
McDONNELL Ave
ARIZONA Ave

SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

I-5 INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C / OPTION 1A

JULY 2016 SHEET 36 OF 40

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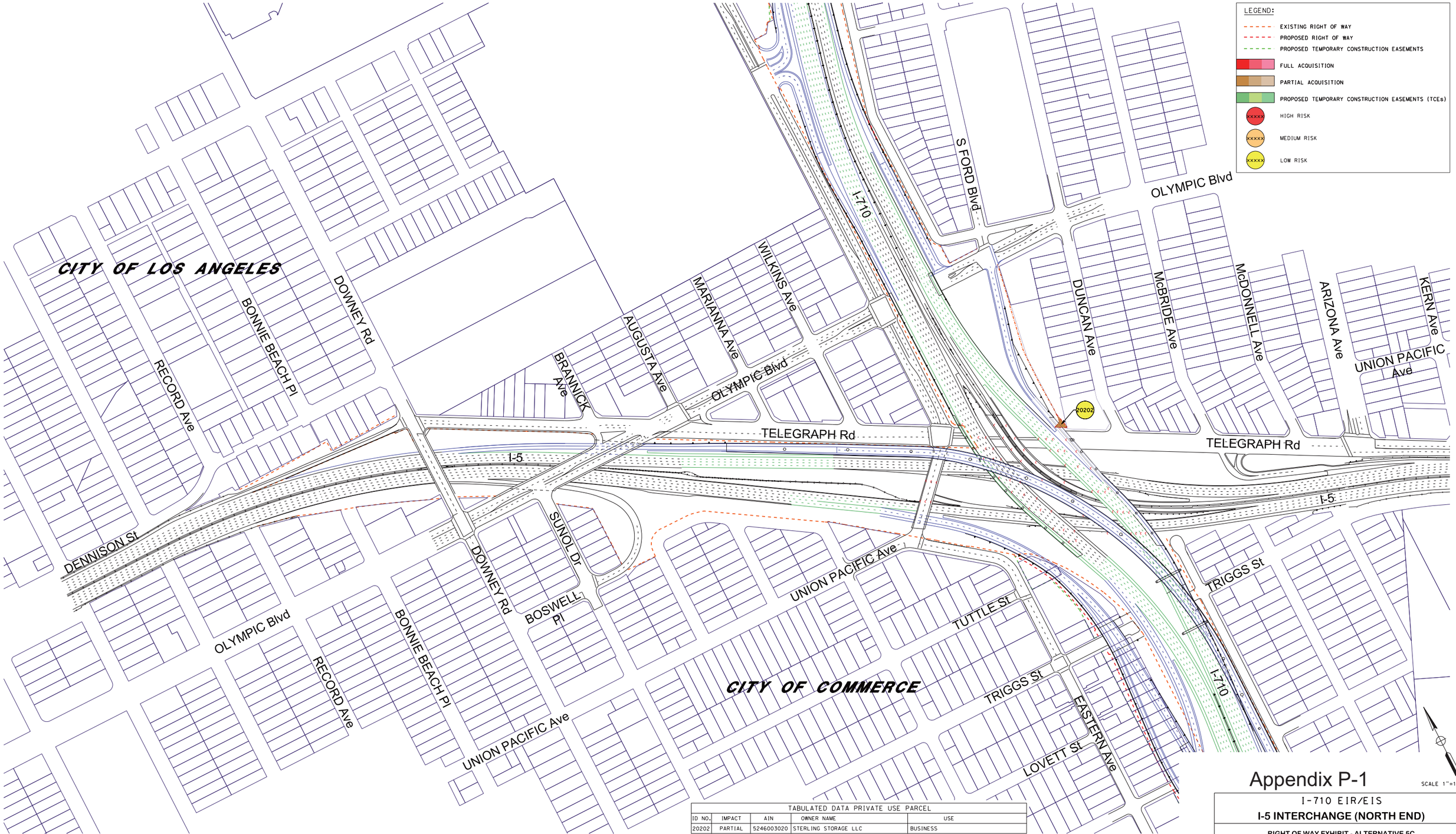
TIME PLOTTED => $TIME



TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
20202	PARTIAL	5246003020	STERLING STORAGE LLC	BUSINESS

Appendix P-1

SCALE 1"=100'

I-710 EIR/EIS

I-5 INTERCHANGE (NORTH END)

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 37 OF 40

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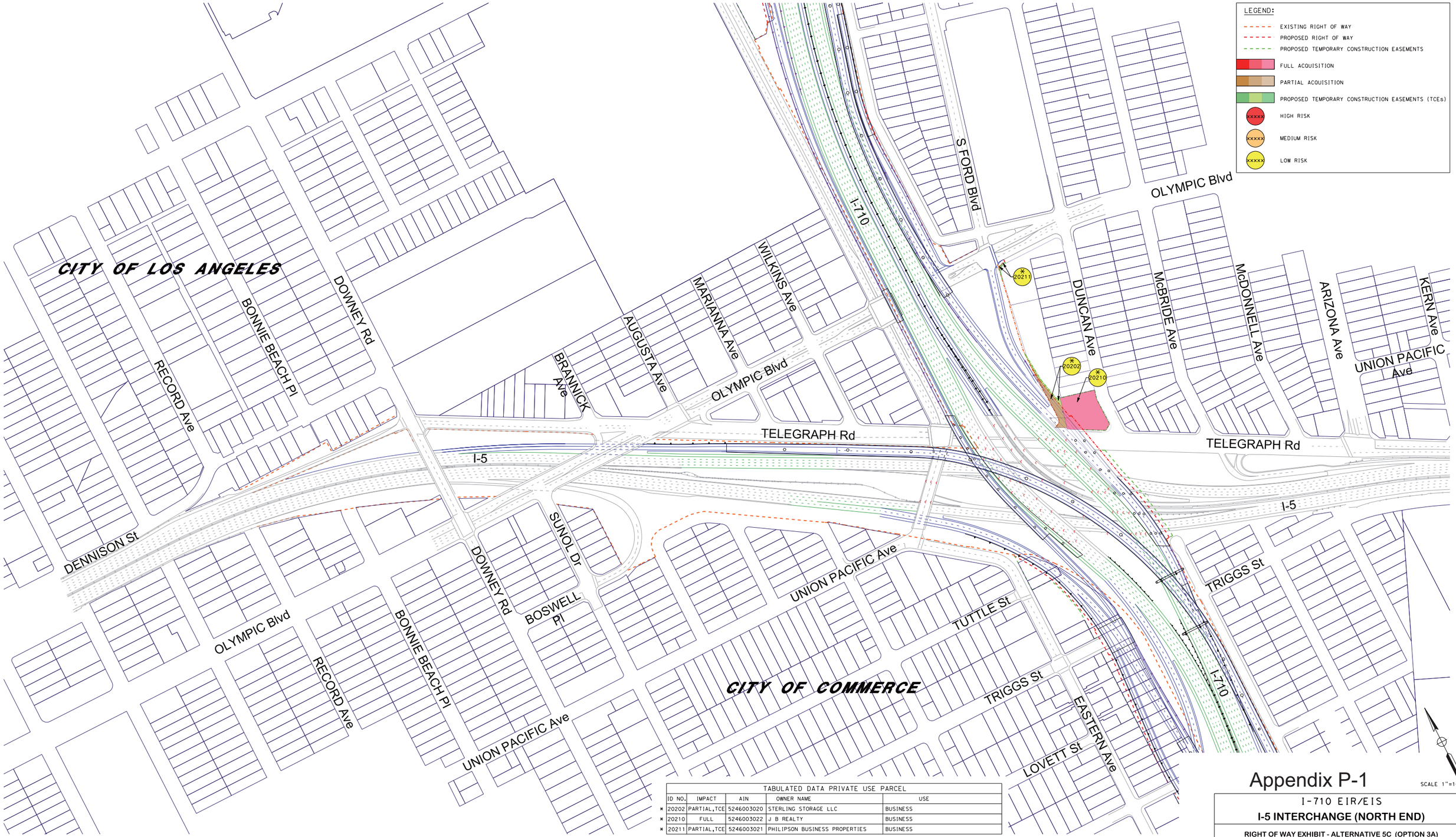
TIME PLOTTED => $TIME



TABULATED DATA PRIVATE USE PARCEL					
ID NO.	IMPACT	AIN	OWNER NAME	USE	
* 20202	PARTIAL,TCE	5246003020	STERLING STORAGE LLC	BUSINESS	
* 20210	FULL	5246003022	J B REALTY	BUSINESS	
* 20211	PARTIAL,TCE	5246003021	PHILIPSON BUSINESS PROPERTIES	BUSINESS	

* IMPACT OF IDENTIFIED PARCEL VARY BETWEEN ALTERNATIVES 5C/7 AND THE OPTION PRESENTED

Appendix P-1

SCALE 1"=100'

I-710 EIR/EIS

I-5 INTERCHANGE (NORTH END)

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C (OPTION 3A)

JULY 2016 SHEET 38 OF 40

DGN FILE => $$EDGE$T

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
20101	TCE	5236012035	EASTERN AVENUE ENTERPRISES	BUSINESS
20403	TCE	5236012025	DELACERDA, RAMON CO TR	RESIDENTIAL
20404	TCE	5236012024	DELACERDA, ISAAC AND ESPERANZA H	RESIDENTIAL
20405	TCE	5236013033	ALCARAZ, ROSALINDA	RESIDENTIAL
20406	TCE	5236013032	CAUDILLO, MARIA	RESIDENTIAL
20407	TCE	5236013031	ZAPATA, RAFAEL AND HERMELINDA	RESIDENTIAL

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

CITY OF LOS ANGELES

EASTERN Ave

WHITTIER Blvd

I-710

HUBBARD St

6th St

5th St

EAGLE St

4th St

GRATIAN St

3rd St

2nd St

SYDNEY Dr

BURGER Ave

HUMPHREYS Ave

S FORD Blvd

VERONA St

DUNCAN Ave

BETTY Ave

McBRIDE Ave

McDONNELL Ave

20101 20403 20404 20405 20406 20407

CITY OF LOS ANGELES

SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

I-5 TO SR-60

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C

JULY 2016 SHEET 39 OF 40

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

DGN FILE => $REQUEST

TABULATED DATA PRIVATE USE PARCEL					
	ID NO.	IMPACT	AIN	OWNER NAME	USE
*	20101	FULL	5236012035	EASTERN AVENUE ENTERPRISES	BUSINESS
*	20108	PARTIAL,TCE	5236012906	L A COUNTY CONSOLIDATED FIRE	PUBLIC
*	20109	FULL	5236012029	RUSSELL L AND LINDA K FOX FAMILY	BUSINESS
*	20403	FULL	5236012025	DELACERDA, RAMON CO TR	RESIDENTIAL
*	20404	FULL	5236012024	DELACERDA, ISAAC AND ESPERANZA H	RESIDENTIAL
*	20405	FULL	5236013033	ALCARAZ, ROSALINDA	RESIDENTIAL
*	20406	FULL	5236013032	CAUDILLO, MARIA	RESIDENTIAL
*	20407	FULL	5236013031	ZAPATA, RAFAEL AND HERMELINDA	RESIDENTIAL
*	20412	FULL	5236012014	MARTINEZ, ANDRES AND CRISTINA	RESIDENTIAL
*	20413	FULL	5236012015	FOX, RUSSELL AND LINDA K	RESIDENTIAL
*	20414	FULL	5236012016	-	RESIDENTIAL
*	20415	FULL	5236013030	VILLARRUEL, CLAUDIA	RESIDENTIAL
*	20416	FULL	5236013029	AGRON, MICHAEL S	RESIDENTIAL
*	20417	FULL	5236023067	GONZALEZ, FERMIN AND ALITA H	RESIDENTIAL
*	20418	FULL	5236023066	GARCIA, JOSE TR	RESIDENTIAL
*	20419	TCE	5236023065	RODRIGUEZ, ISABEL L	RESIDENTIAL
*	20420	TCE	5236023064	YBARRA, MODESTA AND	RESIDENTIAL
*	20421	TCE	5236023063	LARES, ADOLFO AND ROSARIO	RESIDENTIAL
*	20422	TCE	5236023062	ALVAREZ, MARTIN AND	RESIDENTIAL

* IMPACT OF IDENTIFIED PARCEL VARY BETWEEN ALTERNATIVES 5C/7 AND THE OPTION PRESENTED

LEGEND:
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

CITY OF LOS ANGELES

CITY OF LOS ANGELES

WHITTIER Blvd
EASTERN Ave
I-710
HUBBARD St
SYDNEY Dr
6th St
5th St
EAGLE St
4th St
GRATIAN St
3rd St
2nd St
HUMPHREYS Ave
BURGER Ave
S FORD Blvd
VERONA St
DUNCAN Ave
BETTY Ave
McBRIDE Ave
McDONNELL Ave

20101 20108 20109 20412 20413 20414 20403 20404 20405 20406 20407 20415 20416 20417 20418 20419 20420 20421 20422

SCALE 1"=100'

Appendix P-1

I-710 EIR/EIS

I-5 TO SR-60

RIGHT OF WAY EXHIBIT - ALTERNATIVE 5C (OPTION 3A)

JULY 2016 SHEET 40 OF 40

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TIME PLOTTED => &TIME
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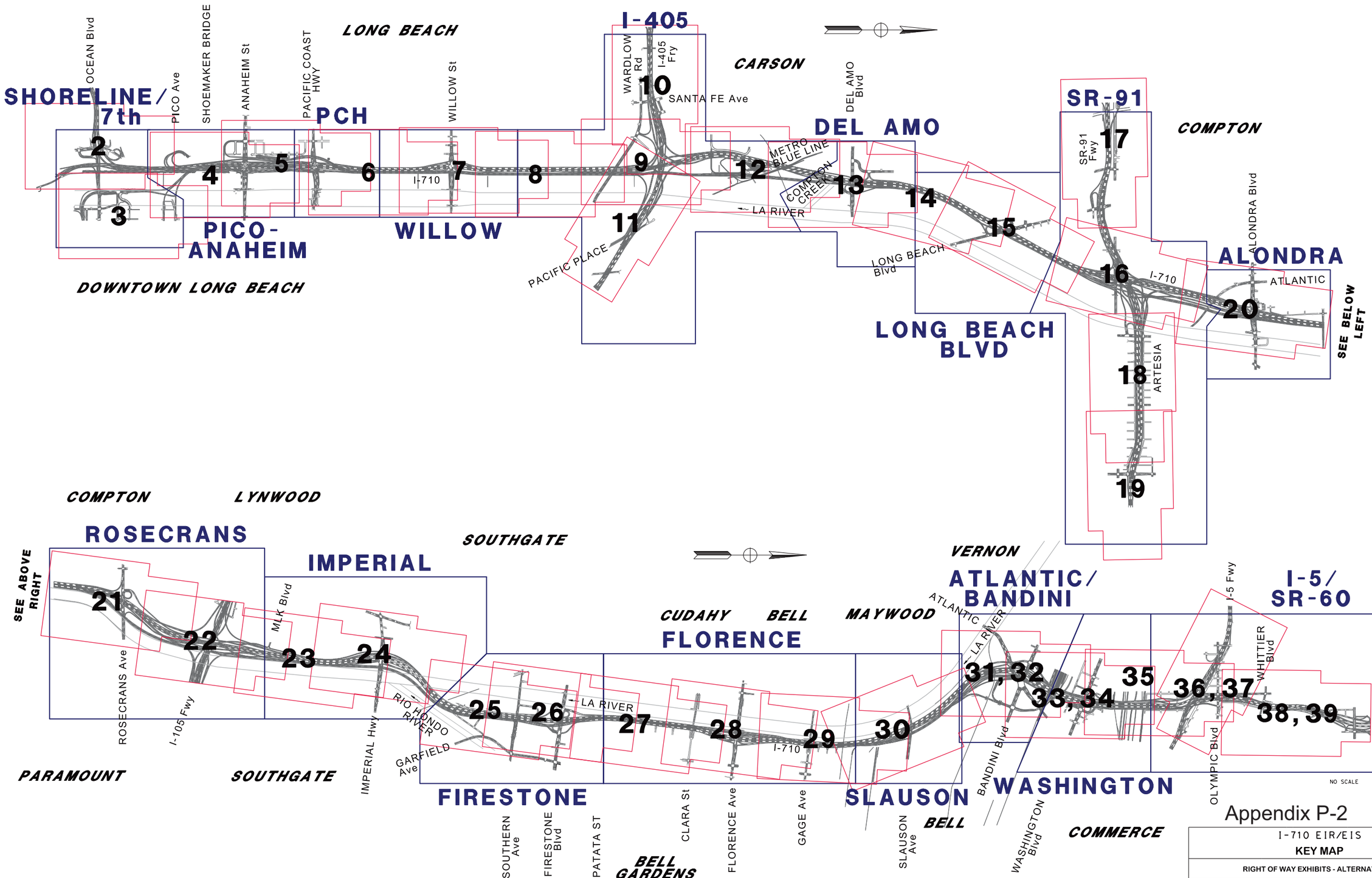


Appendix P-2

I-710 EIR/EIS

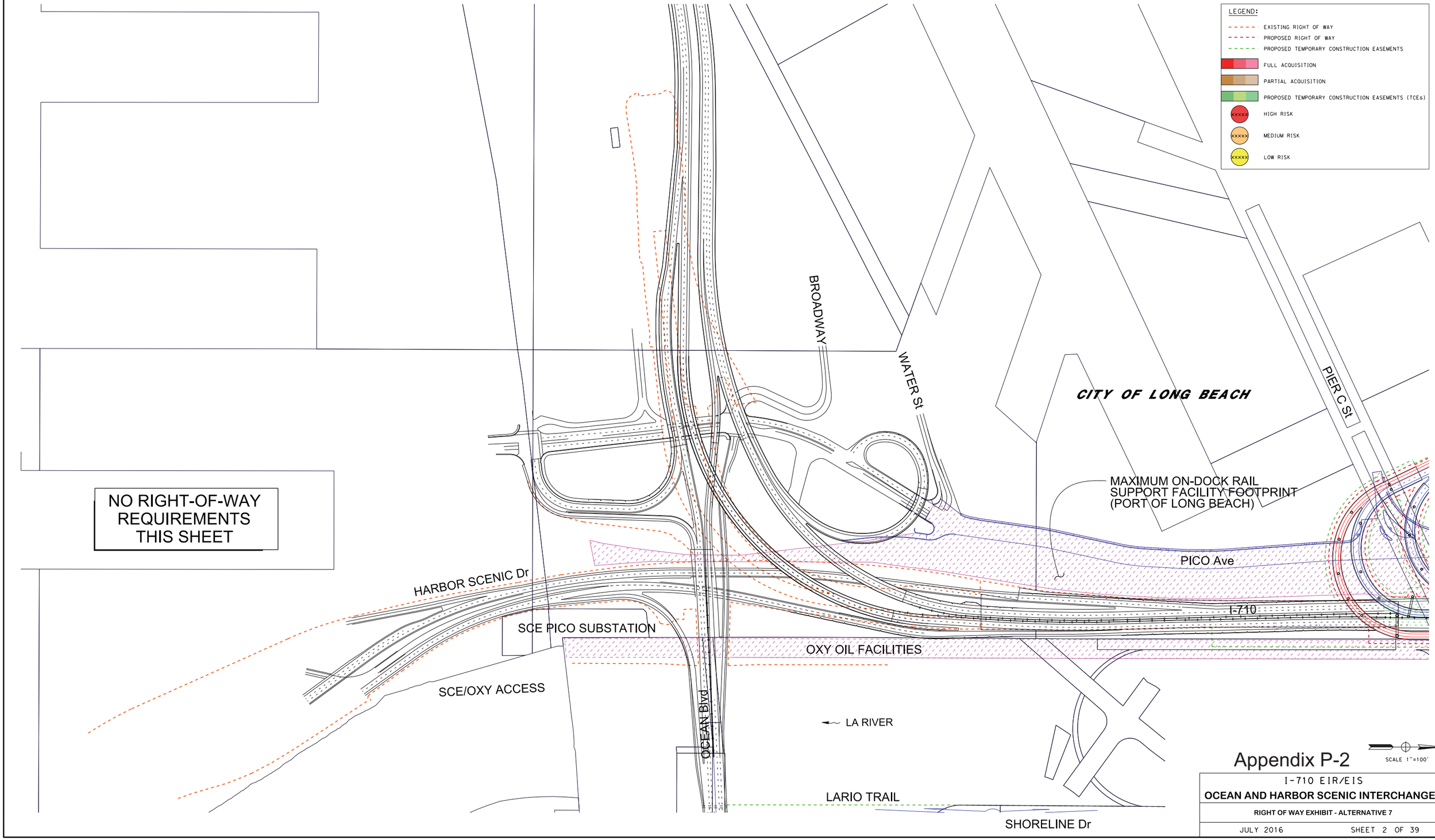
KEY MAP

RIGHT OF WAY EXHIBITS - ALTERNATIVE 7

JULY 2016 SHEET 1 OF 39

DGN FILE => $MEDGEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME



Appendix P-2

SCALE 1"=100'

I-710 EIR/EIS

OCEAN AND HARBOR SCENIC INTERCHANGES

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 2 OF 39

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

LA RIVER

GOLDEN SHORE RV PARK

SHORELINE Dr

LARIO TRAIL

SHOEMAKER Br

CESAR E. CHAVEZ PARK

SCE SEABRIGHT SUB-STATION

CITY OF LONG BEACH

GOLDEN SHORE St

GOLDEN SHORE Dr

MAINE Ave

SHORELINE Dr

SEASIDE WAY

OCEAN Blvd

BROADWAY

3rd St

4th St

5th St

6th St

7th St

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
40001	PARTIAL,TCE	7278011908	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40003	TCE	7278011811	SOU PAC TRANS CO	FLOOD CONTROL
40004	TCE	7278011810	SOU PAC TRANS CO	FLOOD CONTROL
40006	FULL	7278011805	SOU PAC TRANS CO	FLOOD CONTROL
40009	PARTIAL,TCE	7278011806	SOU PAC TRANS CO	FLOOD CONTROL
40026	TCE	7278011800	SOU PAC CO	FLOOD CONTROL
40027	TCE	7271003904	SOU PAC CO	FLOOD CONTROL
70007	TCE	7278013910	LONG BEACH CITY	PUBLIC
70008	PARTIAL,TCE	7278011907	-	PUBLIC
70011	PARTIAL,TCE	7278014914	LONG BEACH CITY	PUBLIC
70013	PARTIAL,TCE	7278015955	-	PUBLIC
70015	TCE	7278018902	-	PUBLIC
70016	PARTIAL,TCE	7278014915	-	PUBLIC
70017	TCE	7278013904	STATE OF CA	PUBLIC
70018	PARTIAL,TCE	7278013908	LONG BEACH CITY	PUBLIC
70019	TCE	7278023900	LONG BEACH CITY	PUBLIC
70020	TCE	7278023902	LONG BEACH CITY	PUBLIC
70021	TCE	7278023903	LONG BEACH CITY	PUBLIC
70022	FULL	7278013909	STATE OF CA	PUBLIC
70023	PARTIAL,TCE	7278012905	STATE OF CA	PUBLIC
70024	TCE	7278012904	LONG BEACH CITY	PUBLIC
70025	TCE	7278012906	LONG BEACH CITY	PUBLIC

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

SHORELINE / 7th INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 3 OF 39

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
01103	FULL	7436004042	PHILLIPS, DARYL S AND SANDRA TRS	BUSINESS
01150	PARTIAL,TCE	7436003001	SHERER, HORACE E CO TR	BUSINESS
01151	PARTIAL,TCE	7436003900	LONG BEACH CITY	BUSINESS
01152	PARTIAL,TCE	7436003901	LONG BEACH CITY	BUSINESS
01153	PARTIAL,TCE	7436003902	LONG BEACH CITY	BUSINESS
01154	PARTIAL,TCE	7436003905	LONG BEACH CITY	BUSINESS
01155	FULL	7436004914	LONG BEACH CITY	BUSINESS
01156	FULL	7436004919	LONG BEACH CITY	BUSINESS
01162	FULL	7436004903	LONG BEACH CITY	BUSINESS
01163	FULL	7436004026	SCHROEDER, BRYAN LTR	BUSINESS
01164	FULL	7436004025	ONGAIS, DANIEL	BUSINESS
01165	FULL	7436004912	LONG BEACH CITY	BUSINESS
01166	FULL	7436004029	DEFOND, RENAUD CO TR	BUSINESS
01167	FULL	7436004023	SCHIRMER, PAUL C AND	BUSINESS
01168	FULL	7436004022	COON, HAROLD W AND JANIS H TRS	BUSINESS
01169	FULL	7436004908	LONG BEACH CITY	BUSINESS
01170	FULL	7436004020	LOFTON, HAROLD D CO-TR	BUSINESS
01171	FULL	7436004901	LONG BEACH CITY S BY S	BUSINESS
01172	FULL	7436004019	SCHROEDER, BRYAN L TR	BUSINESS
01173	FULL	7436004018	SCHROEDER, BRYAN L TR	BUSINESS
01174	FULL	7436004017	SCHROEDER, BRYAN L TR	BUSINESS
01175	**FULL**	**7436004016**	**SCHROEDER, BRYAN L TR**	**BUSINESS**
01176	FULL	7436004014	TILLEY, LOUIS E	BUSINESS
01177	FULL	7436004911	LONG BEACH CITY	BUSINESS
01178	FULL	7436004915	LONG BEACH CITY	BUSINESS
01179	FULL	7436004032	ALLIED PACKING AND RUBBER INC	BUSINESS
01180	FULL	7436004917	LONG BEACH CITY	BUSINESS
01181	FULL	7436004918	LONG BEACH CITY	BUSINESS
01182	FULL	7436004909	LONG BEACH CITY	BUSINESS
01183	TCE	7436005013	DOWNS, NANCY L TR	BUSINESS
01184	FULL	7436004034	SCHROEDER, BRYAN L TR	BUSINESS

TABULATED DATA PRIVATE USE PARCEL CONTINUED

ID NO.	IMPACT	AIN	OWNER NAME	USE
01185	FULL	7436004033	SCHROEDER, BRYAN L TR	BUSINESS
01186	FULL	7436004008	HARRISON, BRUCE L	BUSINESS
01187	FULL	7436004036	STAPLETON, RICHARD CO TR	BUSINESS
01188	FULL	7436004913	LONG BEACH CITY	BUSINESS
01189	TCE	7436005910	LONG BEACH CITY	BUSINESS
01190	FULL	7436004037	SCHROEDER, BRYAN L TR	BUSINESS
01191	FULL	7436004910	LONG BEACH HARBOR DEPT	BUSINESS
01192	TCE	7436003904	LONG BEACH HARBOR DEPT	BUSINESS
01209	PARTIAL,TCE	7271005001	AIR PRODUCTS AND CHEMICALS INC	BUSINESS
01310	PARTIAL,TCE	7271007005	-	BUSINESS
01418	PARTIAL	7432019023	SFN HOLDINGS LLC	BUSINESS
01419	FULL	7432019049	EXEDRA PROPERTIES LTD	BUSINESS
01420	FULL	7432019043	EXEDRA PROPERTIES LTD	BUSINESS
01421	FULL	7432020028	NEILL PROPERTIES LLC	BUSINESS
01422	FULL	7432020029	POGUE, CLARENCE W AND MARGIT M	BUSINESS
01423	FULL	7432020030	NEILL PROPERTIES LLC	BUSINESS
01424	FULL	7432020031	NEILL PROPERTIES LLC	BUSINESS
01425	FULL	7432020032	NEILL PROPERTIES LLC	BUSINESS
01426	FULL	7432020020	NEILL PROPERTIES LLC	BUSINESS
01427	FULL	7432020021	NEILL PROPERTIES LLC	BUSINESS
01428	FULL	7432020022	RICHMAN, DENIS	BUSINESS
01429	FULL	7432020023	NEILL PROPERTIES LLC	BUSINESS
01430	FULL	7432020024	NEILL PROPERTIES LLC	BUSINESS
01431	FULL	7432021005	NEILL PROPERTIES LLC	BUSINESS
01432	FULL	7432021006	NEILL AIRCRAFT CO	BUSINESS
01433	FULL	7432021007	NEILL PROPERTIES LLC	BUSINESS
01434	FULL	7432021008	NEILL AIRCRAFT CO	BUSINESS
01435	FULL	7432021001	NEILL AIRCRAFT CO	BUSINESS
01436	FULL	7432021002	NEILL AIRCRAFT CO	BUSINESS
01437	FULL	7432022006	GILBERT, FAYE K ET AL	BUSINESS

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA PRIVATE USE PARCEL CONTINUED

ID NO.	IMPACT	AIN	OWNER NAME	USE
01438	FULL	7432020033	NEILL PROPERTIES LLC	BUSINESS
01439	FULL	7432020026	NEILL PROPERTIES LLC	BUSINESS
01440	FULL	7432020025	NEILL PROPERTIES LLC	BUSINESS
01441	FULL	7432021004	NEILL PROPERTIES LLC AND	BUSINESS
01442	FULL	7432021003	NEILL AIRCRAFT CO	BUSINESS
01443	PARTIAL	7432022020	NEILL PROPERTIES LLC	BUSINESS
01444	FULL	7432022901	L A COUNTY S BY S	BUSINESS
01445	FULL	7432022900	CO SANITATION DIST NO 3	BUSINESS
01446	FULL	7432023004	ARGO PROPERTIES LLC	BUSINESS
01447	FULL	7432023005	ARGO PROPERTIES LLC	BUSINESS
01448	FULL	7432023001	BERNS, GEORGE DECD EST OF	BUSINESS

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
40105	PARTIAL,TCE	7271003902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40106	FULL	7436004920	LONG BEACH CITY	FLOOD CONTROL
40107	TCE	7271003903	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40108	TCE	7271003803	SOU PAC TRANS CO	FLOOD CONTROL
40111	PARTIAL,TCE	7271002910	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40112	PARTIAL,TCE	7271002908	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40113	PARTIAL,TCE	7271002001	KEMPNER, JAMES M AND CYNTHIA A	FLOOD CONTROL
40114	FULL	7271002909	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40115	PARTIAL,TCE	7271002905	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40116	FULL	7271002002	KEMPNER, JAMES M AND CYNTHIA A	FLOOD CONTROL
40117	PARTIAL,TCE	7271002902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
70101	PARTIAL,TCE	7436004916	LONG BEACH CITY	PUBLIC
70102	FULL	7436004916	LONG BEACH CITY	PUBLIC
70157	PARTIAL,TCE	-	-	-
70158	PARTIAL,TCE	-	-	-
70159	FULL	-	-	-
70160	PARTIAL,TCE	-	-	-
70161	PARTIAL,TCE	-	-	-
80010	PARTIAL,TCE	7278011808	SOU PAC TRANS CO	RAILROAD

CITY OF LONG BEACH
PIER C St
PIER B St
PICO Ave
OXY OIL FACILITIES
SHOEMAKER Br
SHORELINE Dr
7th St
LA RIVER
CASPIAN Ave
ANAHEIM St
HARBOR Ave
W 14th St
W COWLES St
W 15th St
W GAYLORD St
W 16th St
W 17th St
FASHION Ave
W 12th St
I-710
12th St
ANAHEIM St
LARIO TRAIL
SAN FRANCISCO Ave
LA RIVER

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

PICO AND ANAHEIM INTERCHANGES

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 4 OF 39

DGN FILE => #MEQUEST
DATE PLOTTED => #DATE
TIME PLOTTED => #TIME

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
02101	FULL	7432024024	CLEAR CHANNEL OUTDOOR INC	BUSINESS
02102	FULL	7432024023	1255 REALTY LLC	BUSINESS
02103	FULL	7432024022	1255 REALTY LLC	BUSINESS
02104	FULL	7432024021	1255 REALTY LLC	BUSINESS
02105	FULL	7432024020	1255 REALTY LLC	BUSINESS
02315	TCE	7202029005	TRAN, HIEP D AND MY HANG	RESIDENTIAL
02419	PARTIAL,TCE	7431033002	POTTER, ROBERT L CO TR	BUSINESS
02420	PARTIAL,TCE	7431033008	GOOD NEWS CHURGH OF GOD	BUSINESS
02421	TCE	7431032006	ULLOA, ANTONIO	RESIDENTIAL

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
40206	TCE	7271001906	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40207	PARTIAL,TCE	7271001902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40208	PARTIAL,TCE	7271001001	KEMPNER, JAMES M AND CYNTHIA A	FLOOD CONTROL
40209	PARTIAL,TCE	7271001905	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40210	PARTIAL,TCE	7271001904	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40211	PARTIAL,TCE	7271001006	KENFIELD DEV LLC	FLOOD CONTROL
40212	PARTIAL,TCE	7271001005	KEMPNER, JAMES M AND CYNTHIA A	FLOOD CONTROL
40217	PARTIAL,TCE	7202023903	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
70213	TCE	7202029901	LONG BEACH CITY	PUBLIC
70214	TCE	7202029902	LONG BEACH CITY	PUBLIC
70216	TCE	7202029900	0	PUBLIC

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

CASPIAN Ave
ANAHEIM St
HARBOR Ave
W 14th St
W COWLES St
W 15th St
W GAYLORD St
W 16th St
W 17th St
W ESTHER St
PCH
W PARADE St
W 19th St
W 20th St
W 21st St
EASY Ave
FASHION Ave
GALE Ave
I-710
LA RIVER
LARIO TRAIL
CITY OF LONG BEACH
SAN FRANCISCO Ave
14th St
COWLES St
15th St
16th St
17th St
ESTHER St
19th St
20th St
21st St

02101 02102 02103 02104 02105 02419 02433 02419 02420 02421 40206 40207 40208 40209 40210 40211 40212 40217 70213 70214 02315 70216

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

PCH INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 5 OF 39

DGN FILE => $MEQUEST

DATE PLOTTED => $DATE

TIME PLOTTED => $TIME

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
02422	TCE	7431010011	CERVANTES,ANTONIA	RESIDENTIAL
02423	TCE	7431010010	VASQUEZ,FERNANDO	RESIDENTIAL
02424	TCE	7431010009	CAMACHO, IGNACIO C AND MARIA C	RESIDENTIAL
02425	TCE	7431010007	RODRIGUEZ, ESTEBAN AND	RESIDENTIAL
02426	TCE	7431010006	HOLLINS, LINDA	RESIDENTIAL
02427	TCE	7431010005	DOCTOLERO, HELEN	RESIDENTIAL
02428	TCE	7431010004	MARTINEZ, CYNTHIA D	RESIDENTIAL
02429	TCE	7431010003	AGUILERA, JORGE AND MARGARITA	RESIDENTIAL

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
40311	PARTIAL,TCE	7202002900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40312	PARTIAL,TCE	7202001902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40218	PARTIAL,TCE	7202024902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL

LEGEND:
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

PCH
W PARADE St
HARBOR Ave
EASY Ave
FASHION Ave
DELTA Ave
WILLOW St
W 19th St
W 20th St
W 21st St
HILL St
GALE Ave
W 23rd St
BURNETT St
W 25th St
CITY OF LONG BEACH
I-710
02422
02423
02424
02425
02426
02427
02428
02429
EXISTING PUMP STATION
LA RIVER
40218
40311
40312
LARIO TRAIL
De FOREST Ave
SAN FRANCISCO Ave
19th St

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

PCH to WILLOW

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 6 OF 39

DGN FILE => $$REQUEST
DATE PLOTTED => $$DATE
TIME PLOTTED => $$TIME

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK
- MEDIUM RISK
- LOW RISK

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
40313	PARTIAL,TCE	7202001901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40318	PARTIAL,TCE	7201027908	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40319	PARTIAL,TCE	7201028001	UNKNOWN OWNER O K	FLOOD CONTROL
40320	TCE	7201029001	UNKNOWN OWNER O K	FLOOD CONTROL
40321	PARTIAL,TCE	7201014013	UNKNOWN OWNER O K	FLOOD CONTROL
40322	PARTIAL,TCE	7201013002	UNKNOWN OWNER O K	FLOOD CONTROL
40323	PARTIAL,TCE	7201013001	UNKNOWN OWNER O K	FLOOD CONTROL
40324	PARTIAL,TCE	7201015047	UNKNOWN OWNER O K	FLOOD CONTROL
40325	PARTIAL,TCE	7201012900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
70314	PARTIAL,TCE	7202006900	LONG BEACH CITY	PUBLIC
70315	PARTIAL,TCE	7202006901	LONG BEACH CITY	PUBLIC
70316	PARTIAL,TCE	7201026900	LONG BEACH CITY	PUBLIC
70317	PARTIAL,TCE	7201027910	LONG BEACH CITY	PUBLIC

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
03107	FULL	7401007018	PETERSON, WAYNE B AND HUEY J	BUSINESS
03108	FULL	7401007001	PETERSON, WAYNE B AND HUEY J TRS	RESIDENTIAL
03109	FULL	7401006003	LE,CUONG T AND	BUSINESS
03110	FULL	7401006026	LAKV WILLOW INC	BUSINESS
03426	FULL	7313029023	TABILA, RODOLFO T AND ELNORA T	BUSINESS
03427	PARTIAL,TCE	7313029024	LAYA, ARTURO A	RESIDENTIAL
03428	FULL	7313029029	CLOSAS, EVA M TR	BUSINESS
03429	FULL	7313029030	WATKINS, LARRY B CO TR-	BUSINESS
03430	FULL	7313029027	ANDALAJAO, LETICIA L TR	BUSINESS
03431	FULL	7313029028	PEREZ, SOLOMON E AND MINERVA AN	BUSINESS
03432	FULL	7313028020	SILVERADO CONGREGATION OF	BUSINESS
03433	FULL	7313028019	SILVERADO CONGREGATION OF	BUSINESS

DELTA Ave
EASY Ave
CITY OF LONG BEACH
FASHION Ave
BURNETT St
W 25th St
WILLOW St
W 27th St
W 28th St
W 29th St
W SPRING St
W 31st St
GALE Ave
I-710
LA RIVER
LARIO TRAIL
De FOREST Ave
SAN FRANCISCO Ave
25th St
27th St
28th St
COLUMBIA St
SPRING St
GOLDEN Ave

03110 03109 03108 03107 03426 03427 03428 03429 03430 03431 03432 03433
40313 40321 40322 40323 40324 40325 40319 40320 40318
70314 70317 70315 70316

DGN FILE => $MEQUEST
DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

WILLOW INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 7 OF 39

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
40414	PARTIAL,TCE	7203001901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
-	-	-	-	-

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK (xxxxx)
- MEDIUM RISK (xxxxx)
- LOW RISK (xxxxx)

CITY OF LONG BEACH

EASY Ave

FASHION Ave

TAPER St

WISE Ave

W CAMERON St

GALE Ave

WARDLOW Rd

W 28th St

W 29th St

W SPRING St

W 31st St

W 32nd St

W 33rd St

W 34th St

I-710

40414

LA RIVER

LARIO TRAIL

De FOREST Ave

SAN FRANCISCO Ave

33rd Way

34th St

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

WILLOW TO WARDLOW

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 8 OF 39

DGN FILE => $REQUEST

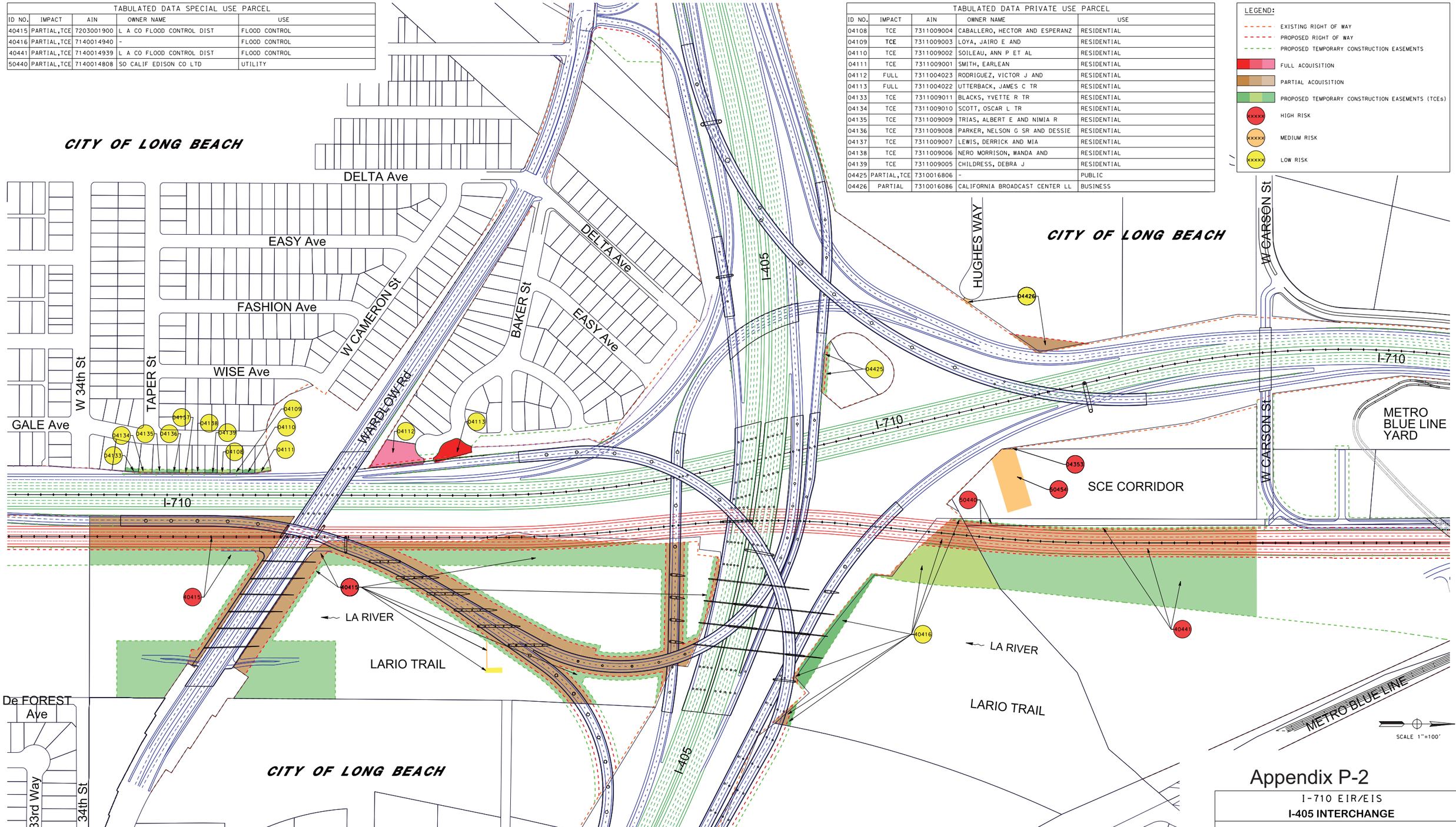
DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
40415	PARTIAL,TCE	7203001900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40416	PARTIAL,TCE	7140014940	-	FLOOD CONTROL
40441	PARTIAL,TCE	7140014939	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
50440	PARTIAL,TCE	7140014808	SO CALIF EDISON CO LTD	UTILITY

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
04108	TCE	7311009004	CABALLERO, HECTOR AND ESPERANZ	RESIDENTIAL
04109	TCE	7311009003	LOYA, JAIRO E AND	RESIDENTIAL
04110	TCE	7311009002	SOILEAU, ANN P ET AL	RESIDENTIAL
04111	TCE	7311009001	SMITH, EARLEAN	RESIDENTIAL
04112	FULL	7311004023	RODRIGUEZ, VICTOR J AND	RESIDENTIAL
04113	FULL	7311004022	UTTERBACK, JAMES C TR	RESIDENTIAL
04133	TCE	7311009011	BLACKS, YVETTE R TR	RESIDENTIAL
04134	TCE	7311009010	SCOTT, OSCAR L TR	RESIDENTIAL
04135	TCE	7311009009	TRIAS, ALBERT E AND NIMIA R	RESIDENTIAL
04136	TCE	7311009008	PARKER, NELSON G SR AND DESSIE	RESIDENTIAL
04137	TCE	7311009007	LEWIS, DERRICK AND MIA	RESIDENTIAL
04138	TCE	7311009006	NERO MORRISON, WANDA AND	RESIDENTIAL
04139	TCE	7311009005	CHILDRESS, DEBRA J	RESIDENTIAL
04425	PARTIAL,TCE	7310016806	-	PUBLIC
04426	PARTIAL	7310016086	CALIFORNIA BROADCAST CENTER LL	BUSINESS

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK
- MEDIUM RISK
- LOW RISK



Appendix P-2

I-710 EIR/EIS

I-405 INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 9 OF 39

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
05101	TCE	7310016072	LINWOOD AVENUE LIMITED	BUSINESS
05202	PARTIAL,TCE	7311001011	AMML II LLC	BUSINESS
05203	TCE	7311001004	STRACHAN, ROBERT C CO TR	BUSINESS
05204	PARTIAL,TCE	7311001001	KARBACH ENTERPRISES	BUSINESS
05205	PARTIAL,TCE	7311001002	KARBACH ENTERPRISES	BUSINESS

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK (XXXXX)
- MEDIUM RISK (XXXXX)
- LOW RISK (XXXXX)

CITY OF LONG BEACH

CITY OF CARSON

Mc HELEN Ave

E 221st Pl

E 221st Pl

UPRR

SANTA FE Ave

HUGHES WAY

HUGHES WAY

WARNOCK WAY

I-405

I-405

I-710

I-710

05101

05101

05204

05205

05202

05203

05206

SCE CORRIDOR

DELTA Ave

EASY Ave

BAKER St

WARDLOW Rd

W CAMERON St

WARDLOW Rd

RIVER Ave

WEBSTER Ave

UPRR

SEABRIGHT Ave

CAMERON St

LINCOLN St

SANTA FE Ave

CASPIAN Ave

DENVER Ave

DELTA Ave

EASY Ave

CITY OF LONG BEACH

CITY OF LONG BEACH

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

I-405 INTERCHANGE (NORTH SIDE)

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

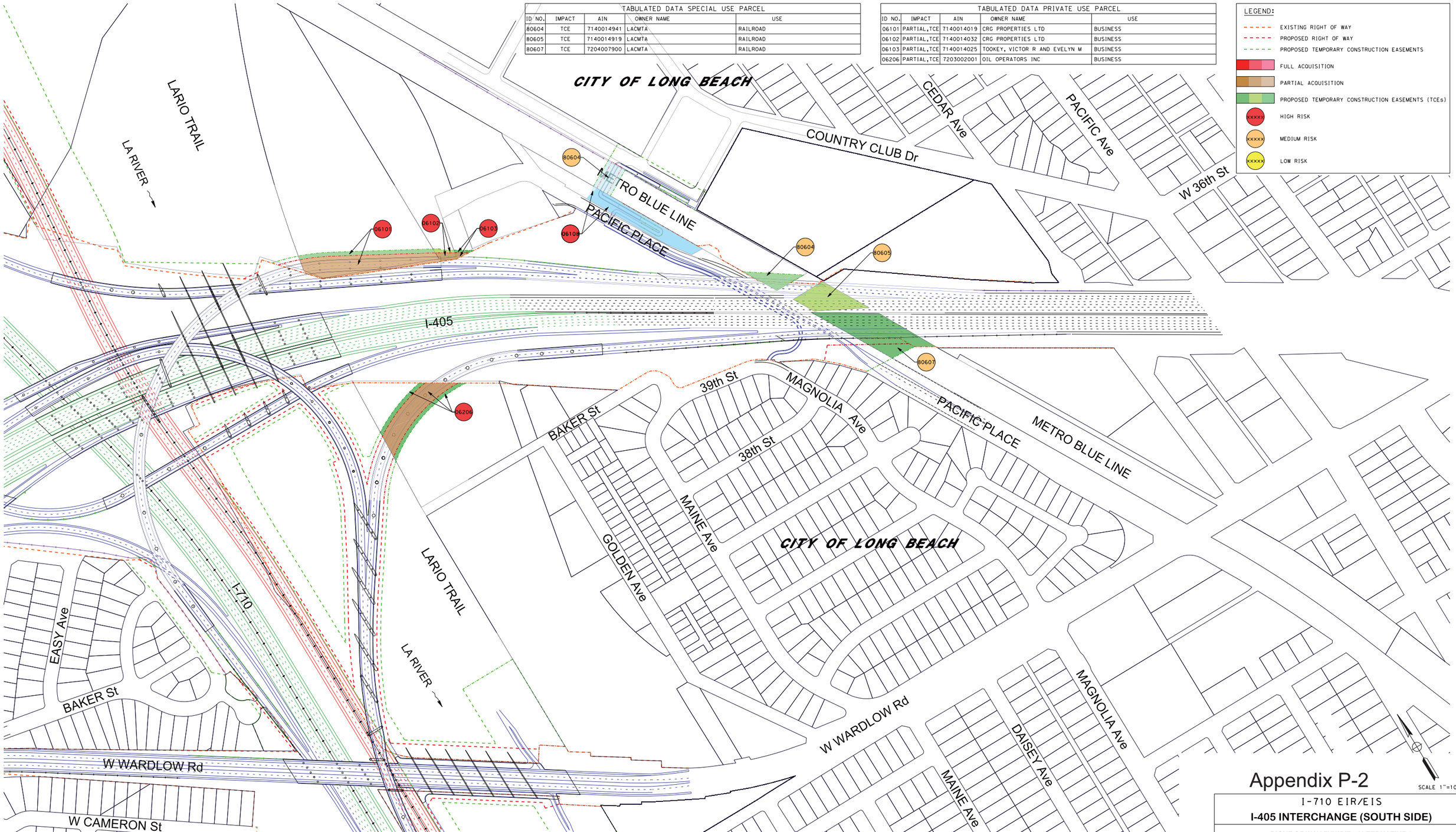
JULY 2016 SHEET 10 OF 39

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

DGN FILE => $REQUEST

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
80604	TCE	7140014941	LACMTA	RAILROAD
80605	TCE	7140014919	LACMTA	RAILROAD
80607	TCE	7204007900	LACMTA	RAILROAD

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
06101	PARTIAL,TCE	7140014019	CRG PROPERTIES LTD	BUSINESS
06102	PARTIAL,TCE	7140014032	CRG PROPERTIES LTD	BUSINESS
06103	PARTIAL,TCE	7140014025	TOOKEY, VICTOR R AND EVELYN M	BUSINESS
06206	PARTIAL,TCE	7203002001	OIL OPERATORS INC	BUSINESS



Appendix P-2

I-710 EIR/EIS

I-405 INTERCHANGE (SOUTH SIDE)

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016

SHEET 11 OF 39

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
04351	PARTIAL,TCE	7140014028	HARBOR LAND COMPANY LLC	BUSINESS
04432	TCE	7310013098	1431 VIA PLATA LLC	BUSINESS

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
40441	PARTIAL,TCE	7140014939	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40445	PARTIAL,TCE	7140014942	L A CO METRO TRANS	FLOOD CONTROL
40447	PARTIAL	7140014910	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40449	PARTIAL	7140014909	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
50442	TCE	7140014806	SO CALIF EDISON CO	UTILITY
50443	TCE	7140014803	SO CALIF EDISON CO	UTILITY
50444	TCE	7140014805	SO CALIF EDISON CO	UTILITY
50452	PARTIAL,TCE	7140014804	SO CALIF EDISON CO	UTILITY
80417	TCE	7140014936	LACMTA	RAILROAD
80446	TCE	7140014937	LACMTA	RAILROAD
80448	TCE	7140014938	LACMTA	RAILROAD
80450	PARTIAL,TCE	7140014943	L A CO METRO TRANS	RAILROAD

LEGEND:
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

CITY OF LONG BEACH
W CARSON St
Via ALCALDE Ave
W Via PLATA St
I-710
METRO BLUE LINE YARD
SCE CORRIDOR
E DOMINGUEZ St
CITY OF CARSON
208th St
METRO BLUE LINE
COMPTON CREEK
UPRR
LA RIVER
LARIO TRAIL
CITY OF LONG BEACH
04432
80417
50442
50443
50444
40445
80450
80446
40447
50452
04351
40441
40449
80448

SCALE 1"=100'

Appendix P-2

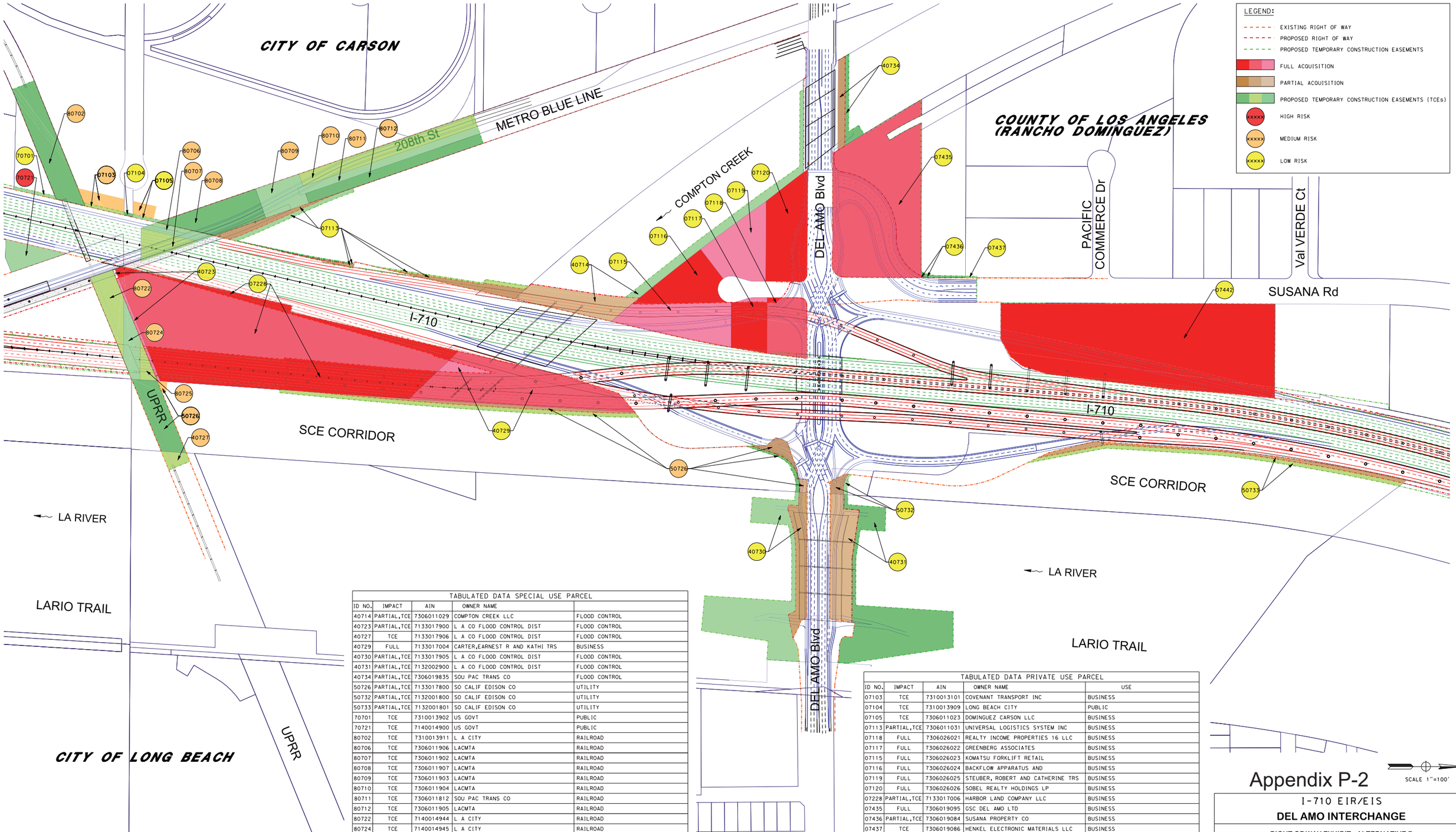
I-710 EIR/EIS

METRO BLUE LINE AND UPRR CROSSINGS

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 12 OF 39

DATE PLOTTED => &DATE
TIME PLOTTED => &TIME
DGN FILE => &RDGNST



TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	
40714	PARTIAL,TCE	7306011029	COMPTON CREEK LLC	FLOOD CONTROL
40723	PARTIAL,TCE	7133017900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40727	TCE	7133017906	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40729	FULL	7133017004	CARTER,EARNEST R AND KATHI TRS	BUSINESS
40730	PARTIAL,TCE	7133017905	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40731	PARTIAL,TCE	7132002900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40734	PARTIAL,TCE	7306019835	SOU PAC TRANS CO	FLOOD CONTROL
50726	PARTIAL,TCE	7133017800	SO CALIF EDISON CO	UTILITY
50732	PARTIAL,TCE	7132001800	SO CALIF EDISON CO	UTILITY
50733	PARTIAL,TCE	7132001801	SO CALIF EDISON CO	UTILITY
70701	TCE	7310013902	US GOVT	PUBLIC
70721	TCE	7140014900	US GOVT	PUBLIC
80702	TCE	7310013911	L A CITY	RAILROAD
80706	TCE	7306011906	LACMTA	RAILROAD
80707	TCE	7306011902	LACMTA	RAILROAD
80708	TCE	7306011907	LACMTA	RAILROAD
80709	TCE	7306011903	LACMTA	RAILROAD
80710	TCE	7306011904	LACMTA	RAILROAD
80711	TCE	7306011812	SOU PAC TRANS CO	RAILROAD
80712	TCE	7306011905	LACMTA	RAILROAD
80722	TCE	7140014944	L A CITY	RAILROAD
80724	TCE	7140014945	L A CITY	RAILROAD
80725	TCE	7133017904	LONG BEACH CITY	RAILROAD

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
07103	TCE	7310013101	COVENANT TRANSPORT INC	BUSINESS
07104	TCE	7310013909	LONG BEACH CITY	PUBLIC
07105	TCE	7306011023	DOMINGUEZ CARSON LLC	BUSINESS
07113	PARTIAL,TCE	7306011031	UNIVERSAL LOGISTICS SYSTEM INC	BUSINESS
07118	FULL	7306026021	REALTY INCOME PROPERTIES 16 LLC	BUSINESS
07117	FULL	7306026022	GREENBERG ASSOCIATES	BUSINESS
07115	FULL	7306026023	KOMATSU FORKLIFT RETAIL	BUSINESS
07116	FULL	7306026024	BACKFLOW APPARATUS AND	BUSINESS
07119	FULL	7306026025	STEUBER, ROBERT AND CATHERINE TRS	BUSINESS
07120	FULL	7306026026	SOBEL REALTY HOLDINGS LP	BUSINESS
07228	PARTIAL,TCE	7133017006	HARBOR LAND COMPANY LLC	BUSINESS
07435	FULL	7306019095	GSC DEL AMO LTD	BUSINESS
07436	PARTIAL,TCE	7306019084	SUSANA PROPERTY CO	BUSINESS
07437	TCE	7306019086	HENKEL ELECTRONIC MATERIALS LLC	BUSINESS
07442	FULL	7306021018	PACAB LLC	BUSINESS

Appendix P-2

I-710 EIR/EIS

DEL AMO INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016

SHEET 13 OF 39

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
07439	PARCIAL,TCE	7306021030	KNICKERBOCKER PROPERTIES INC XII	BUSINESS
07440	PARCIAL,TCE	7306021020	LALONDE,RONALD AND MARY TRS	BUSINESS
50733	PARCIAL,TCE	7132001801	SO CALIF EDISON CO	UTILITY
50743	PARCIAL,TCE	7132003800	SO CALIF EDISON CO	UTILITY
80738	PARCIAL,TCE	7306021813	SOU PAC TRANS CO	RAILROAD
80741	PARCIAL,TCE	7306021811	SOU PAC TRANS CO	RAILROAD

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

CITY OF LONG BEACH

COUNTY OF LOS ANGELES (RANCHO DOMINGUEZ)

RAYES Ave

VAL VERDE Ct

SUSANA Rd

MARIA St

SUSANA Rd

07439

80738

07440

80741

I-710

50743

50733

I-710

SCE CORRIDOR

SCE CORRIDOR

LA RIVER

LARIO TRAIL

De FOREST Ave

52nd St

MOUNTAIN VIEW St

53rd St

PLYMOUTH St

MARKET St

LOUISE St

PACIFIC Ave

LONG BEACH Blvd

CITY OF LONG BEACH

SCALE 1"=100'

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

Appendix P-2

I-710 EIR/EIS

DEL AMO TO LONG BEACH

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 14 OF 39

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
08109	PARTIAL,TCE	7306022038	5951 LONG BEACH LLC	BUSINESS
08110	PARTIAL	7306022033	BELL BUSINESS CENTER LP	BUSINESS
08111	PARTIAL	7307008051	WMZ INC	BUSINESS
08122	PARTIAL	7306022043	GRANITE PEAK PARTNERS GROWTH AND	BUSINESS
08421	TCE	7307017002	H B LLC	BUSINESS

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
40813	TCE	7132003901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40817	PARTIAL,TCE	7132004900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40818	PARTIAL,TCE	7132004901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40819	PARTIAL,TCE	7126008902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
50733	PARTIAL,TCE	7132001801	SO CALIF EDISON CO	UTILITY
50806	FULL	7306022803	SO CALIF EDISON CO	UTILITY
50807	PARTIAL	7306022802	SO CALIF EDISON CO	UTILITY
50808	PARTIAL	7306022801	SO CALIF EDISON CO	UTILITY
50814	PARTIAL	7132001808	SO CALIF EDISON CO	UTILITY
50815	PARTIAL,TCE	7132001807	SO CALIF EDISON CO	UTILITY
50816	PARTIAL,TCE	7132001806	SO CALIF EDISON CO	UTILITY
50820	PARTIAL,TCE	7125037801	SO CALIF EDISON CO	UTILITY
50824	PARTIAL,TCE	7126008802	SO CALIF EDISON CO	UTILITY
50825	PARTIAL,TCE	7125037802	SO CALIF EDISON CO	UTILITY
70826	TCE	7126008901	LONG BEACH CITY	PUBLIC
80802	PARTIAL,TCE	7306021812	SOU PAC TRANS CO	RAILROAD
80803	PARTIAL,TCE	7306021007	COX,ALVIN E	RAILROAD
80804	PARTIAL,TCE	7306022800	SOU PAC TRANS CO	RAILROAD
80805	PARTIAL,TCE	7306022035	THOMSON,MICHAEL D TR	RAILROAD

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

CITY OF LONG BEACH
ANA St
MARIA St
SUSANA Rd
VICTORIA St
GORDON St
CAMBRIDGE St
ARLINGTON St
BARCLAY St
HARCOURT St
BUTLER Ave
SCOTT St
ADAMS St
BORT St
WHITE Ave
I-710
SCE CORRIDOR
LONG BEACH Blvd
LA RIVER
LARIO TRAIL
De FOREST Ave
CHESTNUT Ave
CEDAR St
SOUTH St
59th St
OSGOOD St
60th St
61st St
SMITH St
56th St
LOUISE St

DGN FILE => $MEQUEST
DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

LONG BEACH BLVD INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 15 OF 39

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
40933	PARTIAL,TCE	7115001903	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
40935	PARTIAL,TCE	7116019905	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
50902	PARTIAL,TCE	7115027800	SO CALIF EDISON CO	UTILITY
50903	FULL	7115027801	SO CALIF EDISON CO	UTILITY
50905	FULL	7116018813	SO CALIF EDISON CO	UTILITY
50906	FULL	7116018802	SO CALIF EDISON CO	UTILITY
50907	FULL	7116018804	SO CALIF EDISON CO	UTILITY
50908	PARTIAL,TCE	7116018801	SO CALIF EDISON CO	UTILITY
50909	FULL	7116018803	SO CALIF EDISON CO	UTILITY
50910	PARTIAL,TCE	7116018800	SO CALIF EDISON CO	UTILITY
50929	FULL	7115001802	SO CALIF EDISON CO LTD	UTILITY
50930	FULL	7115001803	SO CALIF EDISON CO LTD	UTILITY
50931	FULL	7115001804	SO CALIF EDISON CO LTD	UTILITY
50932	FULL	7115001805	SO CALIF EDISON CO LTD	UTILITY
50937	PARTIAL,TCE	7116019800	SO CALIF EDISON CO	UTILITY
50938	TCE	7116019807	SO CALIF EDISON CO	UTILITY
50939	TCE	7116019801	SO CALIF EDISON CO	UTILITY
50940	TCE	7116019806	SO CALIF EDISON CO	UTILITY
50941	PARTIAL,TCE	7116018805	SO CALIF EDISON CO	UTILITY
50942	TCE	7116018806	SO CALIF EDISON CO	UTILITY
50943	TCE	7116018807	SO CALIF EDISON CO LTD	UTILITY
50944	TCE	7116018811	SO CALIF EDISON CO	UTILITY
50945	TCE	7116018812	SO CALIF EDISON CO	UTILITY
70901	TCE	7305008901	LONG BEACH CITY	PUBLIC

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
09204	FULL	7115001002	LONG BEACH BIBLE INSTITUTE	BUSINESS
09334	PARTIAL,TCE	7116019906	CO SANITATION DIST NO 2	BUSINESS
09336	TCE	7116019035	KENNEDY,BRIAN AND	UTILITY
09414	FULL	7303012051	EXTRA SPACE PROPERTIES EIGHTY	BUSINESS
09415	FULL	7303012043	ONTIVEROS, MARIA T AND BALTAZA	RAILROAD
09416	FULL	7303012052	CORIA, MIGUEL M AND ELFEGA	RAILROAD
09417	FULL	7303012049	BODE, ARTHUR TR	RAILROAD
09418	FULL	7303011072	HAN, HAK S AND YOUNG H	RAILROAD
09419	FULL	7303011073	SAPIEN, GABRIEL AND	RAILROAD
09420	FULL	7303011074	LEMUS, ALEJANDRINA T	RAILROAD
09421	FULL	7303011075	JOSEPH, EDMOND C AND CONNIE R TR	RAILROAD
09422	FULL	7303011071	ADAME, IDANIA ET AL	RAILROAD
09423	FULL	7303011076	CASTRONOVER, HENRY AND LAURA L	RAILROAD
09452	FULL	7303012042	BRAWER, ILYSE AND ALAN TRS	RAILROAD

CITY OF LONG BEACH
CITY OF COMPTON
SCE CORRIDOR
NEECE St
65th St
BUTLER Ave
ARTESIA Blvd
MARKER St
CUMMINGS Ln
MARKER Ln
COOLIDGE St
FORHAN St
BORT St
ADAMS St
WHITE Ave
COOLIDGE PARK
SR-91
67TH St
67TH WAY
BEECHLEY Ave
68TH WAY
COACHELLA Ave
ATLANTIC Dr
I-710
LA RIVER
LARIO TRAIL
ATLANTIC Ave

Appendix P-2

SCALE 1"=100'

I-710 EIR/EIS
SR-91 INTERCHANGE
RIGHT OF WAY EXHIBIT - ALTERNATIVE 7
JULY 2016 SHEET 16 OF 39

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
09414	FULL	7303012051	EXTRA SPACE PROPERTIES EIGHTY	BUSINESS
-	-	-	-	-

COUNTY OF LOS ANGELES (RANCHO DOMINGUEZ)

CITY OF LONG BEACH

CITY OF COMPTON

COUNTY OF LOS ANGELES (RANCHO DOMINGUEZ)

SANTA FE Ave
ALAMEDA St
ARTESIA Blvd
DELTA Ave
HARBOR Ave
GALE Ave
LONG BEACH Blvd
ARTESIA Blvd
MURIEL Ave
09414
SR-91
STANLEY St
SANTA FE Ave
SUSANA Rd
FORHAN St
ORCUTT Ave
LONG BEACH Blvd
MURIEL Ave
BORT St
FENTER Ave
ADAMS St

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

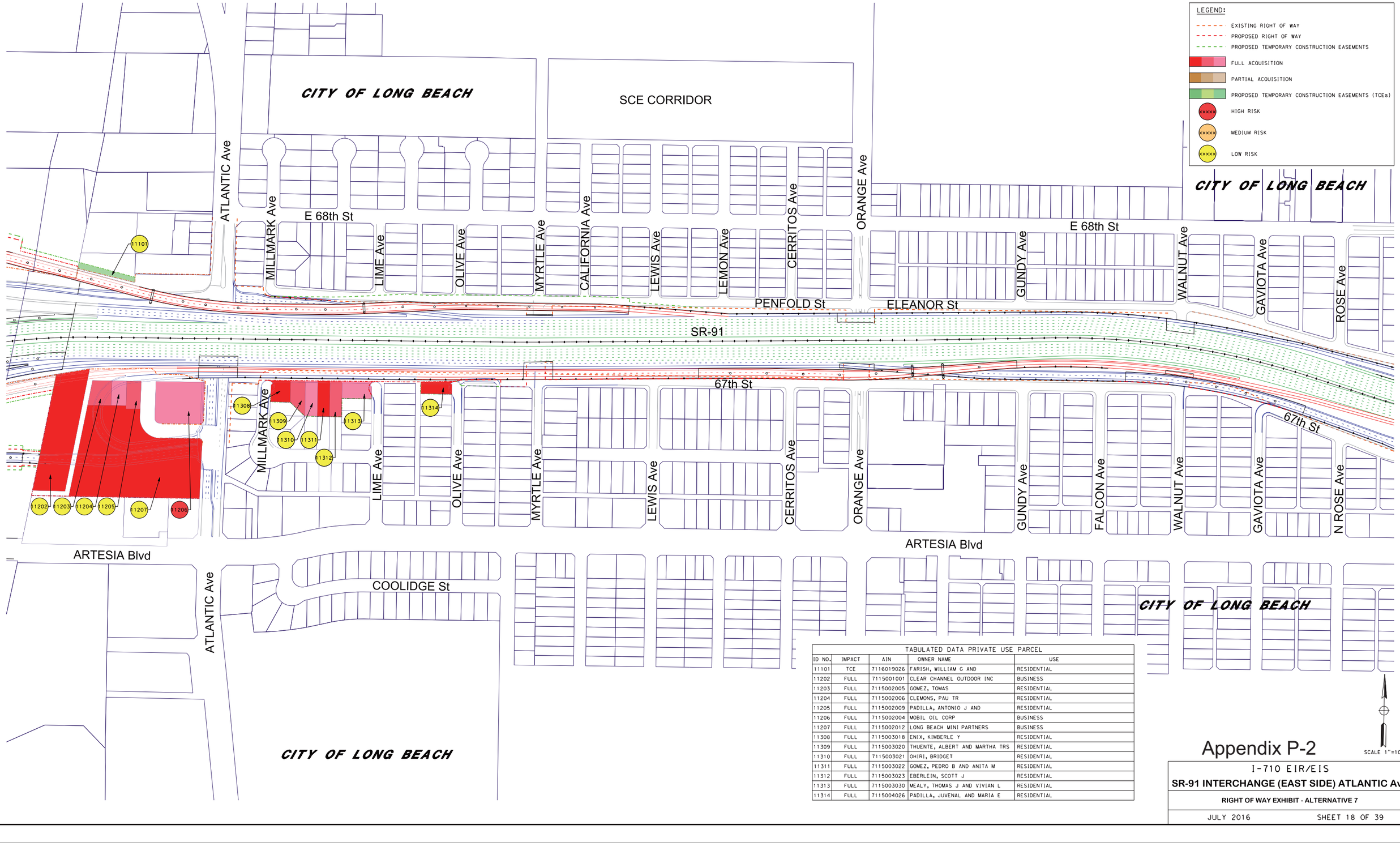
SR-91 INTERCHANGE (WEST SIDE)

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 17 OF 39

DGN FILE => #REQUEST

DATE PLOTTED => #DATE
TIME PLOTTED => #TIME



TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
11101	TCE	7116019026	FARISH, WILLIAM G AND	RESIDENTIAL
11202	FULL	7115001001	CLEAR CHANNEL OUTDOOR INC	BUSINESS
11203	FULL	7115002005	GOMEZ, TOMAS	RESIDENTIAL
11204	FULL	7115002006	CLEMONS, PAU TR	RESIDENTIAL
11205	FULL	7115002009	PADILLA, ANTONIO J AND	RESIDENTIAL
11206	FULL	7115002004	MOBIL OIL CORP	BUSINESS
11207	FULL	7115002012	LONG BEACH MINI PARTNERS	BUSINESS
11308	FULL	7115003018	ENIX, KIMBERLE Y	RESIDENTIAL
11309	FULL	7115003020	THUENTE, ALBERT AND MARTHA TRS	RESIDENTIAL
11310	FULL	7115003021	OHIRI, BRIDGET	RESIDENTIAL
11311	FULL	7115003022	GOMEZ, PEDRO B AND ANITA M	RESIDENTIAL
11312	FULL	7115003023	EBERLEIN, SCOTT J	RESIDENTIAL
11313	FULL	7115003030	MEALY, THOMAS J AND VIVIAN L	RESIDENTIAL
11314	FULL	7115004026	PADILLA, JUVENAL AND MARIA E	RESIDENTIAL

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

SR-91 INTERCHANGE (EAST SIDE) ATLANTIC Ave

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 18 OF 39

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
11315	PARTIAL	7119020033	CHANG, KUO T CO TR	BUSINESS
11417	PARTIAL	7113002009	M AND A GABAEE	BUSINESS
11418	PARTIAL	7113002011	M AND A GABAEE	BUSINESS

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

CITY OF LONG BEACH

E 68th St

GUNDY Ave

WALNUT Ave

GAVIOTA Ave

ROSE Ave

GARDENA Ave

CHERRY Ave

ELEANOR St

11418

11417

SR-91

67th St

1315

E 68th St

CITY OF LONG BEACH

E 68th St

PARAMOUNT Blvd

E 67th St

GUNDY Ave

FALCON Ave

WALNUT Ave

GAVIOTA Ave

N ROSE Ave

GARDENA Ave

SCHILING Ave

MINNESOTA Ave

SARNIA Ave

ARTESIA Blvd

ARTESIA Blvd

PARAMOUNT Blvd

CITY OF LONG BEACH

CITY OF LONG BEACH

SCALE 1"=100'

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

Appendix P-2

I-710 EIR/EIS

SR-91 INTERCHANGE (EAST SIDE) CHERRY Ave

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 19 OF 39

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
09311	FULL	7101016008	COMPTON HUNTING AND FISHING CLU	BUSINESS
09312	FULL	7101016006	BOWMAN, DUANE L AND JANE C TRS	BUSINESS
09313	FULL	7101017001	PERHAM, LEE AND NANCY S TRS	BUSINESS
09346	FULL	7101017013	COMPTON HUNTING AND FISHING CLU	BUSINESS
09348	FULL	7101017008	COMPTON HOMING PIGEON CLUB	BUSINESS
09349	FULL	7101017016	PERHAM, LEE AND NANCY S TRS	BUSINESS
09424	TCE	7301029034	CRENSHAW, CARRIE L	RESIDENTIAL
09425	TCE	7301029016	CASTILLO, ELENA J	RESIDENTIAL
09426	TCE	7301029015	WHITE, DAVION E	RESIDENTIAL
09427	TCE	7301029014	ROBINSON, FLEMING AND VANNESSA	RESIDENTIAL
09428	TCE	7301002020	TABANKIA,HERSEL AND SHANAZ TRS	BUSINESS

TABULATED DATA PRIVATE USE PARCEL CONTINUED

ID NO.	IMPACT	AIN	OWNER NAME	USE
12101	TCE	7301002901	COMMUNITY REDEV AGENCY OF	BUSINESS
12102	TCE	7301002900	COMMUNITY REDEV AGENCY OF	BUSINESS
12103	TCE	7301002902	COMMUNITY REDEV AGENCY OF	BUSINESS
12104	PARTIAL,TCE	7301002002	B AND DJ LLC	RESIDENTIAL
12105	PARTIAL,TCE	7301001010	-	RESIDENTIAL
12106	FULL	7301001009	HEKMAT NIAZ, YOUSEF CO TR	BUSINESS
12107	FULL	7301001008	HEKMAT NIAZ, YOUSEF CO TR	BUSINESS
12108	PARTIAL,TCE	7301001001	CHANG,I LANG AND	BUSINESS
12109	PARTIAL,TCE	7301003011	-	BUSINESS
12210	FULL	7101015003	PEREZ, FERNANDO	BUSINESS
12211	FULL	7101015002	PEREZ, FERNANDO	BUSINESS
12212	FULL	7101015004	MARTIN, NICOLAS E	BUSINESS
12213	FULL	7101013018	MARTIN, NICOLAS E	BUSINESS
12214	FULL	7101013019	MARTIN, NICOLAS E	BUSINESS
12215	FULL	7101013021	MARTIN, NICOLAS E	BUSINESS
12216	FULL	7101013020	MARTIN, NICOLAS E	BUSINESS
12217	FULL	7101013022	MARTIN, NICOLAS E	BUSINESS
12218	FULL	7101013023	MARTIN, NICOLAS E	BUSINESS
12220	TCE	7101013037	HD DEVELOPMENT OF MARYLAND INC	BUSINESS
12221	TCE	7101013041	HD DEVELOPMENT OF MARYLAND INC	BUSINESS
12262	FULL	7101017022	MARTIN,NICOLAS E	BUSINESS
12263	FULL	7101017021	MARTIN,NICOLAS E	BUSINESS
12264	FULL	7101017023	MARTIN,NICOLAS E	BUSINESS

TABULATED DATA PRIVATE USE PARCEL CONTINUED

ID NO.	IMPACT	AIN	OWNER NAME	USE
12265	FULL	7101017023	MARTIN,NICOLAS E	BUSINESS
12322	TCE	6239015001	MA, RONG CO TR	BUSINESS
12323	PARTIAL,TCE	6239015003	LMC ENTERPRISES	BUSINESS
12324	PARTIAL,TCE	6239015004	KIM,RYEU K AND SONG J	BUSINESS
12325	TCE	6239015013	QUINTERO,FRANCISCO	BUSINESS
12427	PARTIAL	6181027021	-	BUSINESS
12428	PARTIAL,TCE	6181028023	-	BUSINESS
12429	FULL	6181028022	-	BUSINESS
12430	PARTIAL,TCE	6181028037	BAEZA, HELEN R TR	BUSINESS
12431	FULL	6181031029	-	BUSINESS
12432	FULL	6181031030	M AND M AUTO PARTS INC	BUSINESS
12433	FULL	6181031031	M AND M AUTO PARTS INC	BUSINESS
12434	FULL	6181031032	MIKAMI, RICHARD AND	BUSINESS
12435	FULL	6181031033	MIKAMI, ROBERT M AND	BUSINESS
12436	FULL	6181031039	-	BUSINESS
12437	PARTIAL,TCE	6181032041	-	RESIDENTIAL
12438	PARTIAL,TCE	6181032042	-	RESIDENTIAL
12439	PARTIAL,TCE	6181032058	COMPTON SENIOR HOUSING LP	RESIDENTIAL
12440	PARTIAL,TCE	6181032043	-	RESIDENTIAL
12441	PARTIAL,TCE	6181032044	-	RESIDENTIAL
12442	PARTIAL,TCE	6181032045	-	RESIDENTIAL
12443	PARTIAL,TCE	6181032054	-	RESIDENTIAL
12444	PARTIAL,TCE	6181032049	COMPTON SENIOR HOUSING LP	RESIDENTIAL

TABULATED DATA PRIVATE USE PARCEL CONTINUED

ID NO.	IMPACT	AIN	OWNER NAME	USE
12445	TCE	6181032053	-	RESIDENTIAL
12446	PARTIAL,TCE	6181032050	COMPTON SENIOR HOUSING LP	RESIDENTIAL
12447	FULL	6181035043	-	RESIDENTIAL
12448	FULL	6181035042	-	RESIDENTIAL
12449	FULL	6181035036	-	RESIDENTIAL
12450	FULL	6181035041	HARRIS, OLLIE M	RESIDENTIAL
12451	FULL	6181035040	-	RESIDENTIAL
12452	FULL	6181035039	RENTERIA, PATRICIA ET AL	RESIDENTIAL
12453	FULL	6181035038	QUINTEROS, WALTER AND PRISCILLA	RESIDENTIAL
12454	TCE	6180024015	KINGSFORD STREET INVESTORS LLC	BUSINESS
12455	TCE	6180024017	KINGSFORD STREET INVESTORS LLC	BUSINESS
12456	TCE	6180024004	KINGSFORD STREET INVESTORS LLC	BUSINESS
12457	TCE	6180024005	KINGSFORD STREET INVESTORS LLC	BUSINESS
12458	TCE	6180024019	KINGSFORD STREET INVESTORS LLC	BUSINESS
12459	TCE	6180024020	KINGSFORD STREET INVESTORS LLC	BUSINESS
12460	TCE	6180024018	KINGSFORD STREET INVESTORS LLC	BUSINESS
12461	TCE	6180024021	KINGSFORD STREET INVESTORS LLC	BUSINESS

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
40947	FULL	7101017019	COMPTON HUNTING AND FISHING CLU	FLOOD CONTROL
40950	FULL	7101017022	MARTIN, NICOLAS E	FLOOD CONTROL
40951	FULL	7101017012	SEBRELL, J B AND PEGGY W	FLOOD CONTROL
41219	PARTIAL,TCE	7101013024	AMAYA, ELISA F ET AL	FLOOD CONTROL
41219	PARTIAL,TCE	7101013025	BROWN, LARENCE	FLOOD CONTROL
41219	PARTIAL,TCE	7101013039	AMAYA, ELISA F ET AL	FLOOD CONTROL
41226	PARTIAL,TCE	6239002012	BENSON, FRANCES C TR	FLOOD CONTROL
41226	PARTIAL,TCE	6239002011	BENSON, FRANCES C TR	FLOOD CONTROL
41226	TCE	6239001907	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41226	TCE	6239001001	WILSON, MARGARET E	FLOOD CONTROL
41226	TCE	6239001012	WILSON, MARGARET E	FLOOD CONTROL
41226	TCE	6239001904	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41266	PARTIAL,TCE	7101015902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41267	PARTIAL,TCE	7101013904	L A CO FLOOD CONTROL DIST	FLOOD CONTROL

CITY OF COMPTON
WHITE Ave
WASHINGTON Ave
ATLANTIC Dr
ATLANTIC Ave
ALONDRA Blvd
LIME Ave
FRAILEY Ave
S WILLIAMS Ave
MYRRH St
ROSE St
COMPTON Blvd
GIBSON Ave
I-710
SCE CORRIDOR
LA RIVER
LARIO TRAIL
ATLANTIC Pl
HUNSAKER Ave
ALONDRA Blvd
SOMERSET Blvd
CITY OF PARAMOUNT
COMPTON GOLF COURSE

SCALE 1"=100'

DGN FILE => $MSGUEST
DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

Appendix P-2

I-710 EIR/EIS

ALONDRA INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 20 OF 39

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
41301	PARTIAL,TCE	6237026903	L A RIVER	FLOOD CONTROL
41302	PARTIAL,TCE	6236037901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41309	PARTIAL,TCE	6236035010	KENNEDY, BRIAN AND	FLOOD CONTROL

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
13303	FULL	6236037004	KUBIK, LEON AND ANNA	FLOOD CONTROL
13304	FULL	6236037002	CHEVRON USA INC	FLOOD CONTROL
13305	FULL	6236035013	FILIPPI, SOBEIDA	FLOOD CONTROL
13306	FULL	6236035009	KUBIK, LEON AND ANNA AND	FLOOD CONTROL
13307	FULL	6236035012	FILIPPI, SOBEIDA	FLOOD CONTROL
13308	FULL	6236035011	FILIPPI, SOBEIDA	FLOOD CONTROL

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK (XXXXX)
- MEDIUM RISK (XXXXX)
- LOW RISK (XXXXX)

CITY OF COMPTON
WILLIAMS Ave
COMPTON Blvd
SAN VINCENTE St
SAN LUIS St
SAN MARCUS St
SAN MATEO St
SAN MIGUEL St
SAN JUAN St
SAN CARLOS St
GIBSON Ave
ROSECRANS Ave
MANETTE PI
WRIGHT Ave
I-710
LA RIVER
LARIO TRAIL
41301
CITY OF LYNWOOD
FERTILE St
OLANDA St
RAYBORN St
PELLEUR St
CLARK St
WILSON Ave
LOUISE St
PHILLIPS Ave
13304
13303
13305
13306
13308
13307
41302
41309
SAN ANTONIO Ave
SOMERSET Blvd
SAN JOSE Ave
CITY OF COMPTON
CITY OF PARAMOUNT

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

ROSECRANS INTERCHANGE

JULY 2016 SHEET 21 OF 39

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
41309	PARTIAL,TCE	6236035010	KENNEDY, BRIAN AND	FLOOD CONTROL
41310	PARTIAL,TCE	6236001900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK (XXXXX)
- MEDIUM RISK (XXXXX)
- LOW RISK (XXXXX)

CITY OF LYNWOOD

FERTILE St

OLANDA St

RAYBORN St

PELLEUR St

CLARK St

WILSONE Ave

LAVINIA Ave

LOUISE Ave

PHILLIPS Ave

I-710

I-105

PERNWOOD Ave

WRIGHT Rd

CORTLAND Ave

MARTIN LUTHER KING JR Blvd

41309

LA RIVER

LARIO TRAIL

WALTHALL Way

De BIE Dr

ORANGE Ave

CITY OF PARAMOUNT

41310

CITY OF SOUTHGATE

Appendix P-2

SCALE 1"=100'

I-710 EIR/EIS

I-105 INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 22 OF 39

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
DGN FILE => $REQUEST

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
14101	PARTIAL,TCE	6194031008	ERMM CORP	BUSINESS
14102	TCE	6194030011	GALLINUCCI, PEDRO AND LUCIA	BUSINESS
14103	TCE	6194030017	HITE PROPERTY CO	BUSINESS
14104	TCE	6194030020	ORELLANA, LEONEL AND HILDA C	BUSINESS
14105	TCE	6194030016	FOX, RUSSEL L AND LINDA K	BUSINESS
14106	TCE	6194030018	VALDEZ, SALVADOR AND MARIA AND	BUSINESS
14107	TCE	6194030019	VALDEZ, SALVADOR AND MARIA AND	BUSINESS
14108	TCE	6194029007	VARELA, RAUL	BUSINESS
14109	TCE	6194029003	NUNEZ, DANIEL	BUSINESS

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
41417	PARTIAL,TCE	6234013002	RIO HONDO RANCHO	FLOOD CONTROL
41418	PARTIAL,TCE	6234013903	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41419	PARTIAL,TCE	6234013900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41420	PARTIAL,TCE	6234013271	SOUTH GATE CITY	FLOOD CONTROL

CITY OF LYNWOOD

CITY OF PARAMOUNT

CITY OF SOUTH GATE

LOUISE Ave

WRIGHT Rd

CORTLAND St

MARTIN LUTHER KING JR Blvd

BEACHWOOD Ave

ELMWOOD Ave

DUNCAN Ave

POPE Ave

SAINT JAMES Ave

IMPERIAL Hwy

I-710

LA RIVER

LARIO TRAIL

RANCHO CAM Dr

ORANGE Ave

CENTURY Blvd

MONROE Ave

SCOTT Ave

14101 14102 14103 14104 14105 14106 14107 14108 14109

41417 41418 41419 41420 14259

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

I-105 TO IMPERIAL

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 23 OF 39

DGN FILE => $REQUEST

DATE PLOTTED => $DATE

TIME PLOTTED => $TIME

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
14110	TCE	6194029001	TEJEDA, JUAN F AND	BUSINESS
14111	PARTIAL,TCE	6194029009	WASATCH IMPORT CO	BUSINESS
14112	FULL	6194005900	LYNWOOD CITY	BUSINESS
14113	FULL	6194005001	MANCILLA, MANUEL AND PATRICIA	BUSINESS
14114	PARTIAL	6194004001	MANCILLA, MANUEL AND PATRICIA	BUSINESS
14115	PARTIAL	6194004037	NORTHWEST DEALERCO HOLDINGS LLC	BUSINESS
14116	PARTIAL	6194004042	CORONA, JUAN G AND SOFIA ET AL	BUSINESS
14443	FULL	6194003037	K ASSOCIATES	BUSINESS
14444	FULL	6194003031	MERUELO, ALEX TR	RESIDENTIAL
14445	FULL	6194003041	BKG PROPERTIES LLC	BUSINESS
14446	FULL	6194003026	MAGEE, TERRENCE A TR	BUSINESS
14447	FULL	6194003025	SHAW, AMOS AND FLORA B TRS	BUSINESS
14448	FULL	6194002025	FRYS 710 FREEWAY INVESTMENT INC	BUSINESS
15245	FULL	6233002900	SOUTH GATE CITY	BUSINESS
15268	PARTIAL,TCE	6233002901	SOUTH GATE CITY	BUSINESS

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
41421	PARTIAL,TCE	6234012002	CHEVRON USA INC	FLOOD CONTROL
41422	PARTIAL,TCE	6234012270	SOUTH GATE CITY	FLOOD CONTROL
41423	TCE	6234012900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41424	PARTIAL,TCE	6234012901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41425	PARTIAL,TCE	6233032900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41426	PARTIAL,TCE	6233032009	JANIS, S ROGER AND ESTELLE C	FLOOD CONTROL
41427	PARTIAL,TCE	6233032002	JANIS, S ROGER AND ESTELLE C	FLOOD CONTROL
41428	PARTIAL,TCE	6233032003	JANIS, S ROGER AND ESTELLE C	FLOOD CONTROL
41429	PARTIAL,TCE	6233032903	WATERSHED CONSERVATION AUTHORITY	FLOOD CONTROL
41430	PARTIAL,TCE	6233032902	WATERSHED CONSERVATION AUTHORITY	FLOOD CONTROL
41431	PARTIAL,TCE	6233032901	-	FLOOD CONTROL
41432	PARTIAL,TCE	6233032010	CHEVRON USA INC	FLOOD CONTROL
41433	PARTIAL,TCE	6233037901	JANIS INVESTMENT CO	FLOOD CONTROL
41434	FULL	6233028026	CHEVRON USA INC	FLOOD CONTROL
41435	PARTIAL,TCE	6233028019	JANIS, S ROGER AND ESTELLE C	FLOOD CONTROL
41436	PARTIAL,TCE	6233028005	JANIS, S ROGER AND ESTELLE C	FLOOD CONTROL
41437	TCE	6233028022	GUTIERREZ, JUAN R	FLOOD CONTROL
41438	TCE	6233028023	COX, ALVIN E	FLOOD CONTROL
41439	PARTIAL,TCE	6233028900	SOUTH GATE CITY S BY S	FLOOD CONTROL
41440	PARTIAL,TCE	6233037900	JANIS INVESTMENT CO	FLOOD CONTROL
41441	PARTIAL,TCE	6233001011	JANIS, S ROGER AND ESTELLE C	FLOOD CONTROL
41442	PARTIAL,TCE	6233001903	SOUTH GATE CITY	FLOOD CONTROL
41449	TCE	6233001018	DICKINSON, GEORGE W	FLOOD CONTROL
41563	TCE	6233028274	L A CITY DEPT OF WATER AND POWER	FLOOD CONTROL
41564	TCE	6233027270	L A CITY DEPT OF WATER AND POWER	FLOOD CONTROL
41565	TCE	6233027800	-	FLOOD CONTROL
41566	TCE	6233027803	-	FLOOD CONTROL
41567	TCE	6233001800	-	FLOOD CONTROL
41450	PARTIAL,TCE	6233001902	SOUTH GATE CITY	FLOOD CONTROL
41451	TCE	6233001901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
61544	PARTIAL,TCE	6233001275	L A CITY DEPT OF WATER AND POWER	UTILITY
61579	TCE	6233001272	L A CITY DEPT OF WATER AND POWER	UTILITY

LEGEND:

- EXISTING RIGHT OF WAY
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- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

ATLANTIC Ave
VIRGINIA Ave
POPE Ave
DUNCAN Ave
LOUISE Ave
WRIGHT Rd
ELMWOOD Ave
LOS FLORES Blvd
IMPERIAL Hwy
SAINT JAMES Ave
CITY OF LYNWOOD
I-710
LA RIVER
LARIO TRAIL
LEEDS St
MEADOW Rd
CITY OF SOUTH GATE
BLUMONT Rd
LEDGEWOOD Rd
ALMIRA Rd
BATAVIA Rd
ALDRICH Rd
RIO HONDO RIVER
UPRR

DON FILE >> $REQUEST
DATE PLOTTED >> $DATE
TIME PLOTTED >> $TIME

Appendix P-2

SCALE 1"=100'

I-710 EIR/EIS

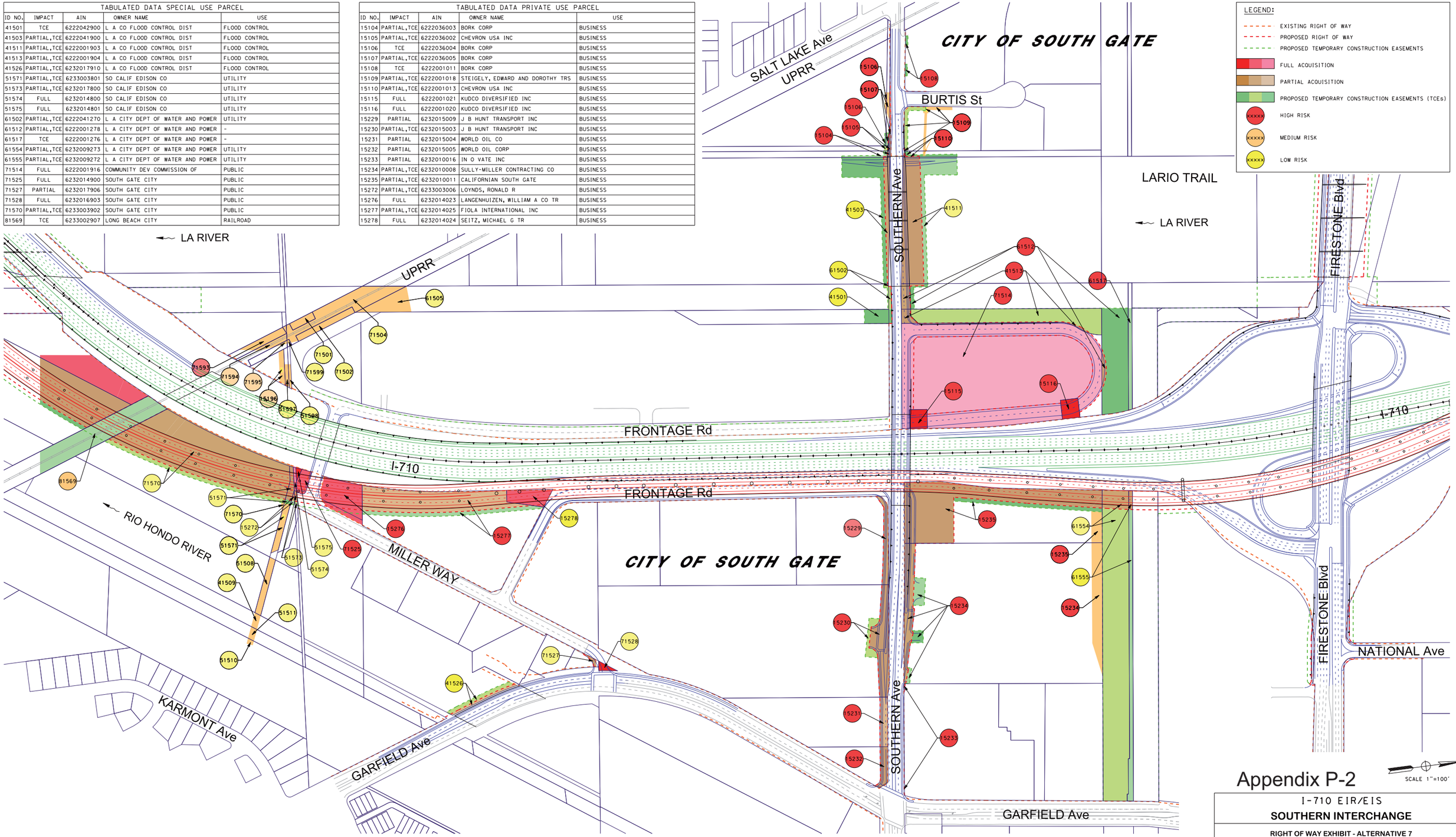
IMPERIAL INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 24 OF 39

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
41501	TCE	6222042900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41503	PARTIAL,TCE	6222041900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41511	PARTIAL,TCE	6222001903	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41513	PARTIAL,TCE	6222001904	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41526	PARTIAL,TCE	6232017910	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
51571	PARTIAL,TCE	6233003801	SO CALIF EDISON CO	UTILITY
51573	PARTIAL,TCE	6232017800	SO CALIF EDISON CO	UTILITY
51574	FULL	6232014800	SO CALIF EDISON CO	UTILITY
51575	FULL	6232014801	SO CALIF EDISON CO	UTILITY
61502	PARTIAL,TCE	6222041270	L A CITY DEPT OF WATER AND POWER	UTILITY
61512	PARTIAL,TCE	6222001278	L A CITY DEPT OF WATER AND POWER	-
61517	TCE	6222001276	L A CITY DEPT OF WATER AND POWER	-
61554	PARTIAL,TCE	6232009273	L A CITY DEPT OF WATER AND POWER	UTILITY
61555	PARTIAL,TCE	6232009272	L A CITY DEPT OF WATER AND POWER	UTILITY
71514	FULL	6222001916	COMMUNITY DEV COMMISSION OF	PUBLIC
71525	FULL	6232014900	SOUTH GATE CITY	PUBLIC
71527	PARTIAL	6232017906	SOUTH GATE CITY	PUBLIC
71528	FULL	6232016903	SOUTH GATE CITY	PUBLIC
71570	PARTIAL,TCE	6233003902	SOUTH GATE CITY	PUBLIC
81569	TCE	6233002907	LONG BEACH CITY	RAILROAD

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
15104	PARTIAL,TCE	6222036003	BORK CORP	BUSINESS
15105	PARTIAL,TCE	6222036002	CHEVRON USA INC	BUSINESS
15106	TCE	6222036004	BORK CORP	BUSINESS
15107	PARTIAL,TCE	6222036005	BORK CORP	BUSINESS
15108	TCE	6222001011	BORK CORP	BUSINESS
15109	PARTIAL,TCE	6222001018	STEIGELY, EDWARD AND DOROTHY TRS	BUSINESS
15110	PARTIAL,TCE	6222001013	CHEVRON USA INC	BUSINESS
15115	FULL	6222001021	KUDCO DIVERSIFIED INC	BUSINESS
15116	FULL	6222001020	KUDCO DIVERSIFIED INC	BUSINESS
15229	PARTIAL	6232015009	J B HUNT TRANSPORT INC	BUSINESS
15230	PARTIAL,TCE	6232015003	J B HUNT TRANSPORT INC	BUSINESS
15231	PARTIAL	6232015004	WORLD OIL CO	BUSINESS
15232	PARTIAL	6232015005	WORLD OIL CORP	BUSINESS
15233	PARTIAL	6232010016	IN O VATE INC	BUSINESS
15234	PARTIAL,TCE	6232010008	SULLY-MILLER CONTRACTING CO	BUSINESS
15235	PARTIAL,TCE	6232010011	CALIFORNIAN SOUTH GATE	BUSINESS
15272	PARTIAL,TCE	6233003006	LOYNDS, RONALD R	BUSINESS
15276	FULL	6232014023	LANGENHUIZEN, WILLIAM A CO TR	BUSINESS
15277	PARTIAL,TCE	6232014025	FIOLA INTERNATIONAL INC	BUSINESS
15278	FULL	6232014024	SEITZ, MICHAEL G TR	BUSINESS



Appendix P-2

SCALE 1"=100'

I-710 EIR/EIS

SOUTHERN INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 25 OF 39

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
15119	TCE	6222001003	BP WEST COAST PRODUCTS LLC	FLOOD CONTROL
15124	PARTIAL,TCE	6222001019	EAST FIRESTONE LLC	BUSINESS
15237	PARTIAL,TCE	6232009009	MANN ENTERPRISES INC	BUSINESS
15338	PARTIAL	6232002012	LLOVIO, SERGIO E TR	BUSINESS
15339	PARTIAL,TCE	6232002005	ALUM LANDLORD ORS 16 105 INC	BUSINESS
15356	TCE	6232002002	BP WEST COAST PRODUCTS LLC	BUSINESS

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
41520	TCE	6222001901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41521	TCE	6222001906	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41523	PARTIAL,TCE	6222001917	BP WEST COAST PRODUCTS LLC	FLOOD CONTROL
41540	PARTIAL,TCE	6232001002	BP WEST COAST PRODUCTS LLC	FLOOD CONTROL
41541	TCE	6232001001	BP WEST COAST PRODUCTS LLC	FLOOD CONTROL
41543	TCE	6232001902	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
51518	TCE	6222001801	SO CALIF EDISON CO	UTILITY
51536	PARTIAL,TCE	6232009800	SO CALIF EDISON CO	UTILITY
61522	PARTIAL,TCE	6222001277	L A CITY DEPT OF WATER AND POWER	UTILITY
61542	TCE	6232001270	L A CITY DEPT OF WATER AND POWER	UTILITY

CITY OF SOUTH GATE
CITY OF CUDAHY
CITY OF BELL GARDENS
SALT LAKE Ave
UPRR
BURTIS St
SOUTHERN Ave
FIRESTONE Blvd
LARIO TRAIL
LA RIVER
DWP CORRIDOR
I-710
FRONTAGE Rd
NATIONAL Ave
FIRESTONE PI
GARFIELD Ave
JABONERIA Rd
CECILIA St
SHULL St
FOSTORIA St

Appendix P-2

SCALE 1"=100'

I-710 EIR/EIS

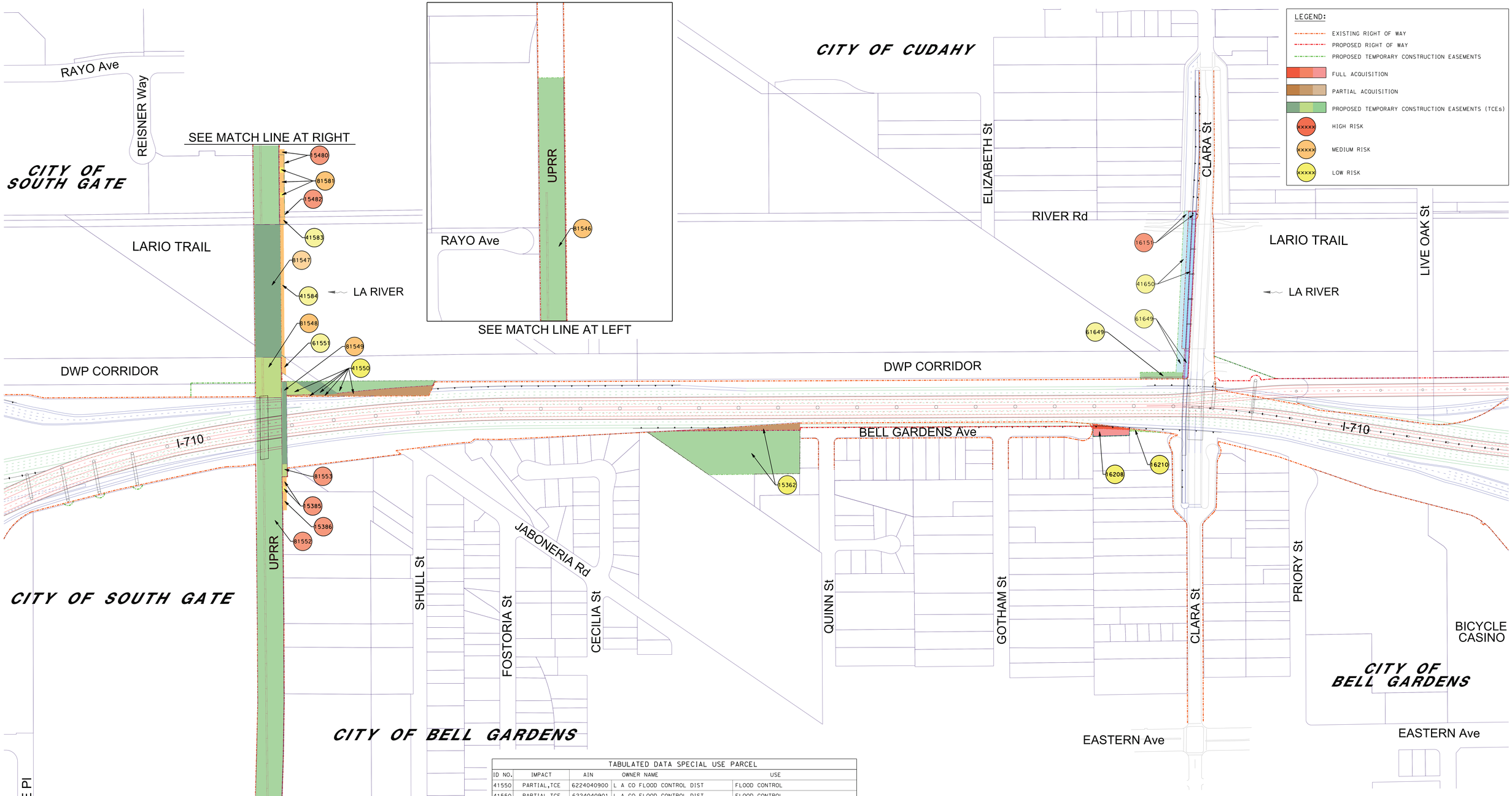
FIRESTONE INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 26 OF 39

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME



TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
41550	PARTIAL,TCE	6224040900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41550	PARTIAL,TCE	6224040901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
61551	PARTIAL,TCE	6224038273	L A CITY DEPT OF WATER AND POWER	UTILITY
81546	TCE	6216034800	RAIL OPS	RAILROAD
81547	TCE	6232001802	SOU PAC TRANS CO	RAILROAD
81548	TCE	6232001801	SOU PAC TRANS CO	RAILROAD
81549	TCE	6224040801	SOU PAC CO	RAILROAD
81552	TCE	6232002800	SOU PAC TRANS CO	RAILROAD
81553	TCE	6227034802	SOU PAC CO	RAILROAD
81581	PARTIAL, SPECIAL	6224031800	SOU PAC TRANS CO	RAILROAD

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
15362	PARTIAL,TCE	6227026005	SELF,DALE W AND KAREN N TRS	BUSINESS
16208	FULL	6227020012	PIZANO, ALFREDO G AND DELIA L	RESIDENTIAL
16210	TCE	6227020016	ROJAS, CASTO J AND	RESIDENTIAL

Appendix P-2

SCALE 1"=100'

I-710 EIR/EIS

FIRESTONE TO FLORENCE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 27 OF 39

DATE PLOTTED => 6/8/2017
TIME PLOTTED => 5:02:50 PM
DGN FILE => ...\Sheet 27_15A_Alt 7_Florence.dgn

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
16101	FULL	6226034002	POLCAT INDUSTRIES LLC	BUSINESS
16102	PARTIAL,TCE	6226033002	POLCAT INDUSTRIES LLC	BUSINESS
16105	PARTIAL,TCE	6226005011	CHEVRON USA INC	RESIDENTIAL
16211	PARTIAL	6227001018	BICYCLE CASINO LP	BUSINESS
16312	PARTIAL	6328015059	GLORENCE EASTERN MARKETPLACE LLC	BUSINESS
16313	PARTIAL	6328015060	GLORENCE EASTERN MARKETPLACE LLC	BUSINESS
16314	PARTIAL	6328015057	GLORENCE EASTERN MARKETPLACE LLC	BUSINESS
16319	TCE	6328017037	DIAZ, BEATRIZ V AND	RESIDENTIAL
16320	TCE	6328017038	RUIZ, RAMON G AND	RESIDENTIAL
16321	TCE	6328017039	BUCIO, EDUARDO AND	RESIDENTIAL
16322	TCE	6328017040	REYES, ANA M	RESIDENTIAL
16323	TCE	6328004078	CAMACHO, JOSE M AND	RESIDENTIAL
16441	FULL	6327039001	JEFFRIES, RAYMOND E CO TR	BUSINESS

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
41604	PARTIAL,TCE	6226033900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41639	PARTIAL,TCE	6327039900	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
41639	PARTIAL,TCE	6327039901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
61603	PARTIAL,TCE	6226033270	L A CITY DEPT OF WATER AND POWER	UTILITY
61603	PARTIAL,TCE	6226034270	L A CITY DEPT OF WATER AND POWER	UTILITY
61640	PARTIAL,TCE	6327039270	L A CITY DEPT OF WATER AND POWER	UTILITY
71606	PARTIAL,TCE	6226005902	BELL CITY COMMUNITY HOUSING	PUBLIC
71607	TCE	6226005900	BELL CITY COMMUNITY HOUSING	PUBLIC
71638	TCE	6327034906	BELL CITY	PUBLIC

Appendix P-2

SCALE 1"=100'

I-710 EIR/EIS

FLORENCE INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 28 OF 39

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
51631	PARTIAL,TCE	6328001800	SO CALIF EDISON CO	UTILITY
81632	TCE	6332014813	SOU PAC TRANS CO	RAILROAD
81633	TCE	6332014814	SOU PAC TRANS CO	RAILROAD
81634	TCE	6332014815	SOU PAC TRANS CO	RAILROAD
81635	TCE	6332014819	SOU PAC TRANS CO	RAILROAD
81636	TCE	6332014817	SOU PAC TRANS CO	RAILROAD
81637	TCE	6332014818	SOU PAC TRANS CO	RAILROAD
81645	TCE	6315031800	SOU PAC TRANS CO	RAILROAD
81646	TCE	6315031803	SOU PAC TRANS CO	RAILROAD
81647	TCE	6315014803	SOU PAC TRANS CO	RAILROAD

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
16324	PARTIAL,TCE	6328002065	OUTDOOR SYSTEMS INC	BUSINESS
16325	FULL	6328002076	RODRIGUEZ, EZAIN N	RESIDENTIAL
16326	FULL	6328002038	QUIROZ, FRANCISCO AND YOLANDA	RESIDENTIAL
16327	FULL	6328002037	CARLOS, GERARDO G	RESIDENTIAL
16328	PARTIAL,TCE	6328001034	HUSAR JOYCE L ET AL	RESIDENTIAL
16329	TCE	6328001053	DEUTSCHE BANK NATL TRUST CO TR	RESIDENTIAL
16330	FULL	6328001003	PLATERO, ROBERTO S AND	RESIDENTIAL
16348	TCE	6328001004	PLATERO, ROBERTO S AND VILMA N	RESIDENTIAL

LEGEND:
- EXISTING RIGHT OF WAY
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- PARTIAL ACQUISITION
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- HIGH RISK
- MEDIUM RISK
- LOW RISK

CITY OF BELL
CITY OF MAYWOOD
CITY OF BELL GARDENS
CITY OF COMMERCE
HOME Ave
CHANSLOR Ave
CASITAS Ave
WALKER Ave
SOUTHALL Ln
FILMORE St
RANDOLPH St
UPRR
DISTRICT Blvd
E 60th St
RIVER Dr
LARIO TRAIL
LA RIVER
GAGE Ave
DWP CORRIDOR
I-710
MARLOW Ave
MARLOW PARK
LOBEC St
LOVELAND St
AGRA St
LANTO St
WATCHER St
SPECHT Ave
EASTERN Ave
LA JUNCTION RR
E 61st St

81647 81646 51660 81645 41659 71658 41654 16443 81644 16456 81633 81632 16324 16325 16326 16327 16328 16329 16330 51631 16348 81634 81635 81636 81637 17258

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

FLORENCE TO SLAUSON

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 29 OF 39

DGN FILE >> #PROJECT

DATE PLOTTED >> #DATE
TIME PLOTTED >> #TIME

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
41753	PARTIAL,TCE	6314034901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
61755	TCE	6314034272	L A CITY DEPT OF WATER AND POWER	UTILITY
81704	TCE	6332014809	L A JUNCTION RY CO	RAILROAD
81705	PARTIAL,TCE	6332014808	L A JUNCTION RY CO	RAILROAD
81712	FULL	6332013807	L A JUNCTION RY CO	RAILROAD
81713	FULL	6332013808	L A JUNCTION RY CO	RAILROAD
81715	PARTIAL,TCE	6332013904	L A JUNCTION RY CO	RAILROAD
81716	FULL	6332013804	L A JUNCTION RY CO	RAILROAD
81717	FULL	6332013903	STATE OF CALIF	RAILROAD
81718	PARTIAL,TCE	6332013805	L A JUNCTION RY CO	RAILROAD
81720	FULL	6332013802	L A JUNCTION RY CO	RAILROAD
81722	FULL	6332013801	L A JUNCTION RY CO	RAILROAD
81724	FULL	6332013806	L A JUNCTION RY CO	RAILROAD
81728	FULL	6332003803	L A JUNCTION RY CO	RAILROAD
81733	PARTIAL,TCE	6332003804	L A JUNCTION RY CO	RAILROAD
81734	FULL	6332002805	L A JUNCTION RY CO	RAILROAD
81747	TCE	6314020800	L A JUNCTION RY CO	RAILROAD
81754	TCE	6314034802	L A JUNCTION RY CO	RAILROAD

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
17202	PARTIAL,TCE	6332014016	GLOBE IRON FOUNDRY MARKETING INC	BUSINESS
17203	FULL	6332014037	GLOBE IRON FOUNDRY MARKETING INC	BUSINESS
17206	FULL	6332014025	APPEL, SHELDON CO TR	BUSINESS
17207	PARTIAL	6332014028	APPEL, SHELDON CO TR	BUSINESS
17208	PARTIAL	6332013015	NEWARK GROUP INDUSTRIES INC	BUSINESS
17209	FULL	6332013033	NEWARK GROUP INDUSTRIES INC	BUSINESS
17210	FULL	6332013014	NEWARK GROUP INDUSTRIES INC	BUSINESS
17211	FULL	6332013001	NEWARK GROUP INDUSTRIES INC	BUSINESS
17214	PARTIAL	6332013006	NEWARK GROUP INDUSTRIES INC	BUSINESS
17219	PARTIAL	6332013030	-	BUSINESS
17221	FULL	6332013041	-	BUSINESS
17223	FULL	6332013040	PIEDRAS HOLDINGS LLC	BUSINESS
17225	FULL	6332013012	SCHWAB, MICHAEL L AND CHERYL L	BUSINESS
17226	FULL	6332013013	HANSEN, OVE R AND BETTY J TRS	BUSINESS
17236	PARTIAL	6332014026	PLAST TECHS ENTERPRISES	BUSINESS
18217	FULL	6332002089	BELL PUBLIC FINANCING AUTHORITY	BUSINESS

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
17329	FULL	6332003039	2000 GOLD LIMITED PARTNERSHIP	BUSINESS
17335	PARTIAL,TCE	6332002036	SALVATION ARMY	BUSINESS
17338	FULL	6332003040	SLAUSON COMMERCE LLC	BUSINESS
17339	FULL	6332003040	SLAUSON COMMERCE LLC	BUSINESS
17440	PARTIAL	6314029008	MAYWOOD FAMILY MEDICAL CENTER	BUSINESS
17441	PARTIAL	6314029009	MAYWOOD FAMILY MEDICAL CENTER	BUSINESS
17442	PARTIAL	6314029010	PEREZ BODY SHOP	BUSINESS
17443	FULL	6314023014	BLACKSTEN, JOHN R	BUSINESS
17444	PARTIAL	6314023009	DUNN-EDWARDS CORPORATION	BUSINESS
17445	PARTIAL	6314021015	DUNN-EDWARDS CORPORATION	BUSINESS
17449	PARTIAL,TCE	6314020040	-	BUSINESS
17450	FULL	6314020041	DUNN-EDWARDS CORP	BUSINESS
17451	FULL	6314020042	DUNN EDWARDS CORP	BUSINESS
17452	FULL	6314020028	-	BUSINESS
18217	PARTIAL,TCE	6332002089	BELL PUBLIC FINANCING AUTHORITY	BUSINESS

DGN FILE => $MEQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

SLAUSON CROSSING

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 30 OF 39

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
41805	TCE	6314033901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
61803	TCE	6314033271	L A CITY DEPT OF WATER AND POWER	UTILITY
81802	PARTIAL,TCE	6314033801	L A JUNCTION RY CO	RAILROAD
81804	TCE	6314033802	L A JUNCTION RY CO	RAILROAD
81810	FULL	6314033800	L A JUNCTION RY CO	RAILROAD
81815	PARTIAL,TCE	6332002800	L A JUNCTION RY CO	RAILROAD
81837	PARTIAL,TCE	5243017806	UNION PAC R R CO	RAILROAD
81838	PARTIAL,TCE	5243017800	A T&S F RY CO	RAILROAD
81839	PARTIAL,TCE	5243017804	UNION PAC R R CO	RAILROAD
81841	TCE	6314034804	L A JUNCTION RY CO	RAILROAD
81842	TCE	6314033803	L A JUNCTION RY CO	RAILROAD

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
18101	PARTIAL	6314033002	-	BUSINESS
18106	PARTIAL	6304030002	FEDEX NATIONAL LTL INC	BUSINESS
18107	PARTIAL	6304030001	FEDEX NATIONAL LTL INC	BUSINESS
18108	FULL	6304030906	REDEVELOPMENT AGENCY OF	BUSINESS
18109	FULL	6304030903	VERNON CITY	BUSINESS
18211	PARTIAL	6332002966	L A UNIFIED SCHOOL DISTRICT	BUSINESS
18212	FULL	6332002035	SHELTER PARTNERSHIP INC (SALVATION ARMY)	BUSINESS
18213	FULL	6332002086	BELL CITY	BUSINESS
18214	PARTIAL,TCE	6332002081	BELL CITY	BUSINESS

TABULATED DATA PRIVATE USE PARCEL CONTINUED

ID NO.	IMPACT	AIN	OWNER NAME	USE
18216	PARTIAL,TCE	6332002020	PERRIN BERNARD SUPOWITZ INC	BUSINESS
18217	FULL	6332002089	BELL PUBLIC FINANCING AUTHORITY	BUSINESS
18218	FULL	6332002021	CHELI DISTRIBUTION CENTER INC	BUSINESS
18219	FULL	6332002039	CHELI DISTRIBUTION CENTER INC	BUSINESS
18220	FULL	6332002040	CHELI DISTRIBUTION CENTER INC	BUSINESS
18221	FULL	6332002041	CHELI DISTRIBUTION CENTER INC	BUSINESS
18222	FULL	6332002042	CHELI DISTRIBUTION CENTER INC	BUSINESS
18223	FULL	6332002043	CHELI DISTRIBUTION CENTER INC	BUSINESS
18224	FULL	6332002044	CHELI DISTRIBUTION CENTER INC	BUSINESS
18225	FULL	6332002045	CHELI DISTRIBUTION CENTER INC	BUSINESS
18226	FULL	6332002046	CHELI DISTRIBUTION CENTER INC	BUSINESS
18227	FULL	6332002920	U S GOVT (DEPT OF THE ARMY)	BUSINESS
18228	FULL	6332002934	U S GOV'T	BUSINESS
18243	FULL	6332002047	CHELI DISTRIBUTION CENTER INC	BUSINESS
18244	FULL	6332002048	CHELI DISTRIBUTION CENTER INC	BUSINESS
18245	FULL	6332002049	CHELI DISTRIBUTION CENTER INC	BUSINESS
18246	FULL	6332002050	CHELI DISTRIBUTION CENTER INC	BUSINESS
18247	FULL	6332002051	CHELI DISTRIBUTION CENTER INC	BUSINESS
18248	FULL	6332002052	CHELI DISTRIBUTION CENTER INC	BUSINESS
18249	FULL	6332002053	CHELI DISTRIBUTION CENTER INC	BUSINESS
18250	FULL	6332002054	CHELI DISTRIBUTION CENTER INC	BUSINESS
18251	FULL	6332002055	CHELI DISTRIBUTION CENTER INC	BUSINESS
18252	FULL	6332002056	CHELI DISTRIBUTION CENTER INC	BUSINESS
18253	FULL	6332002057	CHELI DISTRIBUTION CENTER INC	BUSINESS
18254	FULL	6332002058	CHELI DISTRIBUTION CENTER INC	BUSINESS
18255	FULL	6332002059	CHELI DISTRIBUTION CENTER INC	BUSINESS
18256	FULL	6332002060	CHELI DISTRIBUTION CENTER INC	BUSINESS
18257	FULL	6332002061	CHELI DISTRIBUTION CENTER INC	BUSINESS
18258	FULL	6332002062	CHELI DISTRIBUTION CENTER INC	BUSINESS
18259	FULL	6332002063	CHELI DISTRIBUTION CENTER INC	BUSINESS
18260	FULL	6332002064	CHELI DISTRIBUTION CENTER INC	BUSINESS
18261	FULL	6332002065	CHELI DISTRIBUTION CENTER INC	BUSINESS
18262	FULL	6332002066	CHELI DISTRIBUTION CENTER INC	BUSINESS
18263	FULL	6332002067	CHELI DISTRIBUTION CENTER INC	BUSINESS
18264	FULL	6332002068	CHELI DISTRIBUTION CENTER INC	BUSINESS
18265	FULL	6332002069	CHELI DISTRIBUTION CENTER INC	BUSINESS
18266	FULL	6332002070	CHELI DISTRIBUTION CENTER INC	BUSINESS
18267	FULL	6332002071	CHELI DISTRIBUTION CENTER INC	BUSINESS
18268	FULL	6332002072	CHELI DISTRIBUTION CENTER INC	BUSINESS
18329	PARTIAL	6332002078	BANDINI XC LLC	BUSINESS
18330	PARTIAL	6332002077	BANDINI XC LLC	BUSINESS
18331	PARTIAL	6332001005	KINROSS HOLDING LLC ET AL LESSOR	BUSINESS
18332	FULL	6332001003	KBB INVESTMENTS	BUSINESS
18333	FULL	6332001004	KBB INVESTMENTS	BUSINESS
18334	FULL	6332001002	KBB INVESTMENTS	BUSINESS
18435	PARTIAL,TCE	5243017012	WALTER, D N AND E AND CO	BUSINESS
18436	FULL	5243017011	WALTER, D N AND E AND CO	BUSINESS
18440	PARTIAL,TCE	5243017808	BURLINGTON NORTHERN AND SF RY CO	BUSINESS

CITY OF VERNON

CITY OF BELL

LARIO TRAIL

LA RIVER

LA JUNCTION RR

ATLANTIC Blvd

AYERS Ave

BANDINI Blvd

I-710

LADWP CORRIDOR

LINDBERGH Ln

26TH St / PENNINGTON Way

26th St

CONNOR Ave

SHEILA St

WASHINGTON Blvd

SCALE 1"=100'

DGN FILE => $REQUEST

DATE PLOTTED => $DATE

TIME PLOTTED => $TIME

Appendix P-2

I-710 EIR/EIS

ATLANTIC / BANDINI INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 31 OF 39

TABULATED DATA SPECIAL USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
41805	TCE	6314033901	L A CO FLOOD CONTROL DIST	FLOOD CONTROL
61803	TCE	6314033271	L A CITY DEPT OF WATER AND POWER	UTILITY
81802	PARTIAL,TCE	6314033801	L A JUNCTION RY CO	RAILROAD
81804	TCE	6314033802	L A JUNCTION RY CO	RAILROAD
81810	FULL	6314033800	L A JUNCTION RY CO	RAILROAD
81815	PARTIAL,TCE	6332002800	L A JUNCTION RY CO	RAILROAD
* 81837	PARTIAL,TCE	5243017806	UNION PAC R R CO	RAILROAD
* 81838	PARTIAL,TCE	5243017800	A T&S F RY CO	RAILROAD
* 81839	PARTIAL,TCE	5243017804	UNION PAC R R CO	RAILROAD
81841	TCE	6314034804	L A JUNCTION RY CO	RAILROAD
81842	TCE	6314033803	L A JUNCTION RY CO	RAILROAD

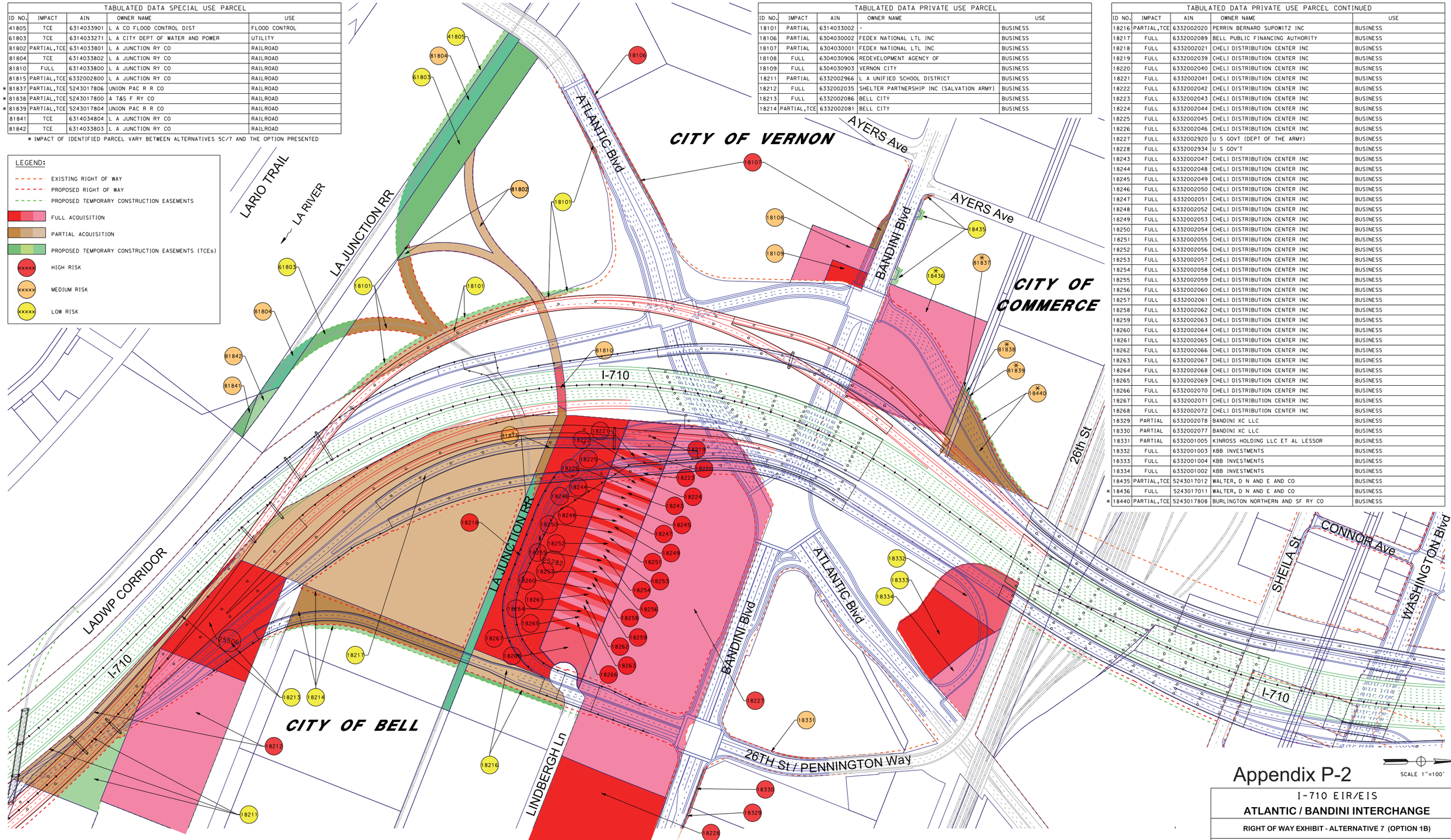
* IMPACT OF IDENTIFIED PARCEL VARY BETWEEN ALTERNATIVES 5C/7 AND THE OPTION PRESENTED

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
18101	PARTIAL	6314033002	-	BUSINESS
18106	PARTIAL	6304030002	FEDEX NATIONAL LTL INC	BUSINESS
18107	PARTIAL	6304030001	FEDEX NATIONAL LTL INC	BUSINESS
18108	FULL	6304030906	REDEVELOPMENT AGENCY OF	BUSINESS
18109	FULL	6304030903	VERNON CITY	BUSINESS
18211	PARTIAL	6332002966	L A UNIFIED SCHOOL DISTRICT	BUSINESS
18212	FULL	6332002035	SHELTER PARTNERSHIP INC (SALVATION ARMY)	BUSINESS
18213	FULL	6332002086	BELL CITY	BUSINESS
18214	PARTIAL,TCE	6332002081	BELL CITY	BUSINESS

TABULATED DATA PRIVATE USE PARCEL CONTINUED				
ID NO.	IMPACT	AIN	OWNER NAME	USE
18216	PARTIAL,TCE	6332002020	PERRIN BERNARD SUPOWITZ INC	BUSINESS
18217	FULL	6332002089	BELL PUBLIC FINANCING AUTHORITY	BUSINESS
18218	FULL	6332002021	CHELI DISTRIBUTION CENTER INC	BUSINESS
18219	FULL	6332002039	CHELI DISTRIBUTION CENTER INC	BUSINESS
18220	FULL	6332002040	CHELI DISTRIBUTION CENTER INC	BUSINESS
18221	FULL	6332002041	CHELI DISTRIBUTION CENTER INC	BUSINESS
18222	FULL	6332002042	CHELI DISTRIBUTION CENTER INC	BUSINESS
18223	FULL	6332002043	CHELI DISTRIBUTION CENTER INC	BUSINESS
18224	FULL	6332002044	CHELI DISTRIBUTION CENTER INC	BUSINESS
18225	FULL	6332002045	CHELI DISTRIBUTION CENTER INC	BUSINESS
18226	FULL	6332002046	CHELI DISTRIBUTION CENTER INC	BUSINESS
18227	FULL	6332002920	U S GOVT (DEPT OF THE ARMY)	BUSINESS
18228	FULL	6332002934	U S GOV'T	BUSINESS
18243	FULL	6332002047	CHELI DISTRIBUTION CENTER INC	BUSINESS
18244	FULL	6332002048	CHELI DISTRIBUTION CENTER INC	BUSINESS
18245	FULL	6332002049	CHELI DISTRIBUTION CENTER INC	BUSINESS
18246	FULL	6332002050	CHELI DISTRIBUTION CENTER INC	BUSINESS
18247	FULL	6332002051	CHELI DISTRIBUTION CENTER INC	BUSINESS
18248	FULL	6332002052	CHELI DISTRIBUTION CENTER INC	BUSINESS
18249	FULL	6332002053	CHELI DISTRIBUTION CENTER INC	BUSINESS
18250	FULL	6332002054	CHELI DISTRIBUTION CENTER INC	BUSINESS
18251	FULL	6332002055	CHELI DISTRIBUTION CENTER INC	BUSINESS
18252	FULL	6332002056	CHELI DISTRIBUTION CENTER INC	BUSINESS
18253	FULL	6332002057	CHELI DISTRIBUTION CENTER INC	BUSINESS
18254	FULL	6332002058	CHELI DISTRIBUTION CENTER INC	BUSINESS
18255	FULL	6332002059	CHELI DISTRIBUTION CENTER INC	BUSINESS
18256	FULL	6332002060	CHELI DISTRIBUTION CENTER INC	BUSINESS
18257	FULL	6332002061	CHELI DISTRIBUTION CENTER INC	BUSINESS
18258	FULL	6332002062	CHELI DISTRIBUTION CENTER INC	BUSINESS
18259	FULL	6332002063	CHELI DISTRIBUTION CENTER INC	BUSINESS
18260	FULL	6332002064	CHELI DISTRIBUTION CENTER INC	BUSINESS
18261	FULL	6332002065	CHELI DISTRIBUTION CENTER INC	BUSINESS
18262	FULL	6332002066	CHELI DISTRIBUTION CENTER INC	BUSINESS
18263	FULL	6332002067	CHELI DISTRIBUTION CENTER INC	BUSINESS
18264	FULL	6332002068	CHELI DISTRIBUTION CENTER INC	BUSINESS
18265	FULL	6332002069	CHELI DISTRIBUTION CENTER INC	BUSINESS
18266	FULL	6332002070	CHELI DISTRIBUTION CENTER INC	BUSINESS
18267	FULL	6332002071	CHELI DISTRIBUTION CENTER INC	BUSINESS
18268	FULL	6332002072	CHELI DISTRIBUTION CENTER INC	BUSINESS
18329	PARTIAL	6332002078	BANDINI XC LLC	BUSINESS
18330	PARTIAL	6332002077	BANDINI XC LLC	BUSINESS
18331	PARTIAL	6332001005	KINROSS HOLDING LLC ET AL LESSOR	BUSINESS
18332	FULL	6332001003	KBB INVESTMENTS	BUSINESS
18333	FULL	6332001004	KBB INVESTMENTS	BUSINESS
18334	FULL	6332001002	KBB INVESTMENTS	BUSINESS
18435	PARTIAL,TCE	5243017012	WALTER, D N AND E AND CO	BUSINESS
* 18436	FULL	5243017011	WALTER, D N AND E AND CO	BUSINESS
* 18440	PARTIAL,TCE	5243017808	BURLINGTON NORTHERN AND SF RY CO	BUSINESS



SCALE 1"=100'

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

Appendix P-2

I-710 EIR/EIS

ATLANTIC / BANDINI INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7 (OPTION 1B)

JULY 2016 SHEET 32 OF 39

TABULATED DATA PRIVATE USE PARCEL

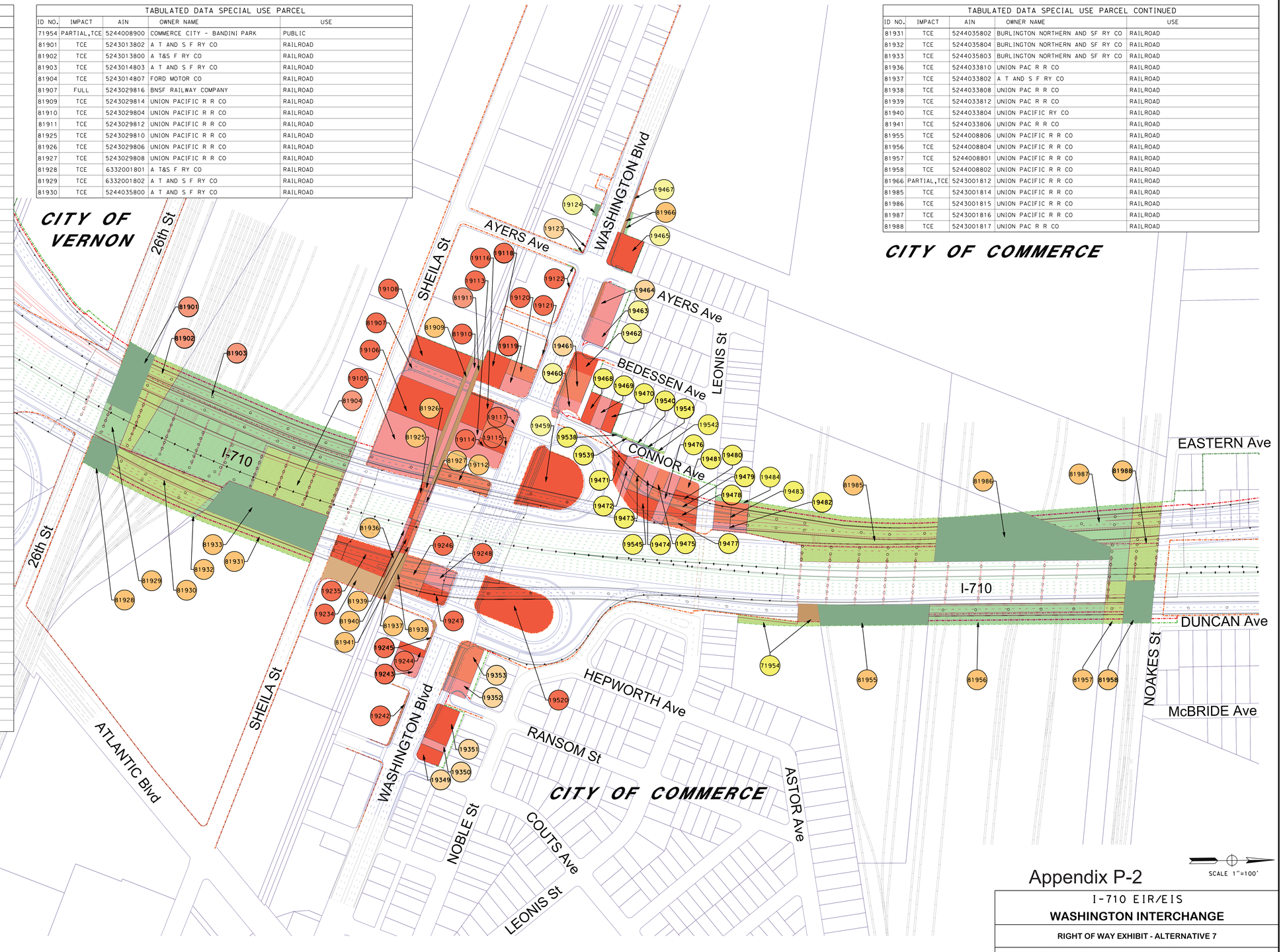
ID NO.	IMPACT	AIN	OWNER NAME	USE
19105	FULL	5243029023	JOHNSON, LYMAN H ET AL	BUSINESS
19106	FULL	5243029024	PARKER, JOSEPH AND BERNICE TRS	BUSINESS
19108	FULL	5243029030	NEIMAN, WILLIAM L	BUSINESS
19112	FULL	5243029018	JOHNSON, LYMAN H AND	BUSINESS
19113	FULL	5243029019	BUSCH, KENNETH W TR	BUSINESS
19114	FULL	5243029002	PATAPOFF, LARRY	BUSINESS
19115	FULL	5243029003	BUSCH, KENNETH W TR	BUSINESS
19116	FULL	5243029020	THROGMORTON, DAVID M	BUSINESS
19117	FULL	5243029004	BUSCH, KENNETH W TR	BUSINESS
19118	FULL	5243029021	CRITERION ENTERPRISES LLC	BUSINESS
19119	FULL	5243029007	CRITERION ENTERPRISES LLC	BUSINESS
19120	FULL	5243029008	CRITERION ENTERPRISES LLC	BUSINESS
19121	PARTIAL	5243029009	4600 WASHINGTON LLC	BUSINESS
19122	PARTIAL,TCE	5243026024	SARAKBE, RON M ET AL LESSEE	BUSINESS
19123	PARTIAL,TCE	5243004011	LAUFER, ARON	BUSINESS
19124	TCE	5243004012	CALIF WATER SERVICE CO	BUSINESS
19234	PARTIAL	5244033018	GATWICK GROUP LLC	BUSINESS
19235	FULL	5244033019	GATWICK GROUP LLC	BUSINESS
19242	PARTIAL	5244033013	GATWICK GROUP LLC	BUSINESS
19243	FULL	5244033002	GATWICK GROUP LLC	BUSINESS
19244	FULL	5244033003	GATWICK GROUP LLC	BUSINESS
19245	PARTIAL	5244033900	REDEVELOPMENT AGENCY OF	BUSINESS
19246	FULL	5244033016	GATWICK GROUP LLC	BUSINESS
19247	FULL	5244033007	GATWICK GROUP LLC	BUSINESS
19248	FULL	5244033008	GATWICK GROUP LLC	BUSINESS
19349	FULL	5244032900	REDEVELOPMENT AGENCY OF	BUSINESS
19350	FULL	5244032901	REDEVELOPMENT AGENCY OF	BUSINESS
19351	FULL	5244032902	COMMUNITY DEV COMMISSION OF	BUSINESS
19352	FULL	5244032029	SHUKEN, DAVID AND JULIA TRS	BUSINESS
19353	FULL	5244032030	MONTANO, ARTURO AND MARIA E	BUSINESS
19459	FULL	5243028001	HILANDS, JAMES H AND LUCY L TRS	BUSINESS
19460	FULL	5243027001	OCEGUEDA, JESUS AND NANCY M TRS	BUSINESS
19461	FULL	5243027025	OCEGUEDA, JESUS AND NANCY M TRS	BUSINESS
19462	FULL	5243027026	BETHEL, DENNIS AND BONNIE TRS	BUSINESS
19463	FULL	52430250 30	LAFRANCHI, ANNETTE TR	BUSINESS
19464	FULL	5243025031	LAFRANCHI, ANNETTE TR	BUSINESS
19465	FULL	5243024903	MAHONEY, SUZANNE R TR	BUSINESS
19467	PARTIAL	5243001002	DART EQUIPMENT CORP	BUSINESS
19468	FULL	5243027002	MONTES, LORENA AND	RESIDENTIAL
19469	FULL	5243027003	VASQUEZ, AGAPITA E AND	RESIDENTIAL
19470	FULL	5243027004	MOSQUEDA, MARGARET AND ALEX	RESIDENTIAL
19471	FULL	5243028901	STATE OF CALIFORNIA	RESIDENTIAL
19472	FULL	5243028023	ZESATI, ROSA M	RESIDENTIAL
19473	FULL	5243028013	PENA, JOSE M	RESIDENTIAL
19474	FULL	5243028012	HERNANDEZ, MANUEL AND IRENE	RESIDENTIAL
19475	FULL	5243028011	LOPEZ, PABLO AND MARTHA M	RESIDENTIAL
19476	FULL	5243028022	LUNA, EDWARD	RESIDENTIAL
19477	FULL	5243028021	ALBA, JUAN A AND GUILLERMINA	RESIDENTIAL
19478	FULL	5243028017	DIAZ, JUAN G AND GLORIA L	RESIDENTIAL
19479	FULL	5243028007	LOPEZ, RAFAEL AND	RESIDENTIAL
19480	FULL	5243028008	LOPEZ, RAFAEL AND	RESIDENTIAL
19481	FULL	5243028009	ARMIENTA, JESUS O AND CATALINA O	RESIDENTIAL
19482	FULL	5243024032	FLORES, HERBERT G AND	RESIDENTIAL
19483	FULL	5243024039	ALMANZA, LAZARO AND GUADALUPE	RESIDENTIAL
19484	TCE	5243024028	GARCIA, JOSE AND	RESIDENTIAL
19520	FULL	-	STATE OF CALIFORNIA	BUSINESS
19538	TCE	5243027005	YBOA, CELERINO B AND MARGARITA N	RESIDENTIAL
19539	TCE	5243027006	POLIUTO, VIRGINIA A	RESIDENTIAL
19540	TCE	5243027007	GARCIA, HECTOR M AND SANDRA	RESIDENTIAL
19541	TCE	5243027008	POLIUTO, VALERIO A AND VIRGINIA A	RESIDENTIAL
19542	TCE	5243027009	DEL RIO, JOSE AND ROSALINDA	RESIDENTIAL
19545	FULL	5243028020	HERNANDEZ, MANUEL AND IRENE	RESIDENTIAL

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
71954	PARTIAL,TCE	5244008900	COMMERCE CITY - BANDINI PARK	PUBLIC
81901	TCE	5243013802	A T AND S F RY CO	RAILROAD
81902	TCE	5243013800	A T&S F RY CO	RAILROAD
81903	TCE	5243014803	A T AND S F RY CO	RAILROAD
81904	TCE	5243014807	FORD MOTOR CO	RAILROAD
81907	FULL	5243029816	BNSF RAILWAY COMPANY	RAILROAD
81909	TCE	5243029814	UNION PACIFIC R R CO	RAILROAD
81910	TCE	5243029804	UNION PACIFIC R R CO	RAILROAD
81911	TCE	5243029812	UNION PACIFIC R R CO	RAILROAD
81925	TCE	5243029810	UNION PACIFIC R R CO	RAILROAD
81926	TCE	5243029806	UNION PACIFIC R R CO	RAILROAD
81927	TCE	5243029808	UNION PACIFIC R R CO	RAILROAD
81928	TCE	6332001801	A T&S F RY CO	RAILROAD
81929	TCE	6332001802	A T AND S F RY CO	RAILROAD
81930	TCE	5244035800	A T AND S F RY CO	RAILROAD

TABULATED DATA SPECIAL USE PARCEL CONTINUED

ID NO.	IMPACT	AIN	OWNER NAME	USE
81931	TCE	5244035802	BURLINGTON NORTHERN AND SF RY CO	RAILROAD
81932	TCE	5244035804	BURLINGTON NORTHERN AND SF RY CO	RAILROAD
81933	TCE	5244035803	BURLINGTON NORTHERN AND SF RY CO	RAILROAD
81936	TCE	5244033810	UNION PAC R R CO	RAILROAD
81937	TCE	5244033802	A T AND S F RY CO	RAILROAD
81938	TCE	5244033808	UNION PAC R R CO	RAILROAD
81939	TCE	5244033812	UNION PAC R R CO	RAILROAD
81940	TCE	5244033804	UNION PACIFIC RY CO	RAILROAD
81941	TCE	5244033806	UNION PAC R R CO	RAILROAD
81955	TCE	5244008806	UNION PACIFIC R R CO	RAILROAD
81956	TCE	5244008804	UNION PACIFIC R R CO	RAILROAD
81957	TCE	5244008801	UNION PACIFIC R R CO	RAILROAD
81958	TCE	5244008802	UNION PACIFIC R R CO	RAILROAD
81966	PARTIAL,TCE	5243001812	UNION PACIFIC R R CO	RAILROAD
81985	TCE	5243001814	UNION PACIFIC R R CO	RAILROAD
81986	TCE	5243001815	UNION PACIFIC R R CO	RAILROAD
81987	TCE	5243001816	UNION PACIFIC R R CO	RAILROAD
81988	TCE	5243001817	UNION PAC R R CO	RAILROAD



LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

WASHINGTON INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 33 OF 39

DGN FILE => ...\Sheet 33_154_ex1 7_Washington.dgn

DATE PLOTTED => 6/8/2017
TIME PLOTTED => 5:15:05 PM

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
19105	FULL	5243029023	JOHNSON, LYMAN H ET AL	BUSINESS
19106	FULL	5243029024	PARKER, JOSEPH AND BERNICE TRS	BUSINESS
19108	FULL	5243029030	NEIMAN, WILLIAM L	BUSINESS
19112	FULL	5243029018	JOHNSON, LYMAN H AND	BUSINESS
19113	FULL	5243029019	BUSCH, KENNETH W TR	BUSINESS
19114	FULL	5243029002	PATAPOFF, LARRY	BUSINESS
19115	FULL	5243029003	BUSCH, KENNETH W TR	BUSINESS
19116	FULL	5243029020	THROGMORTON, DAVID M	BUSINESS
19117	FULL	5243029004	BUSCH, KENNETH W TR	BUSINESS
19118	FULL	5243029021	CRITERION ENTERPRISES LLC	BUSINESS
19119	FULL	5243029007	CRITERION ENTERPRISES LLC	BUSINESS
19120	FULL	5243029008	CRITERION ENTERPRISES LLC-	BUSINESS
19121	PARTIAL	5243029009	4600 WASHINGTON LLC	BUSINESS
19122	PARTIAL,TCE	5243026024	SARAKBE, RON M ET AL LESSEE	BUSINESS
19123	PARTIAL,TCE	5243004011	LAUFER, ARON	BUSINESS
19124	TCE	5243004012	CALIF WATER SERVICE CO	BUSINESS
* 19234	PARTIAL	5244033018	GATWICK GROUP LLC	BUSINESS
19235	FULL	5244033019-	GATWICK GROUP LLC	BUSINESS
19242	PARTIAL	5244033013	GATWICK GROUP LLC	BUSINESS
19243	FULL	5244033002	GATWICK GROUP LLC	BUSINESS
19244	FULL	5244033003	GATWICK GROUP LLC	BUSINESS
* 19245	PARTIAL	5244033900	REDEVELOPMENT AGENCY OF	BUSINESS
19246	FULL	5244033016	GATWICK GROUP LLC	BUSINESS
19247	FULL	5244033007	GATWICK GROUP LLC	BUSINESS
19248	FULL	5244033008	GATWICK GROUP LLC	BUSINESS
19349	FULL	5244032900	REDEVELOPMENT AGENCY OF	BUSINESS
19350	FULL	5244032901	REDEVELOPMENT AGENCY OF	BUSINESS
19351	FULL	5244032902	COMMUNITY DEV COMMISSION OF	BUSINESS
19352	FULL	5244032029	SHUKEN, DAVID AND JULIA TRS	BUSINESS
19353	FULL	5244032030	MONTANO, ARTURO AND MARIA E	BUSINESS
19459	FULL	5243028001	HILANDS, JAMES H AND LUCY L TRS	BUSINESS
19460	FULL	5243027001	OCEGUEDA, JESUS AND NANCY M TRS	BUSINESS
19461	FULL	5243027025	OCEGUEDA, JESUS AND NANCY M TRS	BUSINESS
19462	FULL	5243027026	BETHEL, DENNIS AND BONNIE TRS	BUSINESS
19463	FULL	5243025030	LAFRANCHI, ANNETTE TR	BUSINESS
19464	FULL	5243025031	LAFRANCHI, ANNETTE TR	BUSINESS
19465	FULL	5243024034	MAHONEY, SUZANNE R TR	BUSINESS
19467	PARTIAL	5243001002	DART EQUIPMENT CORP	BUSINESS
19468	FULL	5243027002	MONTES, LORENA AND	RESIDENTIAL
19469	FULL	5243027003	VASQUEZ, AGAPITA E AND	RESIDENTIAL
19470	FULL	5243027004	MOSQUEDA, MARGARET AND ALEX	RESIDENTIAL
19471	FULL	5243028901	STATE OF CALIFORNIA	RESIDENTIAL
19472	FULL	5243028023	ZESATI, ROSA M	RESIDENTIAL
19473	FULL	5243028013	PENA, JOSE M	RESIDENTIAL
19474	FULL	5243028012	HERNANDEZ, MANUEL AND IRENE	RESIDENTIAL
19475	FULL	5243028011	LOPEZ, PABLO AND MARTHA M	RESIDENTIAL
19476	FULL	5243028022	LUNA, EDWARD	RESIDENTIAL
19477	FULL	5243028021	ALBA, JUAN A AND GUILLERMINA	RESIDENTIAL
19478	FULL	5243028017	DIAZ, JUAN G AND GLORIA L	RESIDENTIAL
19479	FULL	5243028007	LOPEZ, RAFAEL AND	RESIDENTIAL
19480	FULL	5243028008	LOPEZ, RAFAEL AND	RESIDENTIAL
19481	FULL	5243028009	ARMIENTA, JESUS O AND CATALINA O	RESIDENTIAL
19482	FULL	5243024032	FLORES, HERBERT G AND	RESIDENTIAL
19483	FULL	5243024039	ALMANZA, LAZARO AND GUADALUPE	RESIDENTIAL
19484	TCE	5243024028	GARCIA, JOSE AND	RESIDENTIAL
19520	FULL	-	STATE OF CALIFORNIA	BUSINESS
* 19521	FULL	5244033014	GATWICK GROUP LLC	BUSINESS
* 19522	FULL	5244033004	GATWICK GROUP LLC	BUSINESS
* 19523	FULL	5244032004	DELRIO, ELODIA TR	RESIDENTIAL
* 19524	FULL	5244032003	CARRILLO, ANTHONY AND JESSICA	RESIDENTIAL
* 19525	FULL	5244032002	GONZALEZ, ELPIDIO AND PAULA	RESIDENTIAL
* 19526	FULL	5244032001	VILLANUEVA, ELIA AND	RESIDENTIAL
* 19527	FULL	5244028012	-	RESIDENTIAL
* 19528	FULL	5244028011	-	RESIDENTIAL
* 19529	FULL	5244028010	-	RESIDENTIAL
* 19530	FULL	5244028009	-	RESIDENTIAL
* 19531	FULL	5244028022	BARRAGAN, ANABEL AND	RESIDENTIAL
* 19532	FULL	5244028035	GURRERO, ROBERT	RESIDENTIAL
* 19533	FULL	5244028034	ROJAS, GUSTAVO M AND HORTENSIA	RESIDENTIAL
* 19534	FULL	5244028033	CRUZ, EDGAR AND ROSA	RESIDENTIAL
* 19535	FULL	5244028032	VELASQUEZ, FELIPA AND	RESIDENTIAL
* 19536	FULL	5244028031	RAMOS, MARTIN AND FELICITAS	RESIDENTIAL
* 19537	FULL	5244009025	ARGAO, FLORENTINA P TR	RESIDENTIAL
* 19538	FULL	5243027005	YBOA, CELERINO B AND MARGARITA N	RESIDENTIAL
19539	TCE	5243027006	POLIUTO, VIRGINIA A	RESIDENTIAL
19540	TCE	5243027007	GARCIA, HECTOR M AND SANDRA	RESIDENTIAL
19541	TCE	5243027008	POLIUTO, VALERIO A AND VIRGINIA A	RESIDENTIAL
19542	TCE	5243027009	DEL RIO, JOSE AND ROSALINDA	RESIDENTIAL
* 19543	TCE	5243027010	HOLGUIN, RUBEN TR	RESIDENTIAL
* 19544	TCE	5243027011	-	RESIDENTIAL
19545	FULL	5243028020	HERNANDEZ, MANUEL AND IRENE	RESIDENTIAL
* 19546	PARTIAL	5244033017	GATWICK GROUP LLC	BUSINESS

TABULATED DATA SPECIAL USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
* 71954	PARTIAL,TCE	5244008900	COMMERCE CITY - BANDINI PARK	PUBLIC
* 81901	TCE	5243013802	A T AND S F RY CO	RAILROAD
* 81902	TCE	5243013800	A T&S F RY CO	RAILROAD
* 81903	TCE	5243014803	A T AND S F RY CO	RAILROAD
* 81904	TCE	5243014005	FORD MOTOR CO	RAILROAD
81907	FULL	5243029816	BNSF RAILWAY COMPANY	RAILROAD
81909	PARTIAL	5243029814	UNION PACIFIC R R CO	RAILROAD
81910	FULL	5243029804	UNION PACIFIC R R CO	RAILROAD
81911	PARTIAL	5243029812	UNION PACIFIC R R CO	RAILROAD
81925	FULL	5243029810	UNION PACIFIC R R CO	RAILROAD
81926	FULL	5243029806	UNION PACIFIC R R CO	RAILROAD
81927	FULL	5243029808	UNION PACIFIC R R CO	RAILROAD
* 81928	TCE	6332001801	A T&S F RY CO	RAILROAD
* 81929	TCE	6332001802	A T AND S F RY CO	RAILROAD
* 81930	TCE	5244035800	A T AND S F RY CO	RAILROAD

* IMPACT OF IDENTIFIED PARCEL VARY BETWEEN ALTERNATIVES 5C/7 AND THE OPTION PRESENTED

TABULATED DATA SPECIAL USE PARCEL CONTINUED

ID NO.	IMPACT	AIN	OWNER NAME	USE
* 81931	TCE	5244035802	BURLINGTON NORTHERN AND SF RY CO	RAILROAD
* 81932	TCE	5244035804	BURLINGTON NORTHERN AND SF RY CO	RAILROAD
* 81933	TCE	5244035803	BURLINGTON NORTHERN AND SF RY CO	RAILROAD
* 81936	PARTIAL	5244033810	UNION PAC R R CO	RAILROAD
* 81937	FULL	5244033802	A T AND S F RY CO	RAILROAD
* 81938	PARTIAL	5244033808	UNION PAC R R CO	RAILROAD
* 81939	FULL	5244033812	UNION PAC R R CO	RAILROAD
81940	FULL	5244033804	UNION PACIFIC RY CO	RAILROAD
81941	FULL	5244033806	UNION PAC R R CO	RAILROAD
81955	TCE	5244008806	UNION PACIFIC R R CO	PUBLIC
81956	TCE	5244008804	UNION PACIFIC R R CO	RAILROAD
81957	TCE	5244008801	UNION PACIFIC R R CO	RAILROAD
81958	TCE	5244008802	UNION PACIFIC R R CO	RAILROAD
81966	PARTIAL,TCE	5243001812	UNION PACIFIC R R CO	RAILROAD
81985	TCE	5243001814	UNION PACIFIC R R CO	RAILROAD
81986	TCE	5243001815	UNION PACIFIC R R CO	RAILROAD
81987	TCE	5243001816	UNION PACIFIC R R CO	RAILROAD
81988	TCE	5243001817	UNION PAC R R CO	RAILROAD



SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

WASHINGTON INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7 (OPTION 1B)

JULY 2016 SHEET 34 OF 39

DGN FILE => ...\Sheet 34_ISA_Alt 7_Washington-Opt 1B.dgn
DATE PLOTTED => 6/6/2017
TIME PLOTTED => 5:17:17 PM

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
19489	FULL	5241030011	GAMBOA,EMIGDIO TR	BUSINESS
19490	FULL	5241030012	BARRAZA,JESUS C AND BLANCA L	BUSINESS
19491	FULL	5241030024	1538 SOUTH EASTERN AVENUE	BUSINESS
19492	FULL	5241030014	COVARRUBIAS, ESTHER	RESIDENTIAL
19493	FULL	5241030015	RING, MARVIN A AND RICKI C TRS	BUSINESS
19494	FULL	5241030016	RING, MARVIN A AND RICKI C TRS	BUSINESS
19495	FULL	5241030017	RING, MARVIN A AND RICKI C TRS	BUSINESS
19496	FULL	5241030018	RING, MARVIN A AND RICKI C TRS	BUSINESS
19497	FULL	5241030025	RING, MARVIN A AND RICKI C TRS	BUSINESS
19498	FULL	5241030026	RING, MARVIN A AND RICKI C TRS	BUSINESS
19499	FULL	5241030021	RING, MARVIN A AND RICKI C TRS	BUSINESS
19500	FULL	5241030022	RAMIREZ, ENRIQUE AND MARTHA E	RESIDENTIAL
19501	FULL	5241030006	RING, MARVIN A AND RICKI C TRS	BUSINESS
19502	FULL	5241030005	RING, MARVIN A AND RICKI C TRS	BUSINESS
19503	FULL	5241029001	GONZALEZ, LUIS	RESIDENTIAL
19504	FULL	5241029002	ALATORRE, CATHY	RESIDENTIAL
19505	FULL	5241029003	RAMIREZ, JUAN AND ELMA	RESIDENTIAL
19506	FULL	5241029004	SANCHEZ, SALVADOR TR	RESIDENTIAL
19507	FULL	5241029005	HARNETT, BEATRICE	RESIDENTIAL
19508	FULL	5241029006	HURTADO, CARMEN TR	RESIDENTIAL
19509	FULL	5241029007	PEREIDA, THOMAS AND PAULINE	RESIDENTIAL
19510	FULL	5241029008	CUEVAS, FRANCISCA	RESIDENTIAL
19511	FULL	5241029009	VERA, MANUEL AND ELVIRA TRS	RESIDENTIAL
19512	FULL	5241029010	CARVAJAL, ALBERTO AND ALICIA E	RESIDENTIAL
19513	FULL	5241029011	LIMON, DANIEL G AND MARTHA A	RESIDENTIAL
19514	FULL	5241029012	O NEILL, MARTIN AND RAQUEL ET AL	RESIDENTIAL
19515	FULL	5241029013	JAURIGUI, ELEANOR L TR	RESIDENTIAL
19516	FULL	5241013018	LOS JARDINES LLC	BUSINESS
19517	PARTIAL	5241013019	LOS JARDINES LLC	BUSINESS
19518	FULL	5241013904	COMMUNITY DEV COMMISSION	RESIDENTIAL
19519	FULL	5241013001	PEREZ, LUCILLE F TR	RESIDENTIAL

LEGEND:
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK (xxxxx)
- MEDIUM RISK (xxxxx)
- LOW RISK (xxxxx)

CITY OF LOS ANGELES

CITY OF COMMERCE

SHEILA St
WASHINGTON Blvd
AYERS Ave
BEDESSEN Ave
LEONIS St
CONNOR Ave
I-710
SUNOL Dr
DUNHAM St
LOVETT St
TRIGGS St
TUTTLE St
UNION PACIFIC Av
MARIANNA Ave
I-5
TELEGRAPH Rd
AUGUSTA Ave
OLYMPIC Blvd
WILKINS Ave
EASTERN Ave
19490 19492 19501 19502 19496 19498 19500 19504 19506 19508 19510 19512 19514 19516 19518
19489 19491 19493 19494 19495 19497 19499 19503 19505 19507 19509 19511 19513 19515 19517 19519
SYDNEY Dr
S FORD Blvd
DUNCAN Ave
NOAKES St
DUNHAM St
McBRIDE Ave
TRIGGS St
McDONNELL Ave
ARIZONA Ave
NOBLE St
HEPWORTH Ave
RANSOM St
LEONIS St
ASTOR Ave
COUTS Ave
JILLSON St

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

I-5 INTERCHANGE

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7 / OPTION 1B

JULY 2016 SHEET 35 OF 39

DGN FILE => $$EDGEST
DATE PLOTTED => $$DATE
TIME PLOTTED => $$TIME

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- HIGH RISK
- MEDIUM RISK
- LOW RISK

CITY OF LOS ANGELES

CITY OF COMMERCE

DOWNEY Rd

BONNIE BEACH Pl

RECORD Ave

DENNISON St

OLYMPIC Blvd

BRANNICK Ave

AUGUSTA Ave

MARIANNA Ave

WILKINS Ave

I-710

S FORD Blvd

DUNCAN Ave

McBRIDE Ave

McDONNELL Ave

ARIZONA Ave

KERN Ave

UNION PACIFIC Ave

TELEGRAPH Rd

I-5

SUNOL Dr

BOSWELL Pl

TUTTLE St

TRIGGS St

EASTERN Ave

LOVETT St

20202

TABULATED DATA PRIVATE USE PARCEL

ID NO.	IMPACT	AIN	OWNER NAME	USE
20202	PARTIAL	5246003020	STERLING STORAGE LLC	BUSINESS
-	-	-	-	-

Appendix P-2

SCALE 1"=100'

I-710 EIR/EIS

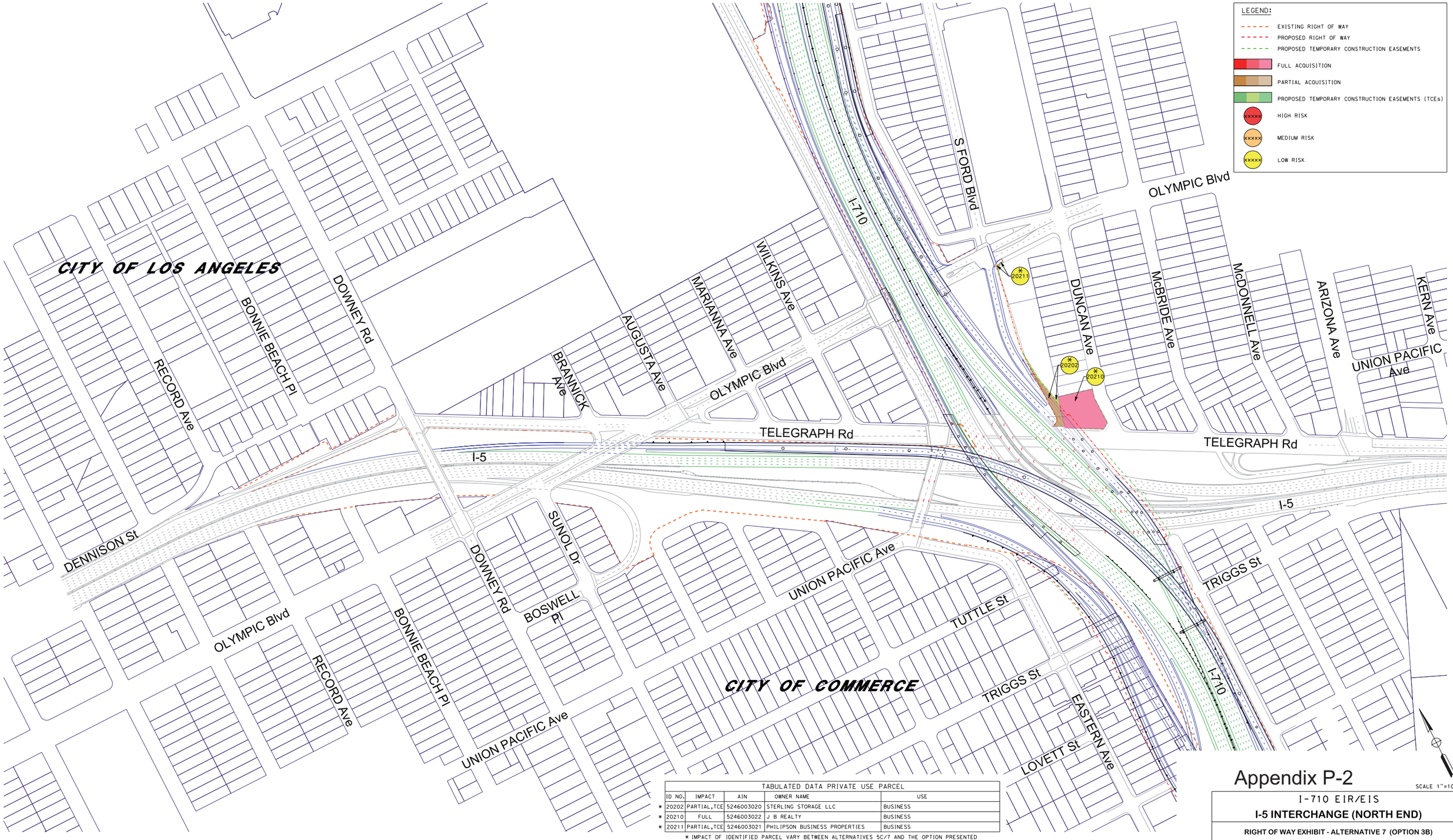
I-5 INTERCHANGE (NORTH END)

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 36 OF 39

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME



TABULATED DATA PRIVATE USE PARCEL					
ID NO.	IMPACT	AIN	OWNER NAME	USE	
* 20202	PARTIAL,TCE	5246003020	STERLING STORAGE LLC	BUSINESS	
* 20210	FULL	5246003022	J B REALTY	BUSINESS	
* 20211	PARTIAL,TCE	5246003021	PHILIPSON BUSINESS PROPERTIES	BUSINESS	

* IMPACT OF IDENTIFIED PARCEL VARY BETWEEN ALTERNATIVES 5C/7 AND THE OPTION PRESENTED

DGN FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

Appendix P-2

SCALE 1"=100'

I-710 EIR/EIS

I-5 INTERCHANGE (NORTH END)

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7 (OPTION 3B)

JULY 2016 SHEET 37 OF 39

TABULATED DATA PRIVATE USE PARCEL				
ID NO.	IMPACT	AIN	OWNER NAME	USE
20101	TCE	5236012035	EASTERN AVENUE ENTERPRISES	BUSINESS
20403	TCE	5236012025	DELACERDA, RAMON CO TR	RESIDENTIAL
20404	TCE	5236012024	DELACERDA, ISAAC AND ESPERANZA H	RESIDENTIAL
20405	TCE	5236013033	ALCARAZ, ROSALINDA	RESIDENTIAL
20406	TCE	5236013032	CAUDILLO, MARIA	RESIDENTIAL
20407	TCE	5236013031	ZAPATA, RAFAEL AND HERMELINDA	RESIDENTIAL

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- xxxxx HIGH RISK
- xxxxx MEDIUM RISK
- xxxxx LOW RISK

CITY OF LOS ANGELES

EASTERN Ave

WHITTIER Blvd

I-710

20101

HUBBARD St

6th St

5th St

EAGLE St

4th St

GRATIAN St

3rd St

2nd St

20403 20404 20405 20406 20407

SYDNEY Dr

BURGER Ave

HUMPHREYS Ave

S FORD Blvd

VERONA St

WHITTIER Blvd

DUNCAN Ave

HUBBARD St

6th St

5th St

EAGLE St

4th St

BETTY Ave

I-710

HUMPHREYS Ave

S FORD Blvd

McBRIDE Ave

McDONNELL Ave

3rd St

2nd St

CITY OF LOS ANGELES

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

I-5 TO SR-60

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7

JULY 2016 SHEET 38 OF 39

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

DGN FILE => $REQUEST

TABULATED DATA PRIVATE USE PARCEL					
	ID NO.	IMPACT	AIN	OWNER NAME	USE
*	20101	FULL	5236012035	EASTERN AVENUE ENTERPRISES	BUSINESS
*	20108	PARTIAL,TCE	5236012906	L A COUNTY CONSOLIDATED FIRE	PUBLIC
*	20109	FULL	5236012029	RUSSELL L AND LINDA K FOX FAMILY	BUSINESS
*	20403	FULL	5236012025	DELACERDA, RAMON CO TR	RESIDENTIAL
*	20404	FULL	5236012024	DELACERDA, ISAAC AND ESPERANZA H	RESIDENTIAL
*	20405	FULL	5236013033	ALCARAZ, ROSALINDA	RESIDENTIAL
*	20406	FULL	5236013032	CAUDILLO, MARIA	RESIDENTIAL
*	20407	FULL	5236013031	ZAPATA, RAFAEL AND HERMELINDA	RESIDENTIAL
*	20412	FULL	5236012014	MARTINEZ, ANDRES AND CRISTINA	RESIDENTIAL
*	20413	FULL	5236012015	FOX, RUSSELL AND LINDA K	RESIDENTIAL
*	20414	FULL	5236012016	-	RESIDENTIAL
*	20415	FULL	5236013030	VILLARRUEL, CLAUDIA	RESIDENTIAL
*	20416	FULL	5236013029	AGRON, MICHAEL S	RESIDENTIAL
*	20417	FULL	5236023067	GONZALEZ, FERMIN AND ALITA H	RESIDENTIAL
*	20418	FULL	5236023066	GARCIA, JOSE TR	RESIDENTIAL
*	20419	TCE	5236023065	RODRIGUEZ, ISABEL L	RESIDENTIAL
*	20420	TCE	5236023064	YBARRA, MODESTA AND	RESIDENTIAL
*	20421	TCE	5236023063	LARES, ADOLFO AND ROSARIO	RESIDENTIAL
*	20422	TCE	5236023062	ALVAREZ, MARTIN AND	RESIDENTIAL

* IMPACT OF IDENTIFIED PARCEL VARY BETWEEN ALTERNATIVES 5C/7 AND THE OPTION PRESENTED

LEGEND:
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS
- FULL ACQUISITION
- PARTIAL ACQUISITION
- PROPOSED TEMPORARY CONSTRUCTION EASEMENTS (TCEs)
- XXXXX HIGH RISK
- XXXXX MEDIUM RISK
- XXXXX LOW RISK

CITY OF LOS ANGELES

CITY OF LOS ANGELES

WHITTIER Blvd
EASTERN Ave
I-710
HUBBARD St
SYDNEY Dr
6th St
5th St
EAGLE St
4th St
GRATIAN St
3rd St
2nd St
HUMPHREYS Ave
BURGER Ave
S FORD Blvd
VERONA St
DUNCAN Ave
BETTY Ave
McBRIDE Ave
McDONNELL Ave

20101 20108 20109 20412 20413 20414 20403 20404 20405 20406 20407 20415 20416 20417 20418 20419 20420 20421 20422

SCALE 1"=100'

Appendix P-2

I-710 EIR/EIS

I-5 TO SR-60

RIGHT OF WAY EXHIBIT - ALTERNATIVE 7 (OPTION 3B)

JULY 2016 SHEET 39 OF 39

DATE PLOTTED => &DATE
TIME PLOTTED => &TIME
DGN FILE => &REQUEST

Appendix Q AIR QUALITY/HEALTH RISK ASSESSMENT MAPS

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Legend

— Freeways of Interest

Area of Interest

Incremental Emissions (lbs/day)

$PM_{2.5}$	PM_{10}
≤ -55	≤ -150
>-55 to ≤-1	>-150 to ≤-1
<-1 to <1	<-1 to <1
≥1 to <55	≥1 to <150
≥ 55	≥ 150

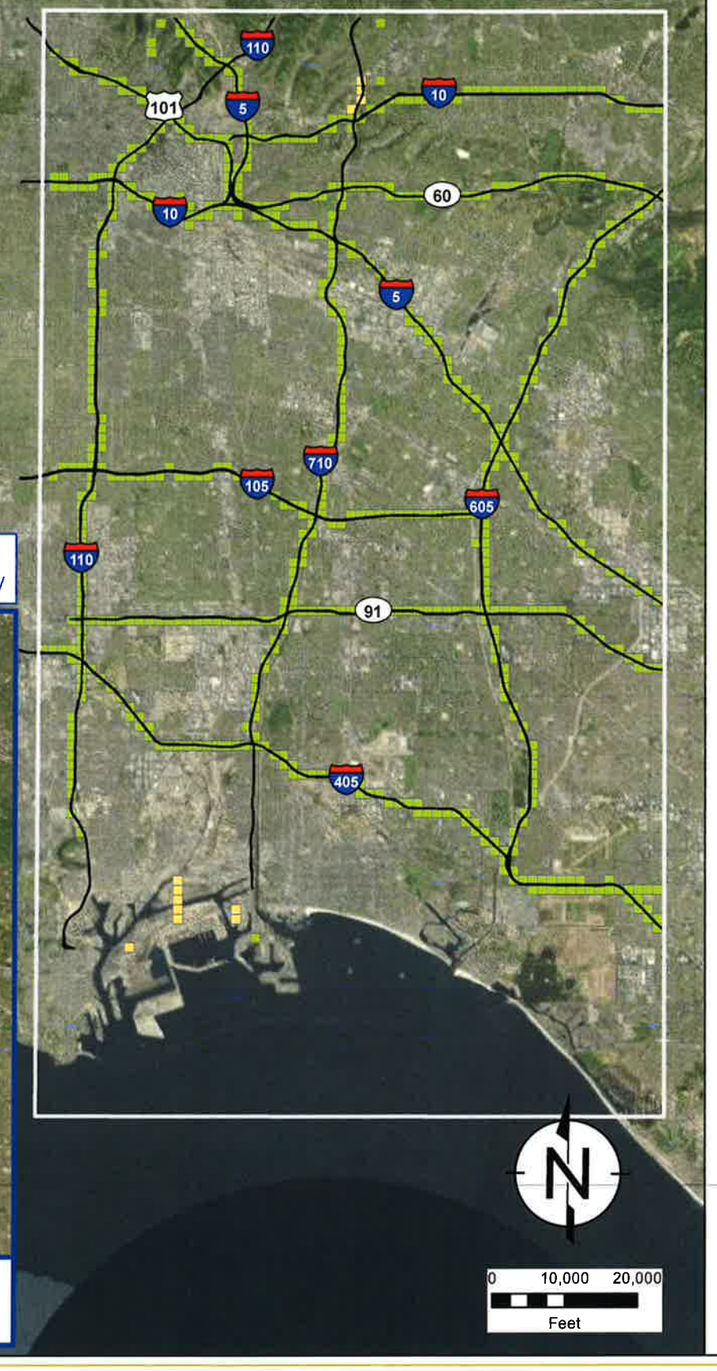
Notes
1. $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
2. PM_{10} = particulate matter less than 10 microns in diameter
3. Grid cells are 0.25 miles by 0.25 miles.
4. Total PM_{10} and $PM_{2.5}$ emissions include exhaust, tire wear, brake wear, and entrained dust emissions.
5. Aerial source: ArcGIS Online ESRI Imagery.

Minimum: -8.12 pounds per day
Maximum: 6.01 pounds per day

Minimum: -7.60 pounds per day
Maximum: 27.95 pounds per day



Comparison of
2035 Alternative 1 to 2012 Baseline
Total PM_{10} Emissions



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Path: P:\Hi\710 South\RDEIR-SDEIS\Report\Figures\Figure 4-1a_Not Rounded_SR_Tunnel_Comparison of 2035 Alternative 1 to 2012 Baselin TotalPM.mxd

RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

Comparison of
2035 Alternative 1 to 2012 Baseline
Total $PM_{2.5}$ Emissions

Figure
4-1a

PROJECT: 05-18574E4

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Legend

— Freeways of Interest

Area of Interest

Incremental Emissions (lbs/day)

$PM_{2.5}$	PM_{10}
≤ -55	≤ -150
>-55 to ≤-1	>-150 to ≤-1
<-1 to <1	<-1 to <1
≥1 to <55	≥1 to <150
≥ 55	≥ 150

Notes
1. $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
2. PM_{10} = particulate matter less than 10 microns in diameter
3. Grid cells are 0.25 miles by 0.25 miles.
4. Total PM_{10} and $PM_{2.5}$ emissions include exhaust, tire wear, brake wear, and entrained dust emissions.
5. Aerial source: ArcGIS Online ESRI Imagery.

Minimum: -8.02 pounds per day
Maximum: 5.90 pounds per day

Minimum: -7.60 pounds per day
Maximum: 27.40 pounds per day

Comparison of
2035 Alternative 5C to 2012 Baseline
Total PM_{10} Emissions

Minimum: -0.87 pounds per day
Maximum: 1.37 pounds per day

Minimum: -4.93 pounds per day
Maximum: 7.28 pounds per day

Comparison of
2035 Alternative 5C to 2035 Alternative 1
Total PM_{10} Emissions

0 10,000 20,000
Feet

Path: P:\I\I710 South\RDEIR-SDEIS\Report\Figures\Figure 4-1b_Not Rounded_SR_Tunnel_Comparison of the 2035 Alternative 5c to 2012 Baseline and 2035 Alternative 1 TotalPM.mxd

RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

Comparison of
2035 Alternative 5C to 2012 Baseline
Total $PM_{2.5}$ Emissions

Comparison of
2035 Alternative 5C to 2035 Alternative 1
Total $PM_{2.5}$ Emissions

Figure
4-1b

PROJECT: 05-18574I

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Legend

— Freeways of Interest

Area of Interest

Incremental Emissions (lbs/day)

$PM_{2.5}$	PM_{10}
≤ -55	≤ -150
>-55 to ≤-1	>-150 to ≤-1
<-1 to <1	<-1 to <1
≥1 to <55	≥1 to <150
≥ 55	≥ 150

Notes
1. $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
2. PM_{10} = particulate matter less than 10 microns in diameter
3. Grid cells are 0.25 miles by 0.25 miles.
4. Total PM_{10} and $PM_{2.5}$ emissions include exhaust, tire wear, brake wear, and entrained dust emissions.
5. Aerial source: ArcGIS Online ESRI Imagery.

Minimum: -7.91 pounds per day
Maximum: 6.02 pounds per day

Minimum: -7.60 pounds per day
Maximum: 28.06 pounds per day

Comparison of
2035 Alternative 7 to 2012 Baseline
Total PM_{10} Emissions

Minimum: -0.80 pounds per day
Maximum: 2.83 pounds per day

Minimum: -4.48 pounds per day
Maximum: 14.74 pounds per day

Comparison of
2035 Alternative 7 to 2035 Alternative 1
Total PM_{10} Emissions

0 10,000 20,000
Feet

Path: P:\IW710 SouthRDEIR-SDEIS\Report\Figures\Figure 4-1c_Not Rounded_SR_Tunnel_Comparison of the 2035 Alternative 7 to 2012 Baseline and 2035 Alternative 1 TotalPM.mxd

RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

Comparison of
2035 Alternative 7 to 2012 Baseline
Total $PM_{2.5}$ Emissions

Comparison of
2035 Alternative 7 to 2035 Alternative 1
Total $PM_{2.5}$ Emissions

Figure
4-1c

PROJECT: 05-18574I

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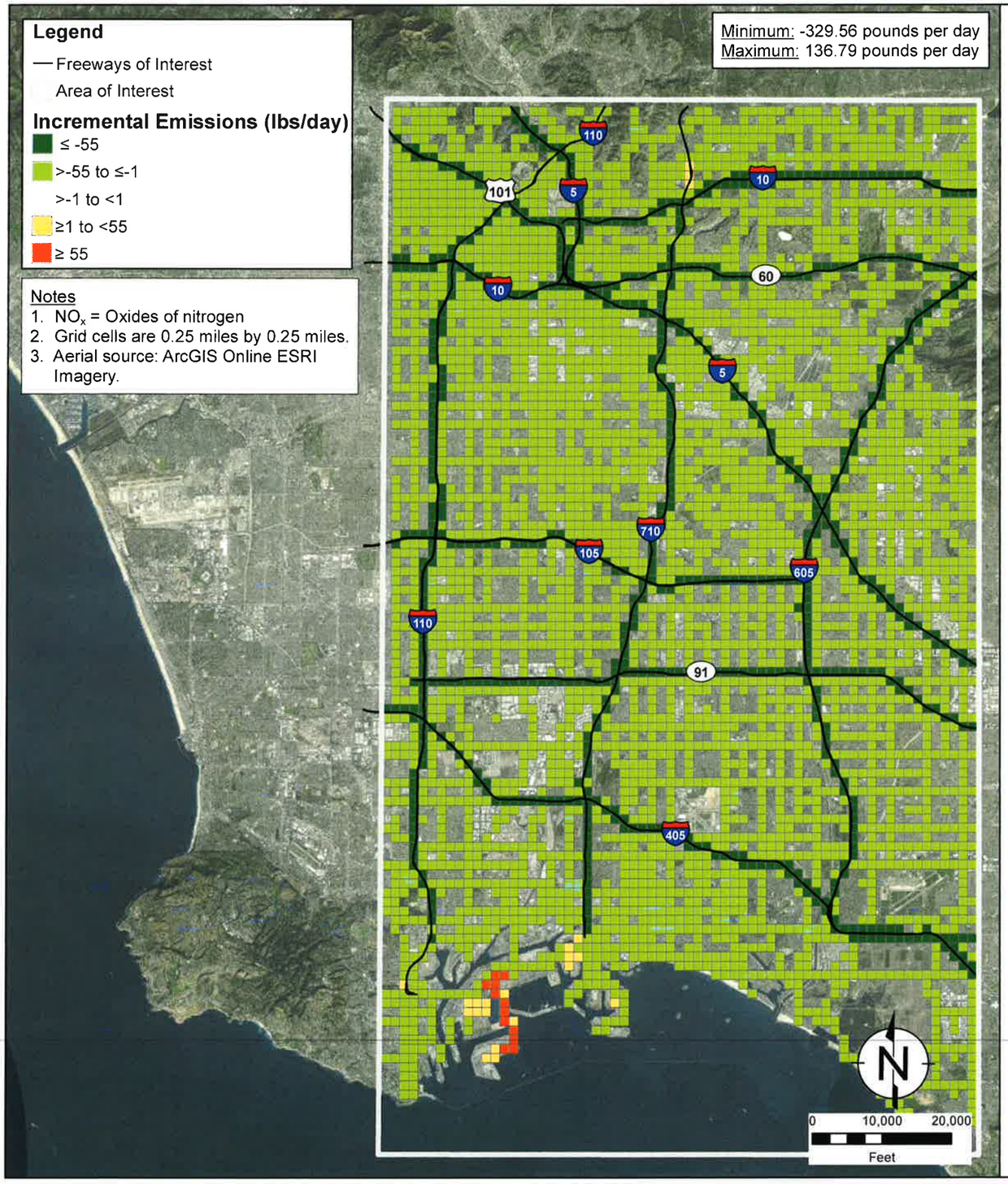

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RAMBOLL ENVIRON DRAFTED BY: KMY | Date: 7/29/2016	Comparison of 2035 Alternative 1 to 2012 Baseline NO_x Emissions		Figure 4-2a PROJECT: 05-18574I

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Legend

— Freeways of Interest

Area of Interest

Incremental Emissions (lbs/day)

- ≤ -55
- >-55 to ≤-1
- >-1 to <1
- ≥1 to <55
- ≥ 55

Notes

1. NO_x = Oxides of nitrogen
2. Grid cells are 0.25 miles by 0.25 miles.
3. Aerial Source: ArcGIS Online ESRI Imagery.

Minimum: -329.52 pounds per day
Maximum: 130.57 pounds per day

Minimum: -28.84 pounds per day
Maximum: 19.19 pounds per day

0 10,000 20,000
Feet

Path: P:\I\710 South\RDEIR-SDEIS\Report\Figures\Figure 4-2b_Not Rounded_SR_Tunnel_Comparison of 2035 Alternative 5c to 2012 Baseline and 2035 Alternative 1 NOx Emissions.mxd

RAMBOLL ENVIRON DRAFTED BY: KMY Date: 7/29/2016	Comparison of 2035 Alternative 5C to 2012 Baseline NO_x Emissions	Comparison of 2035 Alternative 5C to 2035 Alternative 1 NO_x Emissions	Figure 4-2b PROJECT: 05-18574I

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Legend

— Freeways of Interest

Area of Interest

Incremental Emissions (lbs/day)

- ≤ -55
- >-55 to ≤-1
- >-1 to <1
- ≥1 to <55
- ≥ 55

Notes

1. NO_x = Oxides of nitrogen
2. Grid cells are 0.25 miles by 0.25 miles.
3. Aerial Source: ArcGIS Online ESRI Imagery.

Minimum: -343.27 pounds per day
Maximum: 92.66 pounds per day

Minimum: -50.69 pounds per day
Maximum: 13.98 pounds per day

0 10,000 20,000
Feet

Path: P:\IM710 South\RDEIR-SDEIS\Report\Figures\Figure 4-2c_Not Rounded_SR_Tunnel_Comparison of 2035 Alternative 7 to 2012 Baseline and 2035 Alternative 1 NOx Emissions.mxd

RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

Comparison of
2035 Alternative 7 to 2012 Baseline
NO_x Emissions

Comparison of
2035 Alternative 7 to 2035 Alternative 1
NO_x Emissions

Figure
4c

PROJECT: 05-18574I

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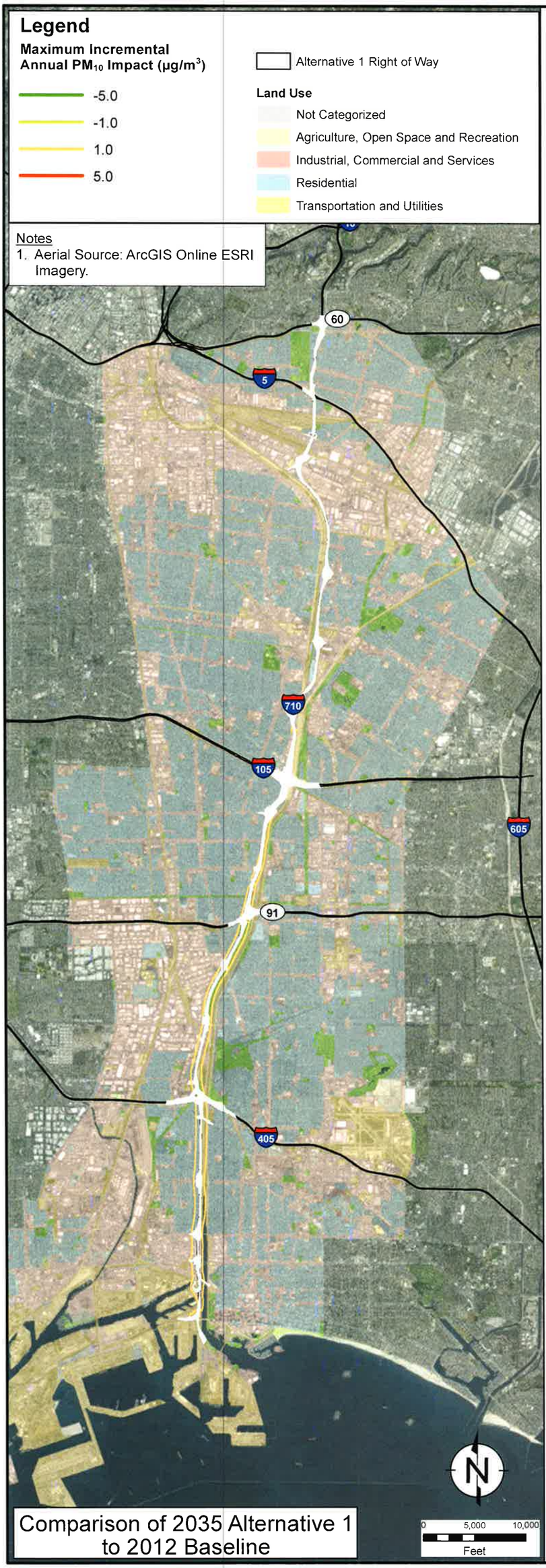

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RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 8/1/2016

2035 Alternative 1 Incremental Annual Average PM_{10} Impacts

Figure 4-3a

PROJECT: 05-18574I

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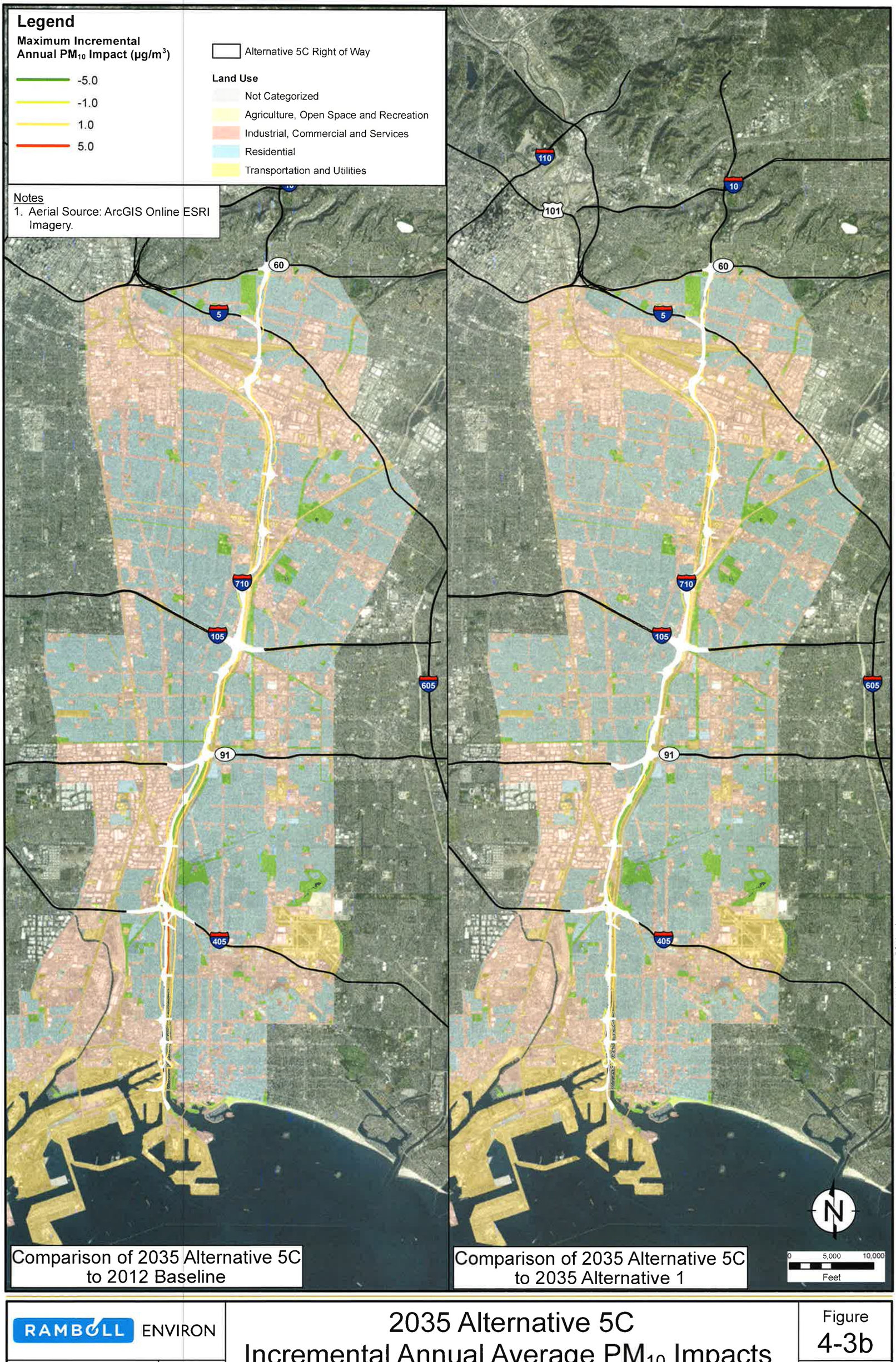

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RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 8/1/2016

2035 Alternative 5C Incremental Annual Average PM_{10} Impacts

Figure 4-3b

PROJECT: 05-185741

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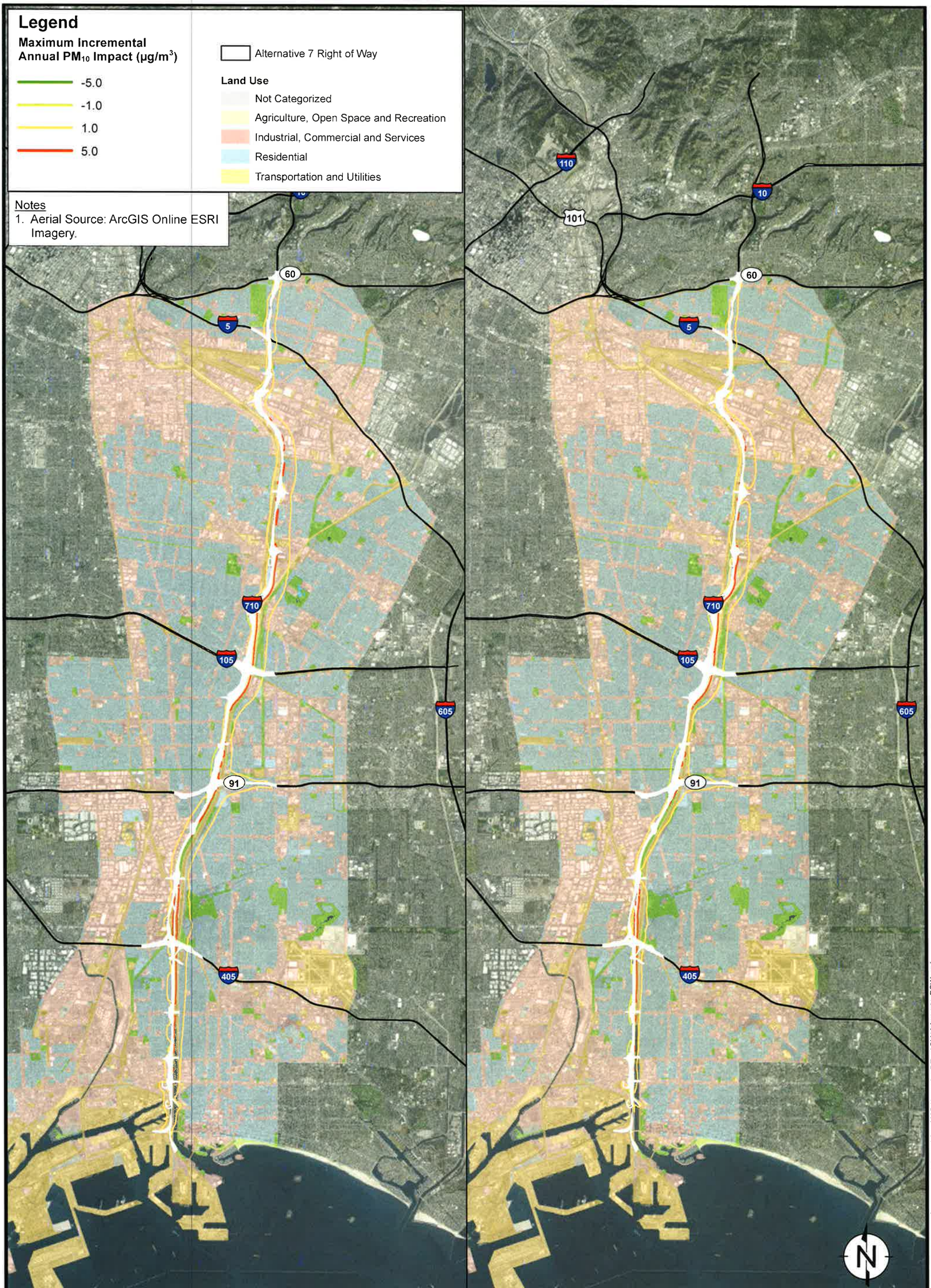

Path: Z:\01_Projects\I710 RDEIR SDEIS\Main Report\Figure 4-3c - 2035 Alternative 7 Total PM10 Impacts_ROW.mxd

RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 8/1/2016

2035 Alternative 7 Incremental Annual Average PM_{10} Impacts

Figure 4-3c

PROJECT: 05-18574I

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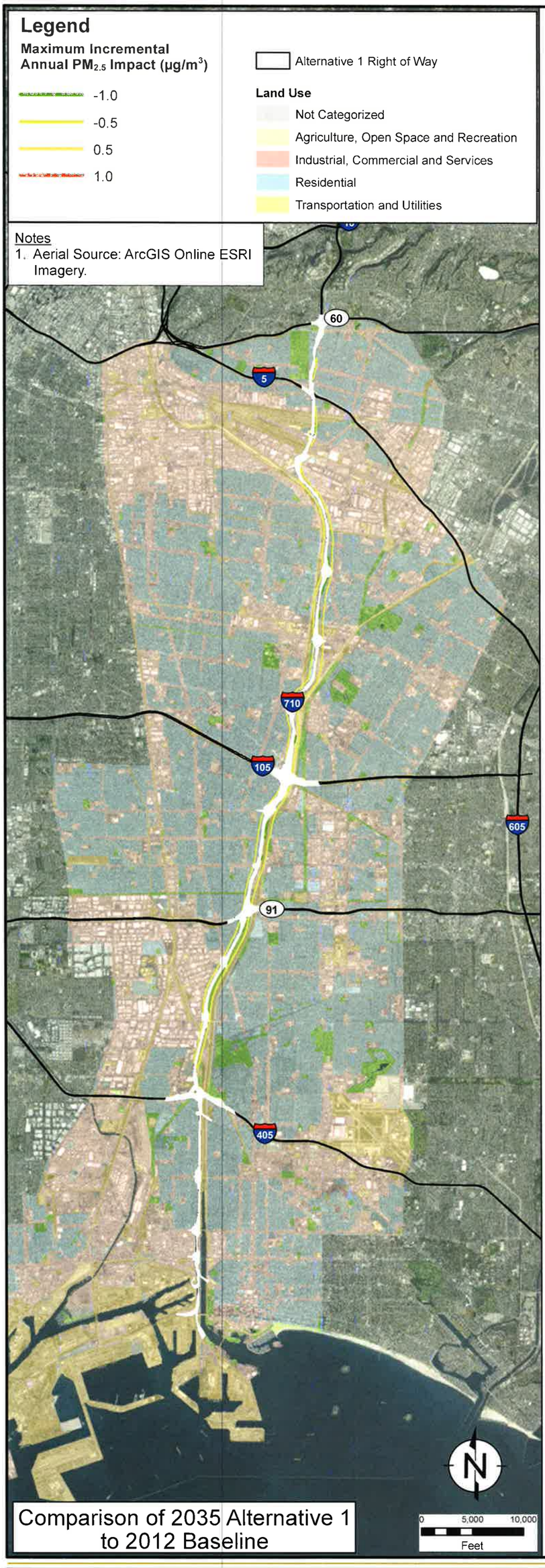

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RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 8/1/2016

2035 Alternative 1 Incremental Annual Average $PM_{2.5}$ Impacts

Figure 4-3d

PROJECT: 05-18574I

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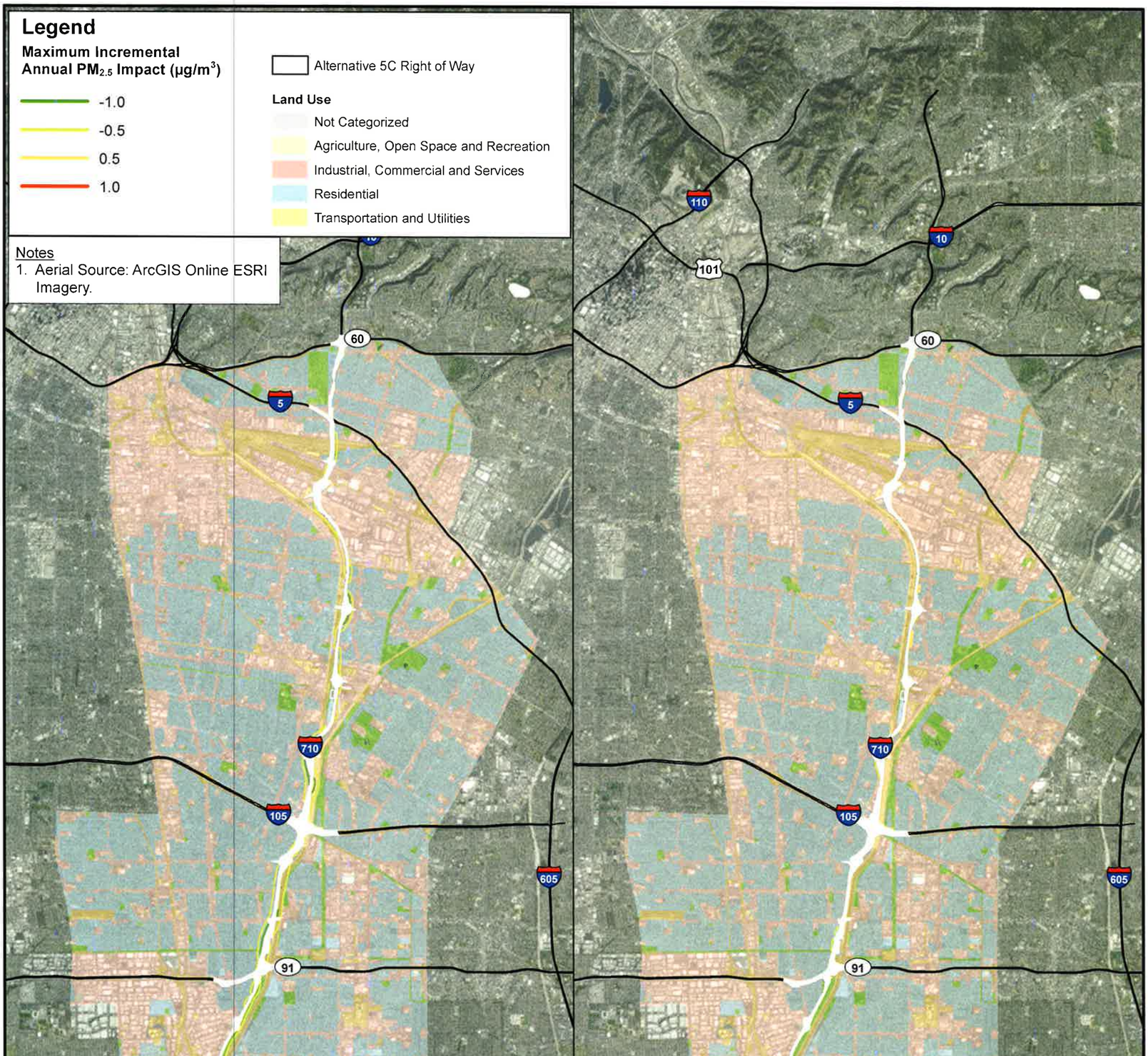

RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 8/1/2016

2035 Alternative 5C Incremental Annual Average $PM_{2.5}$ Impacts

Figure 4-3e

PROJECT: 05-18574I

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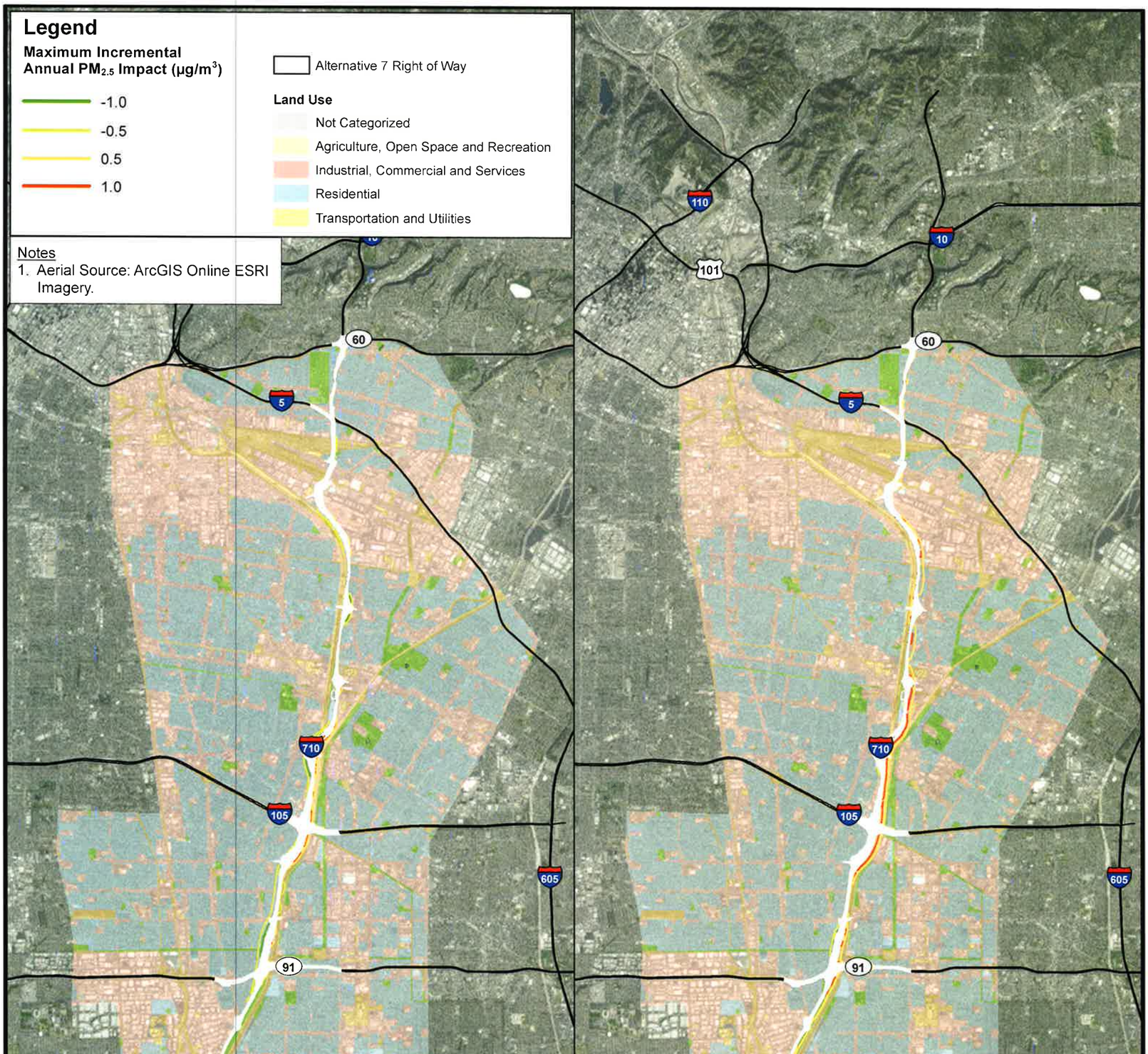

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RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 8/1/2016

2035 Alternative 7 Incremental Annual Average $PM_{2.5}$ Impacts

Figure 4-3f

PROJECT: 05-18574I

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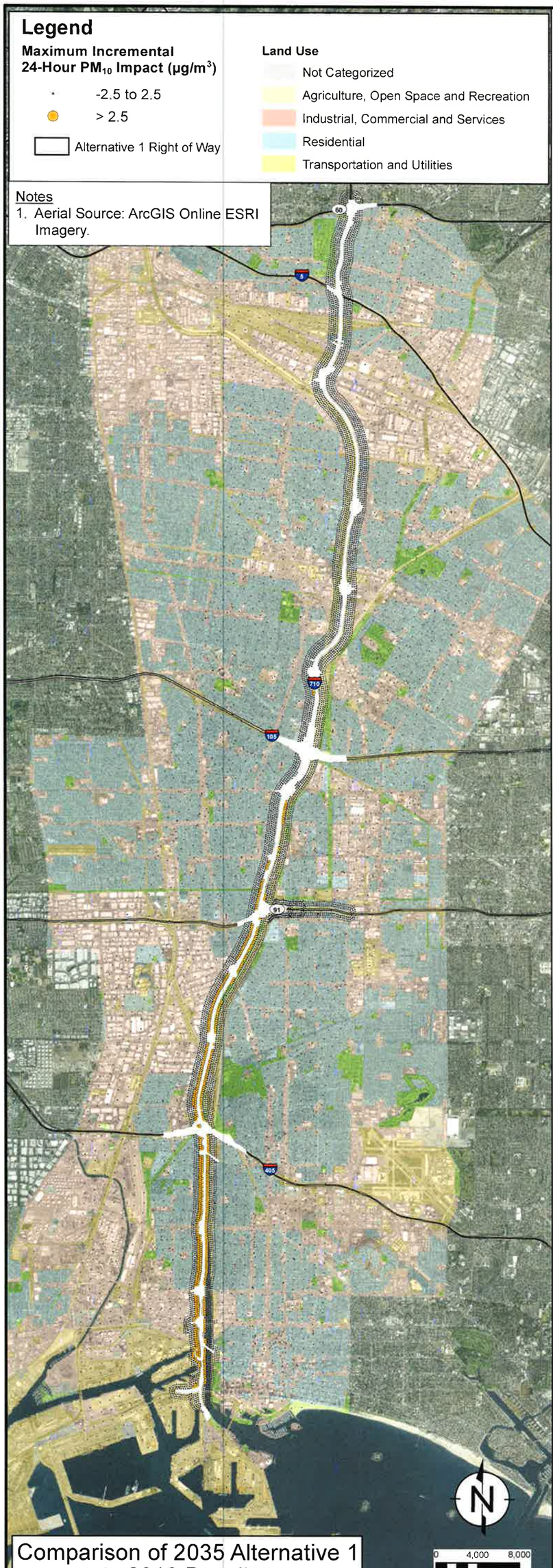

Comparison of 2035 Alternative 1 to 2012 Baseline

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RAMBOLL ENVIRON

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2035 Alternative 1 Maximum Incremental 24-Hour PM_{10} Impacts

Figure 4-4a

PROJECT: 05-18574I

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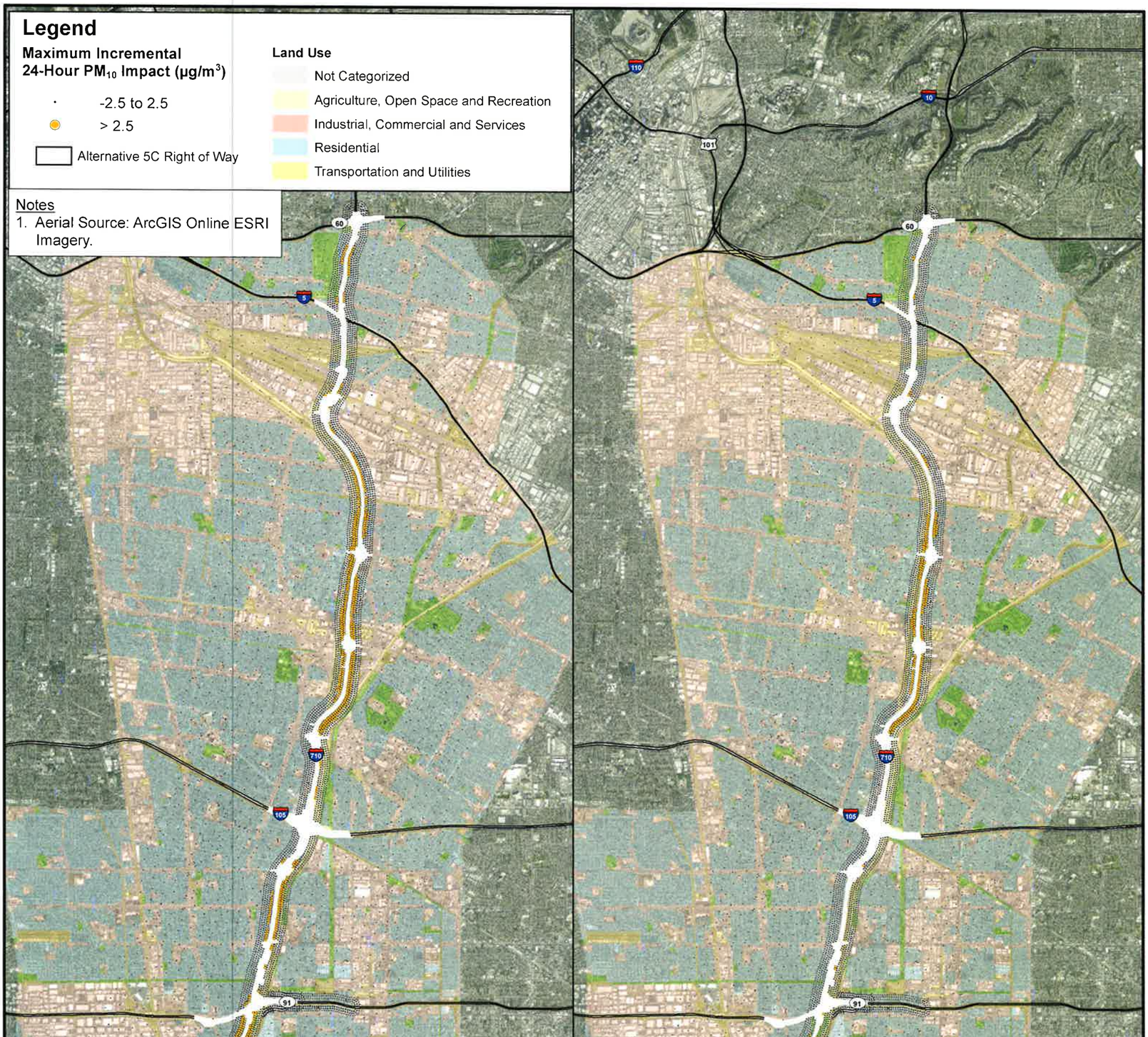

RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

2035 Alternative 5C Maximum Incremental 24-Hour PM_{10} Impacts

Figure 4-4b

PROJECT: 05-185741

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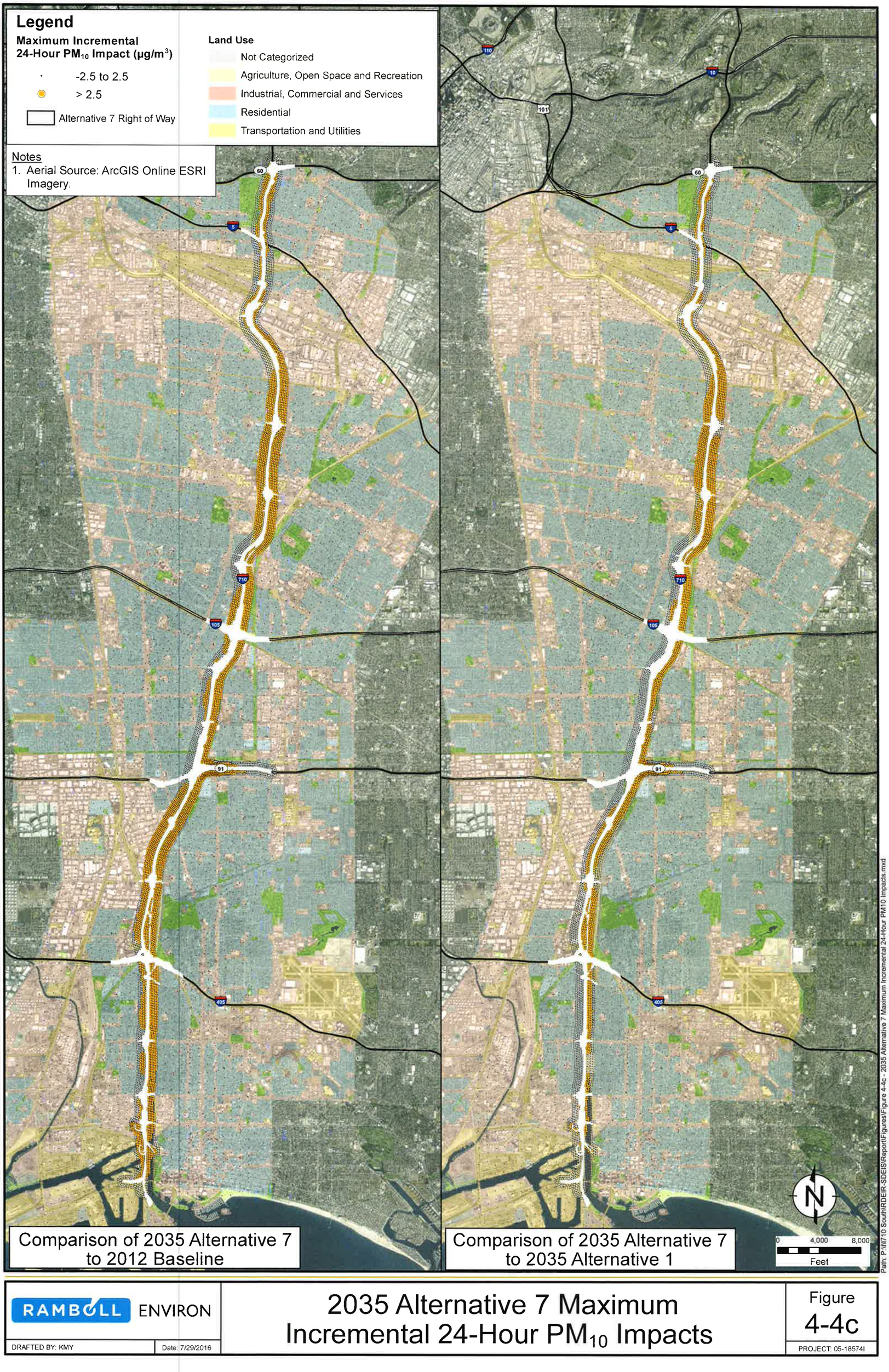

RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

2035 Alternative 7 Maximum Incremental 24-Hour PM_{10} Impacts

Figure 4-4c

PROJECT: 05-18574I

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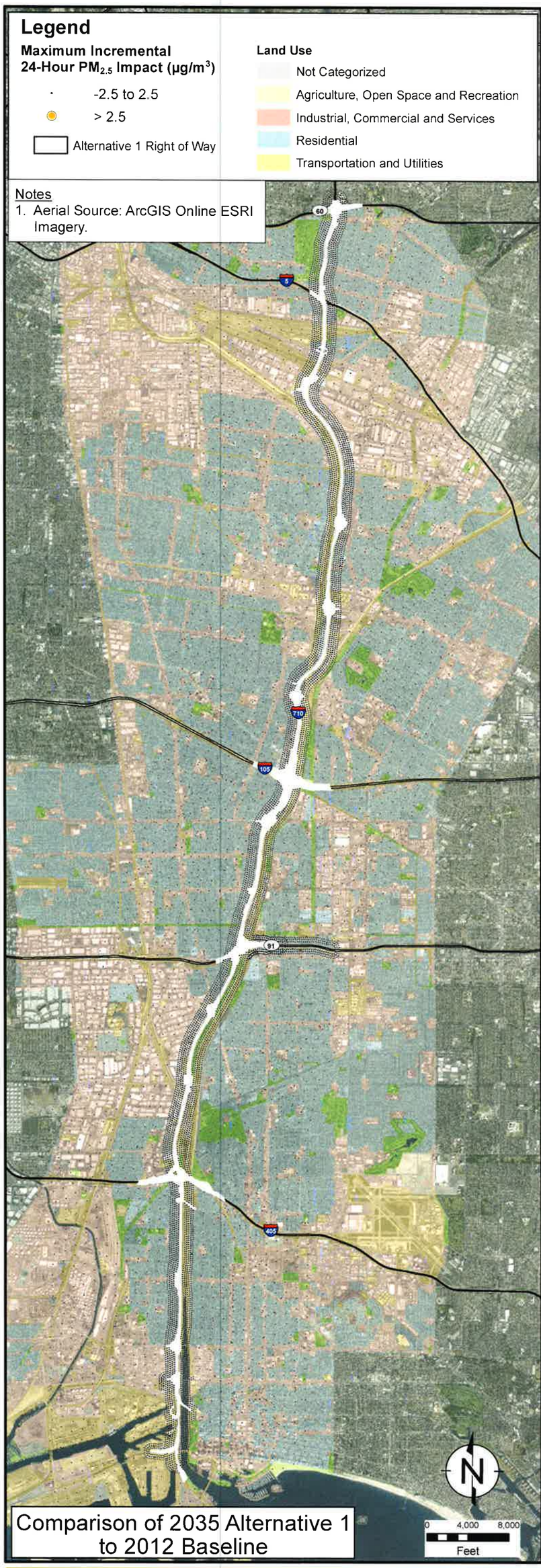

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RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

2035 Alternative 1 Maximum Incremental 24-Hour $PM_{2.5}$ Impacts

Figure 4-4d

PROJECT: 05-18574I

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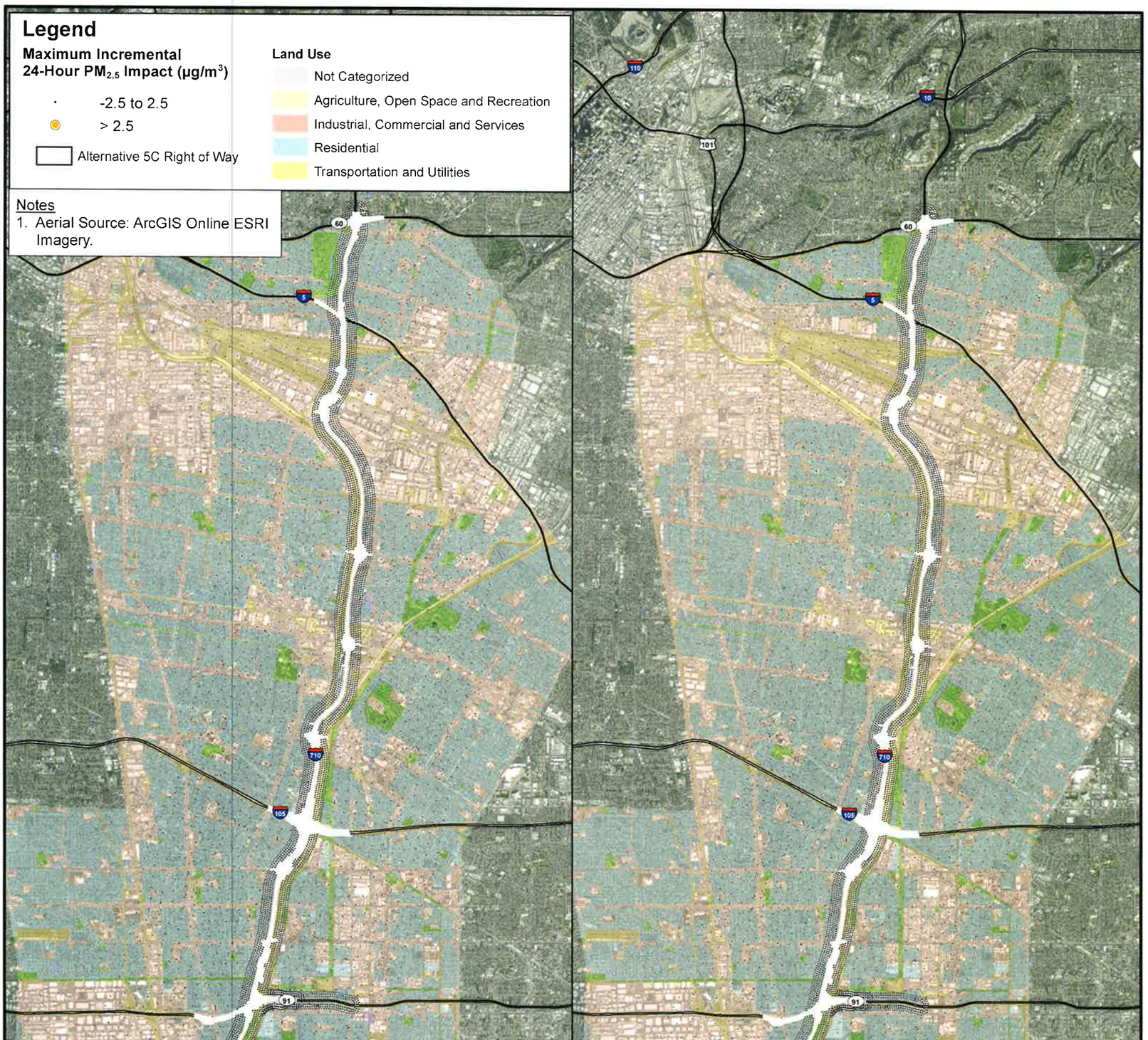

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RAMBOLL ENVIRON

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2035 Alternative 5C Maximum Incremental 24-Hour $PM_{2.5}$ Impacts

Figure 4-4e

PROJECT: 05-18574I

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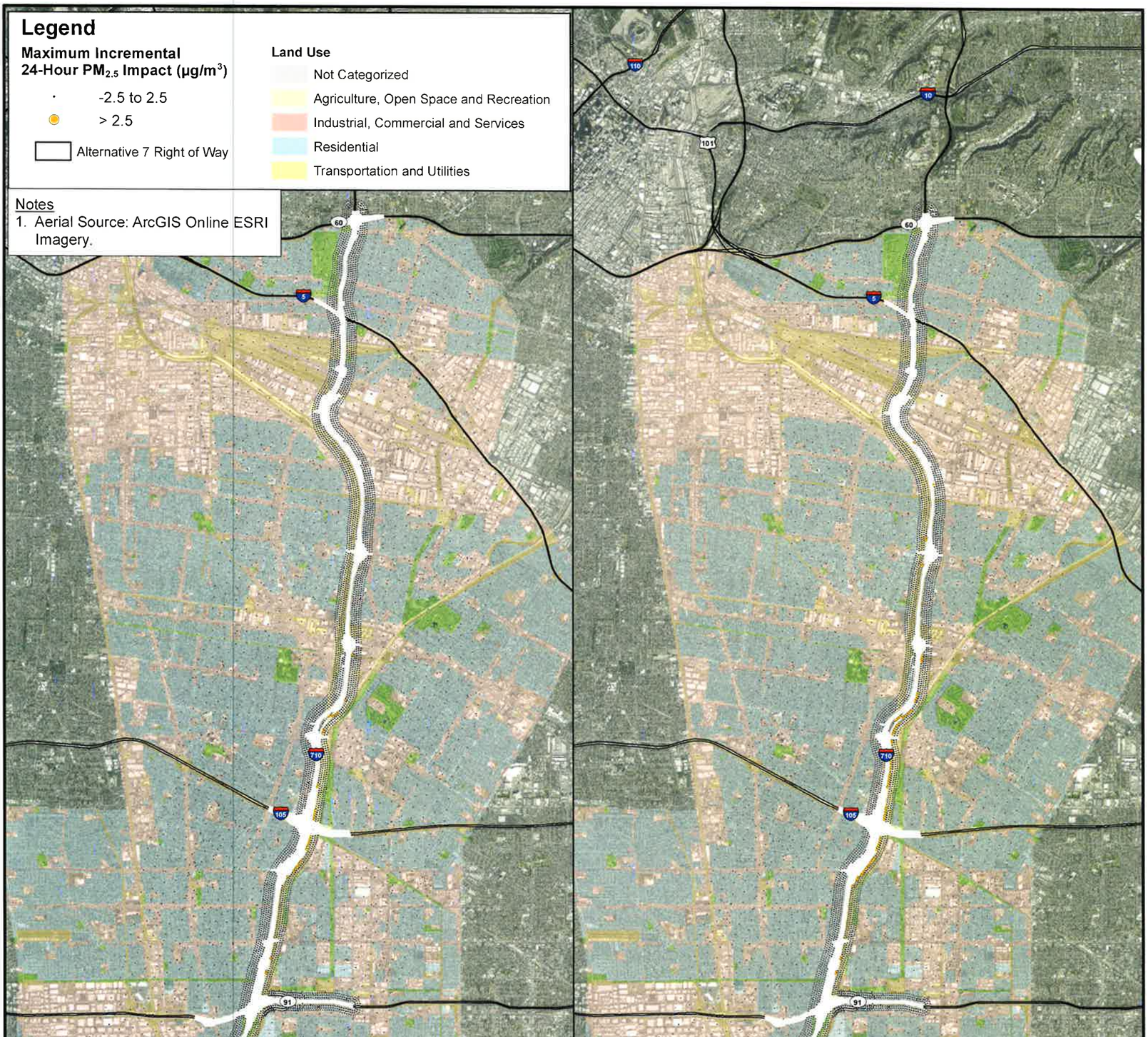

RAMBOLL ENVIRON

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2035 Alternative 7 Maximum Incremental 24-Hour $PM_{2.5}$ Impacts

Figure 4-4f

PROJECT: 05-18574I

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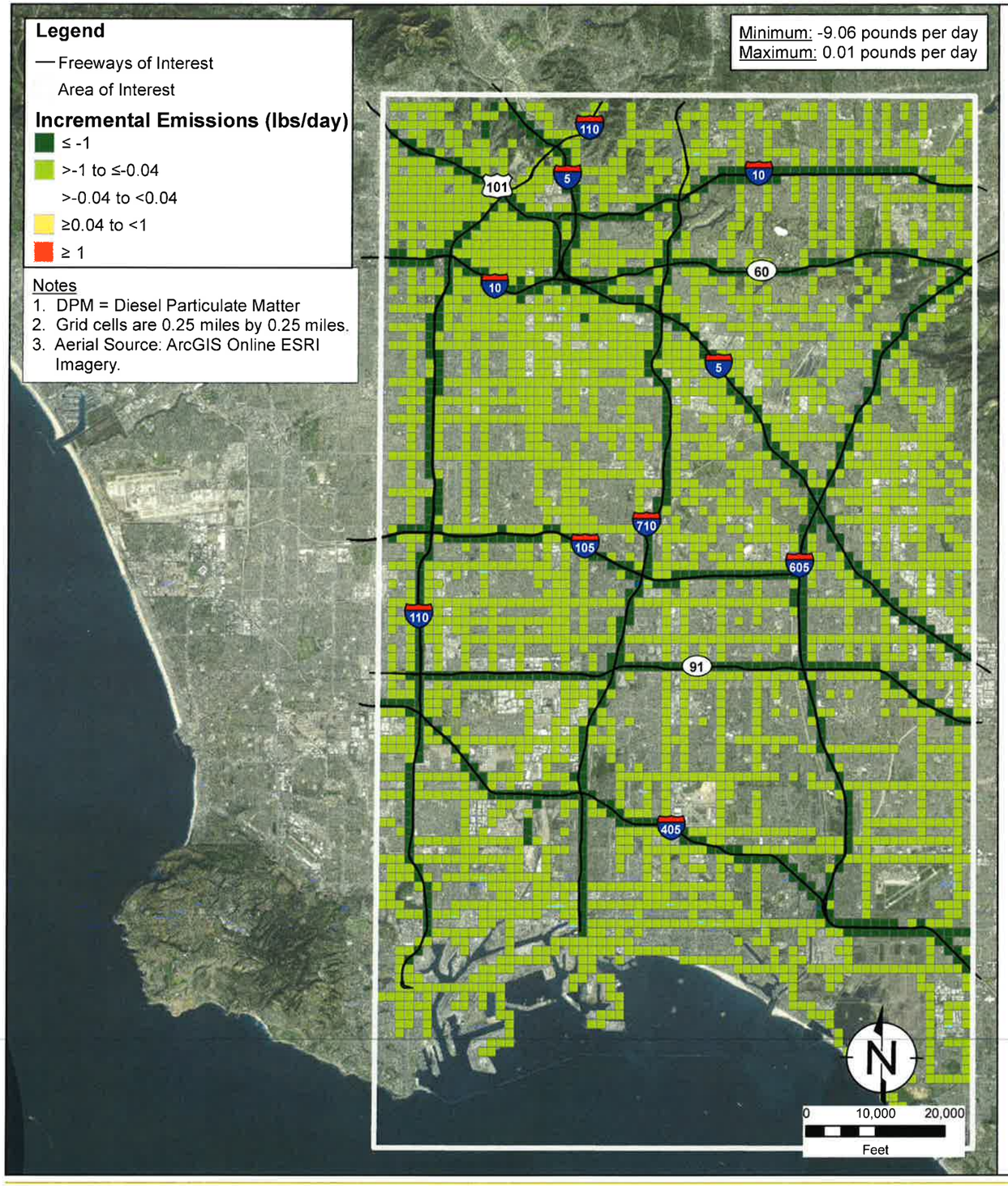

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RAMBOLL ENVIRON	Comparison of 2035 Alternative 1 to 2012 Baseline DPM Emissions		Figure 4-5a
DRAFTED BY: KMY / Date: 7/29/2016			PROJECT: 05-18574I

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Legend

— Freeways of Interest

Area of Interest

Incremental Emissions (lbs/day)

- ≤ -1
- >-1 to ≤-0.04
- >-0.04 to <0.04
- ≥0.04 to <1
- ≥ 1

Notes

1. DPM = Diesel Particulate Matter
2. Grid cells are 0.25 miles by 0.25 miles.
3. Aerial Source: ArcGIS Online ESRI Imagery.

Minimum: -9.06 pounds per day
Maximum: 0.02 pounds per day

Minimum: -0.06 pounds per day
Maximum: 0.03 pounds per day

0 10,000 20,000
Feet

Path: P:\ll\710 South\RDEIR-SDEIS\Report\Figures\Figure 4-5b_Not Rounded_SR_Tunnel_Comparison of 2035 Alternative 5c to 2012 Baseline and 2035 Alternative 1 DPM Emissions.mxd

RAMBOLL ENVIRON DRAFTED BY: KMY Date: 7/29/2016	Comparison of 2035 Alternative 5C to 2012 Baseline DPM Emissions	Comparison of 2035 Alternative 5C to 2035 Alternative 1 DPM Emissions	Figure 4-5b PROJECT: 05-18574I

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Legend

— Freeways of Interest

Area of Interest

Incremental Emissions (lbs/day)

- ≤ -1
- >-1 to ≤-0.04
- >-0.04 to <0.04
- ≥0.04 to <1
- ≥ 1

Notes

1. DPM = Diesel Particulate Matter
2. Grid cells are 0.25 miles by 0.25 miles.
3. Aerial Source: ArcGIS Online ESRI Imagery.

Minimum: -9.12 pounds per day
Maximum: 0.01 pounds per day

Minimum: -0.13 pounds per day
Maximum: 0.01 pounds per day

0 10,000 20,000
Feet

Path: P:\IU\710 South\RDEIR-SDEIS\Report\Figures\Figure 4-5c_Not Rounded_SR_Tunnel_Comparison of 2035 Alternative 7 to 2012 Baseline and 2035 Alternative 1 DPM Emissions.mxd

RAMBOLL ENVIRON	Comparison of 2035 Alternative 7 to 2012 Baseline DPM Emissions	Comparison of 2035 Alternative 7 to 2035 Alternative 1 DPM Emissions	Figure 4-5c
DRAFTED BY: KMY Date: 7/29/2016			PROJECT: 05-18574I

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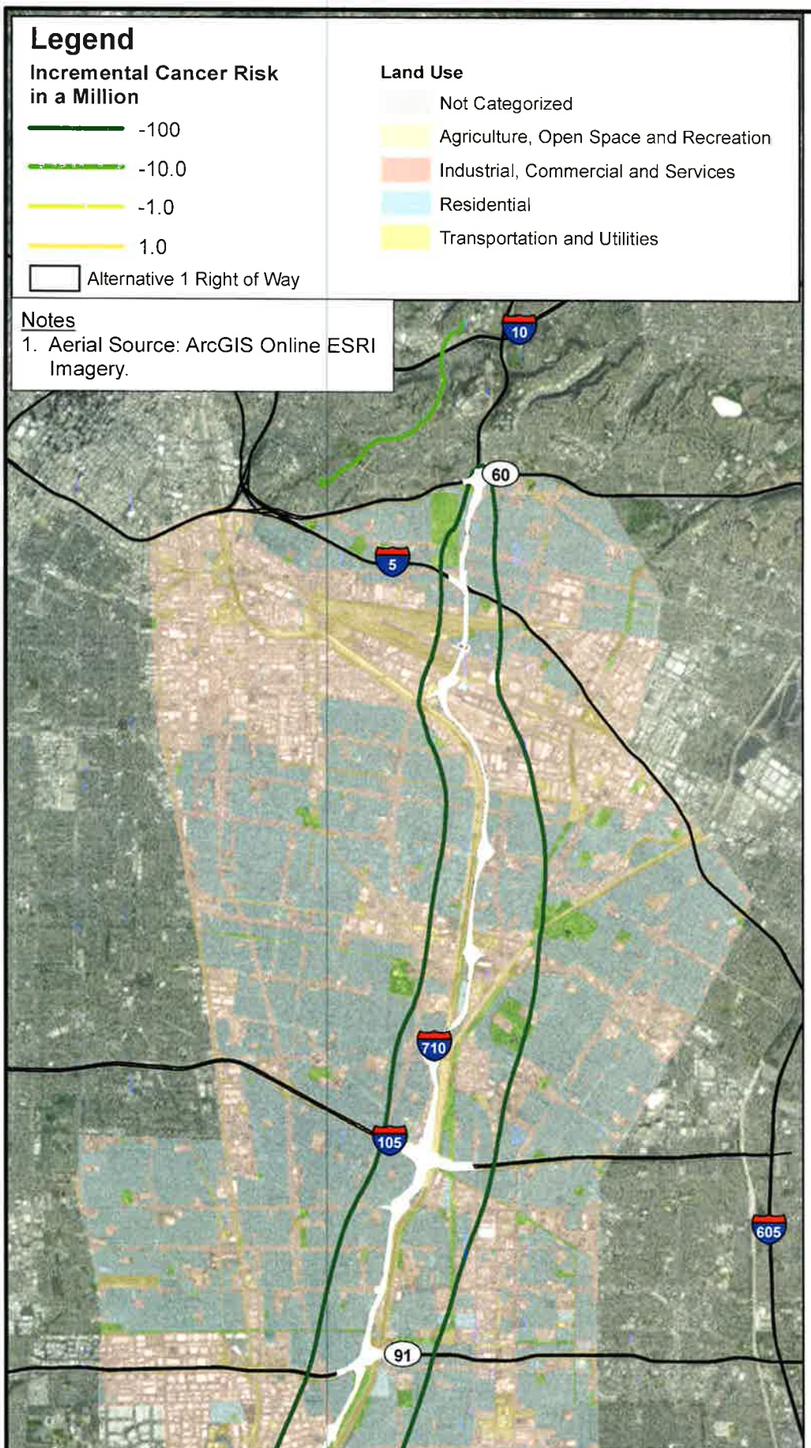

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RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

2035 Alternative 1 Incremental Cancer Risk in a Million (Residential Exposure Scenario)

Figure 4-6a

PROJECT: 05-185741

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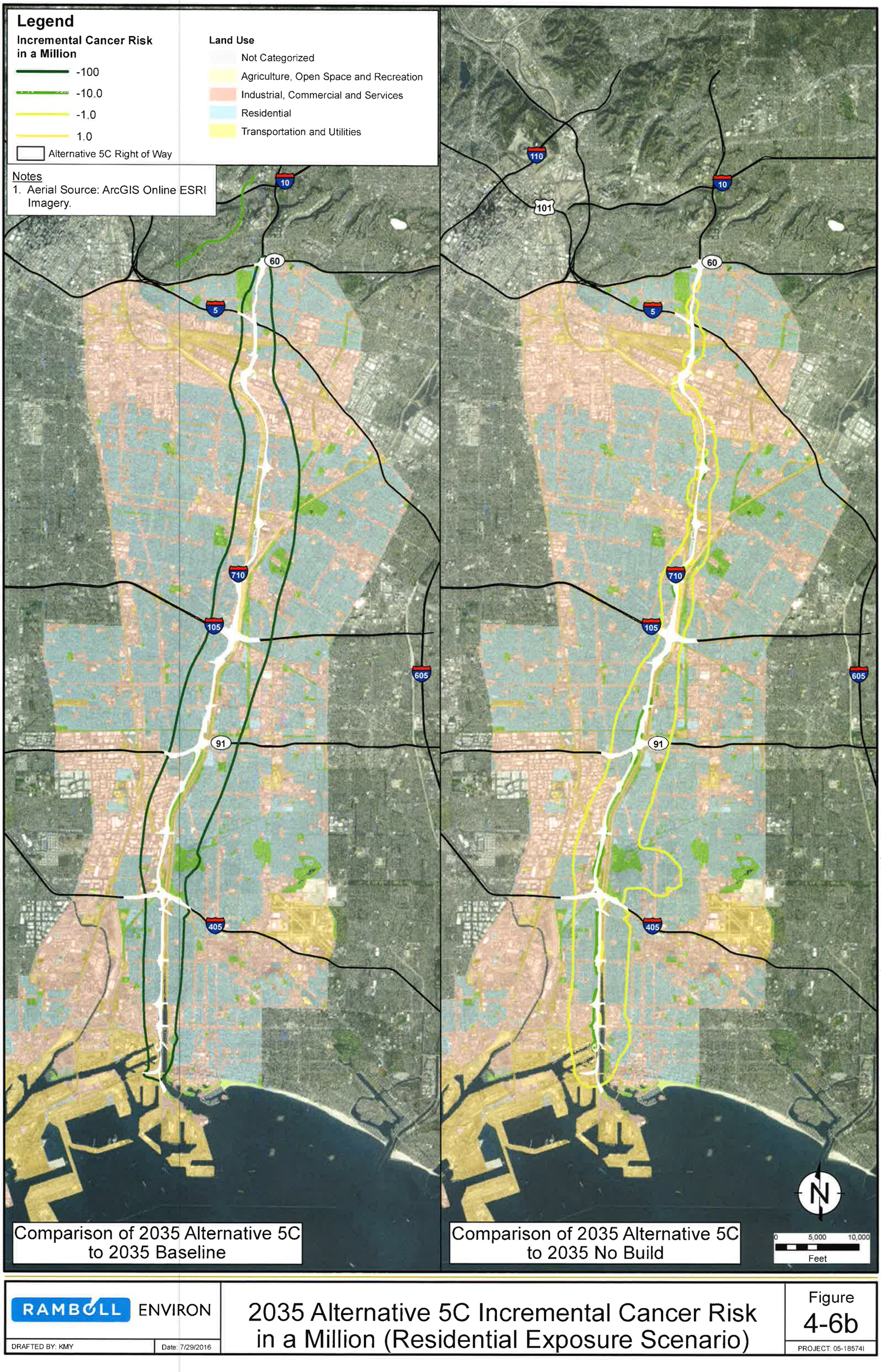

RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

2035 Alternative 5C Incremental Cancer Risk in a Million (Residential Exposure Scenario)

Figure 4-6b

PROJECT: 05-185741

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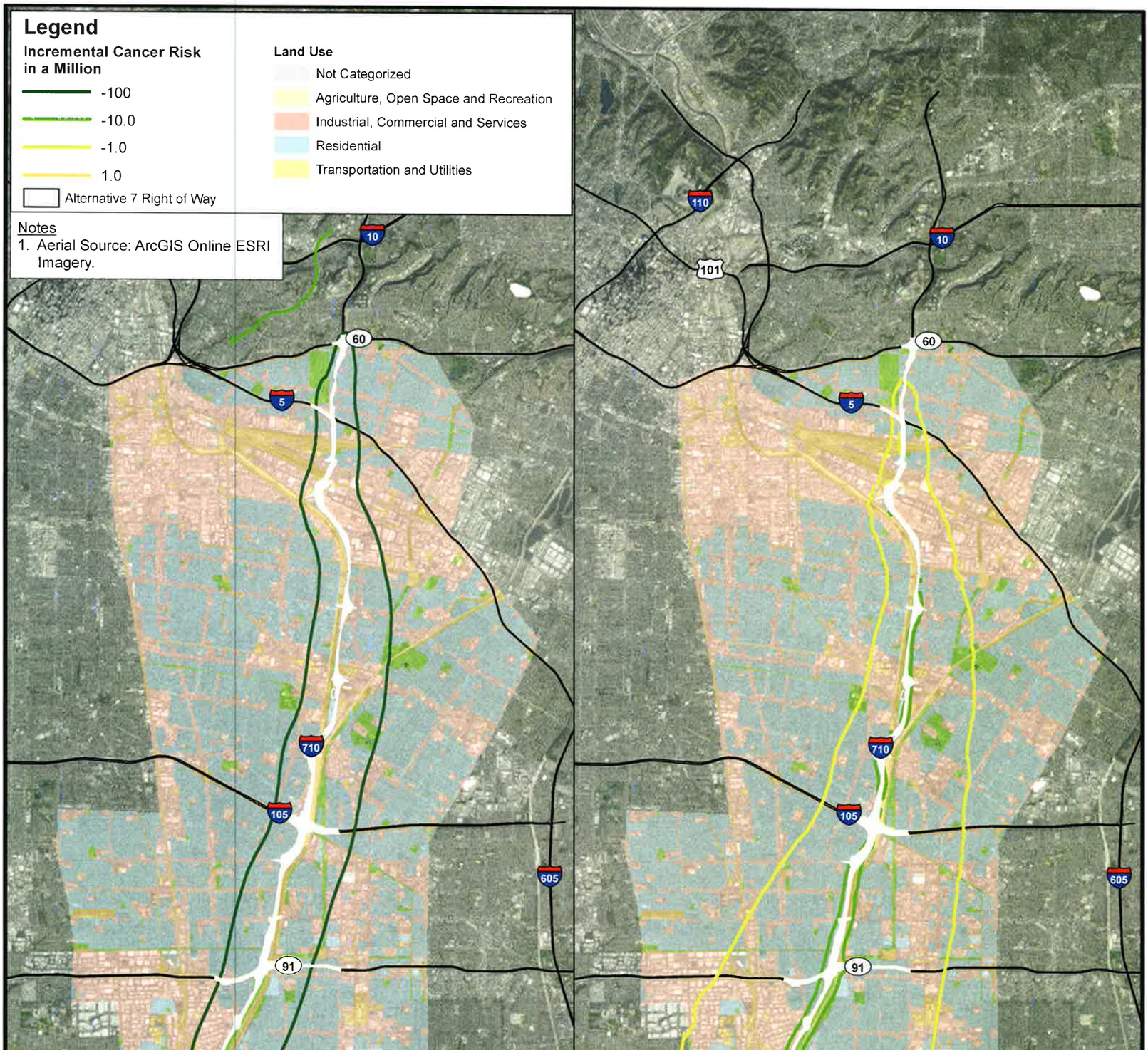

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RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

2035 Alternative 7 Incremental Cancer Risk in a Million (Residential Exposure Scenario)

Figure 4-6c

PROJECT: 05-18574I

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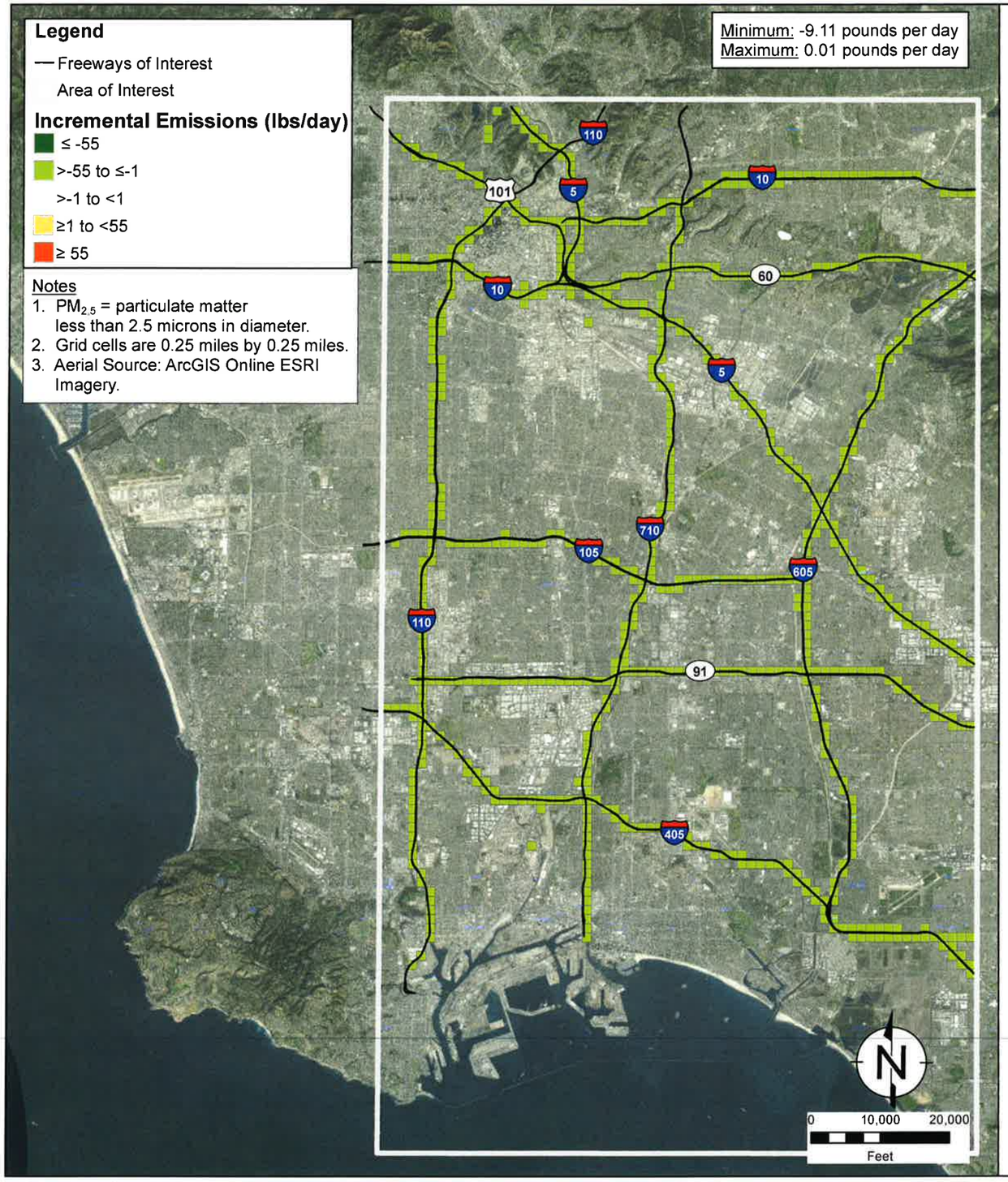

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Path: P:\IW710 South\RDEIR-SDEIS\Report\Figures\Figure 4-7a_Not Rounded_SR_Tunnel_Comparison of 2035 Alternative 1 to 2012 Baseline PM2.5 Exhaust Emissions.mxd

RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

Comparison of
2035 Alternative 1 to 2012 Baseline
$PM_{2.5}$ Exhaust Emissions

Figure
4-7a

PROJECT: 05-18574I

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Legend

— Freeways of Interest

Area of Interest

Incremental Emissions (lbs/day)

- ≤ -55
- >-55 to ≤-1
- >-1 to <1
- ≥1 to <55
- ≥ 55

Notes

1. $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter.
2. Grid cells are 0.25 miles by 0.25 miles.
3. Aerial Source: ArcGIS Online ESRI Imagery.

Minimum: -9.10 pounds per day
Maximum: 0.04 pounds per day

Minimum: -0.05 pounds per day
Maximum: 0.08 pounds per day

0 10,000 20,000
Feet

Path: P:\I710 South\RDEIR-SDEIS\Report\Figures\Figure 4-7b_Not Rounded_SR_Tunnel_Comparison of 2035 Alternative 5C to 2012 Baseline and 2035 Alternative 1 PM2.5 Exhaust Emissions.mxd

RAMBOLL ENVIRON DRAFTED BY: KMY | Date: 7/29/2016	Comparison of 2035 Alternative 5C to 2012 Baseline $PM_{2.5}$ Exhaust Emissions	Comparison of 2035 Alternative 5C to 2035 Alternative 1 $PM_{2.5}$ Exhaust Emissions	Figure 4-7b PROJECT: 05-185741

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Legend

— Freeways of Interest

Area of Interest

Incremental Emissions (lbs/day)

- ≤ -55
- >-55 to ≤-1
- >-1 to <1
- ≥1 to <55
- ≥ 55

Notes

1. $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter.
2. Grid cells are 0.25 miles by 0.25 miles.
3. Aerial Source: ArcGIS Online ESRI Imagery.

Minimum: -9.10 pounds per day
Maximum: 0.08 pounds per day

Minimum: -0.06 pounds per day
Maximum: 0.11 pounds per day

0 10,000 20,000
Feet

Path: P:\II\710 South\RDEIR-SDEIS\Report\Figures\Figure 4-7c_Not Rounded_SR_Tunnel_Comparison of 2035 Alternative 7 to 2012 Baseline and 2035 Alternative 1 PM2.5 Exhaust Emissions.mxd

RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

Comparison of
2035 Alternative 7 to 2012 Baseline
$PM_{2.5}$ Exhaust Emissions

Comparison of
2035 Alternative 7 to 2035 Alternative 1
$PM_{2.5}$ Exhaust Emissions

Figure
4-7c

PROJECT: 05-18574I

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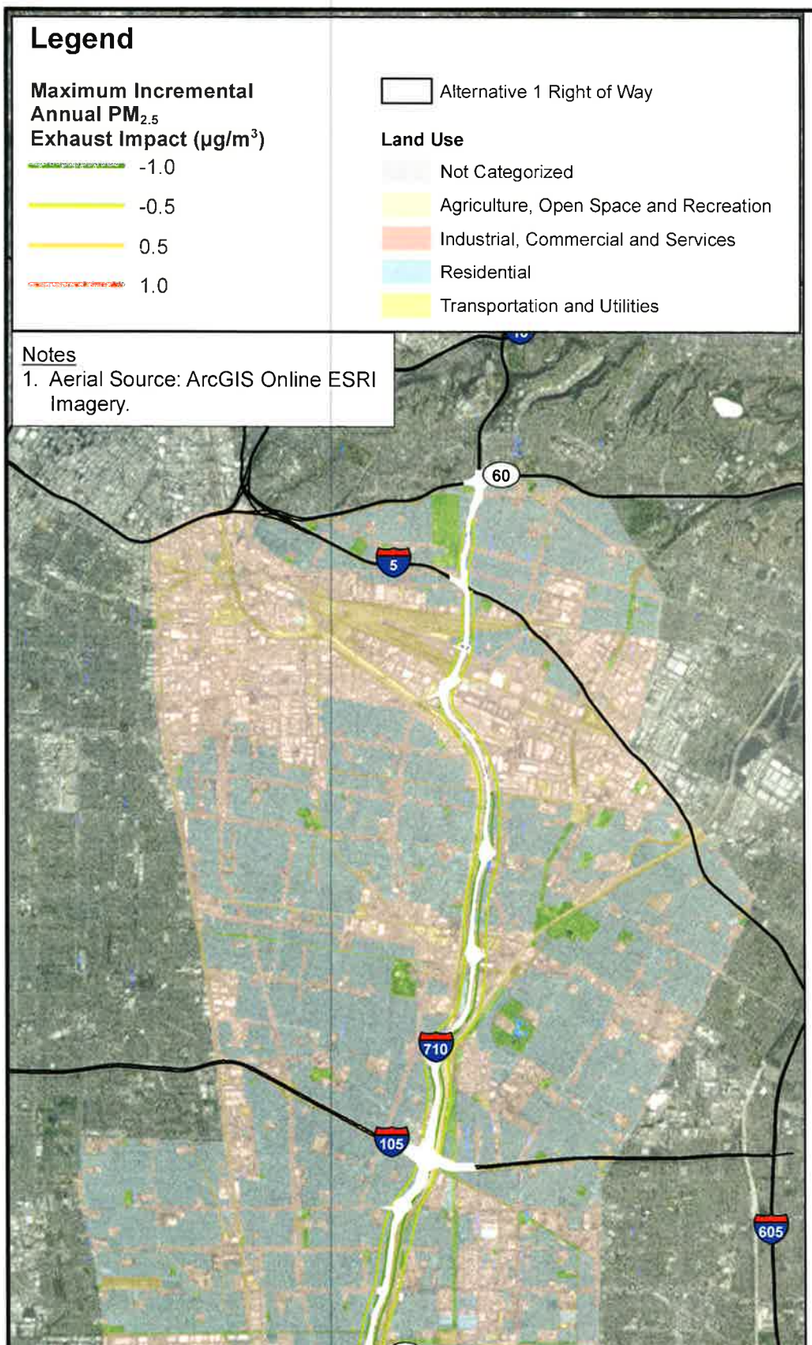

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RAMBOLL ENVIRON

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2035 Alternative 1 Incremental Annual $PM_{2.5}$ Exhaust Impacts

Figure 4-8a

PROJECT: 05-185741

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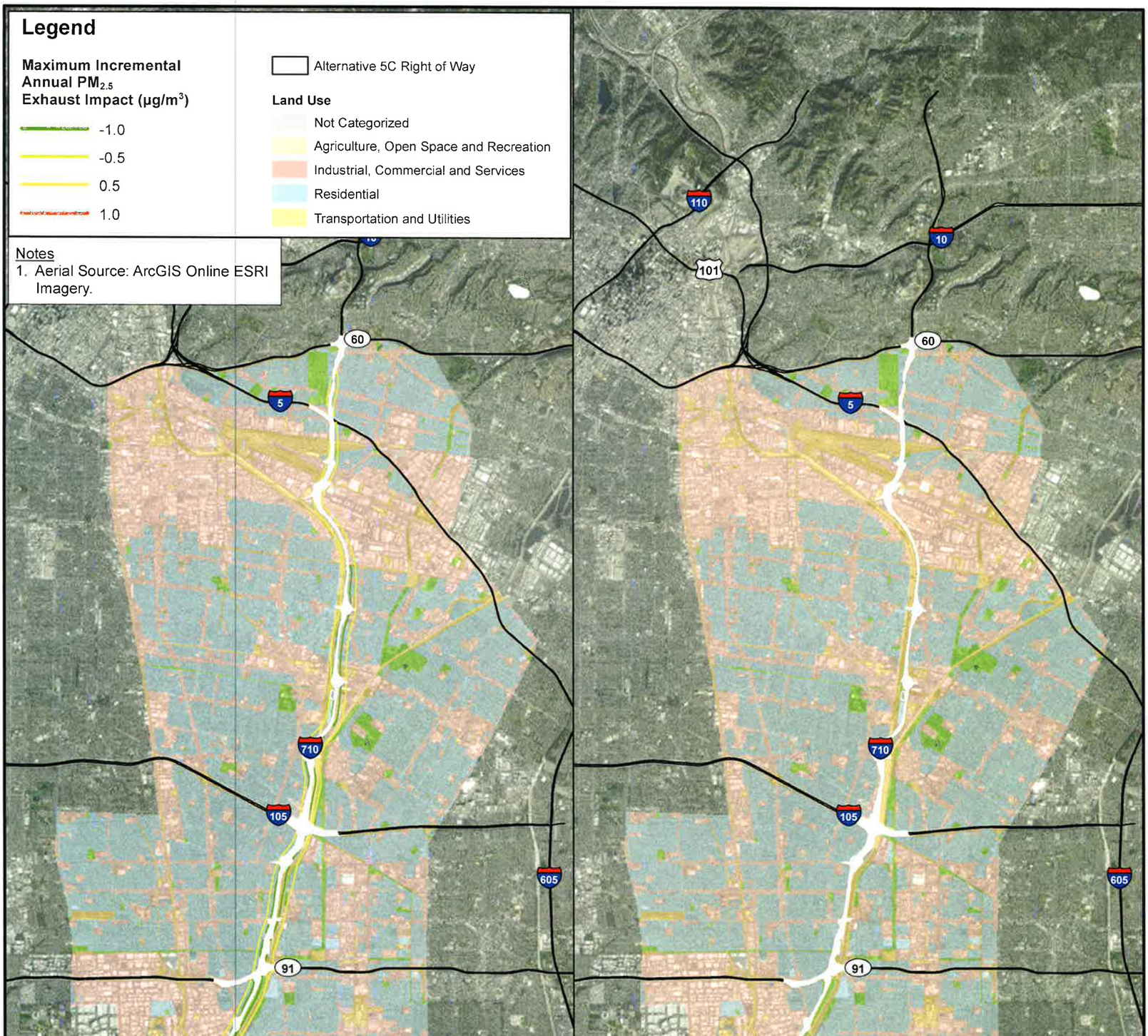

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RAMBOLL ENVIRON

2035 Alternative 5C Incremental Annual $PM_{2.5}$ Exhaust Impacts

Figure 4-8b

DRAFTED BY: KMY | Date: 7/29/2016

PROJECT: 05-18574I

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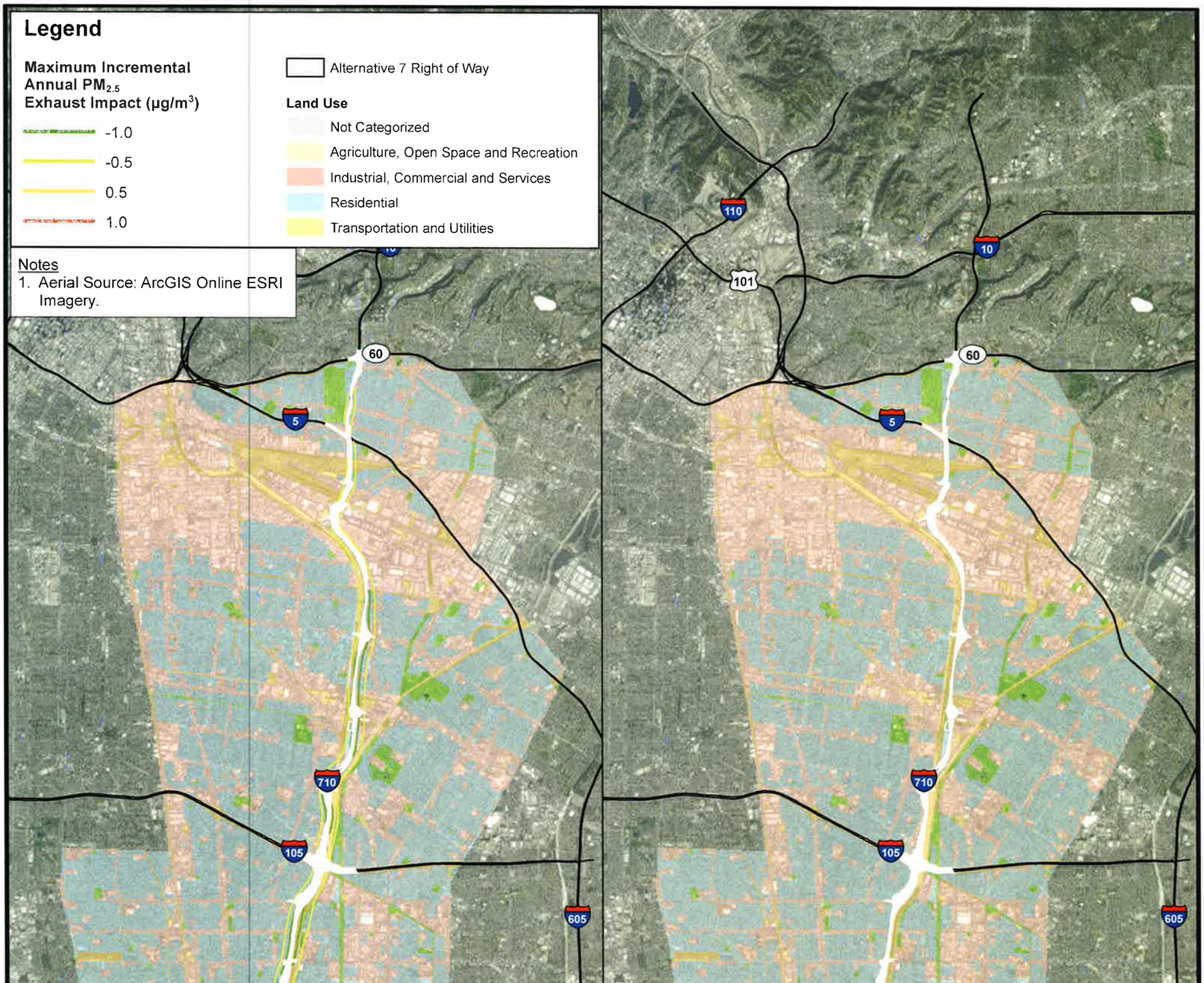

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RAMBOLL ENVIRON

2035 Alternative 7 Incremental Annual $PM_{2.5}$ Exhaust Impacts

Figure 4-8c

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RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

2035 Alternative 1 Incremental 24-Hour $PM_{2.5}$ Exhaust Impacts

Figure 4-9a

PROJECT: 05-18574I

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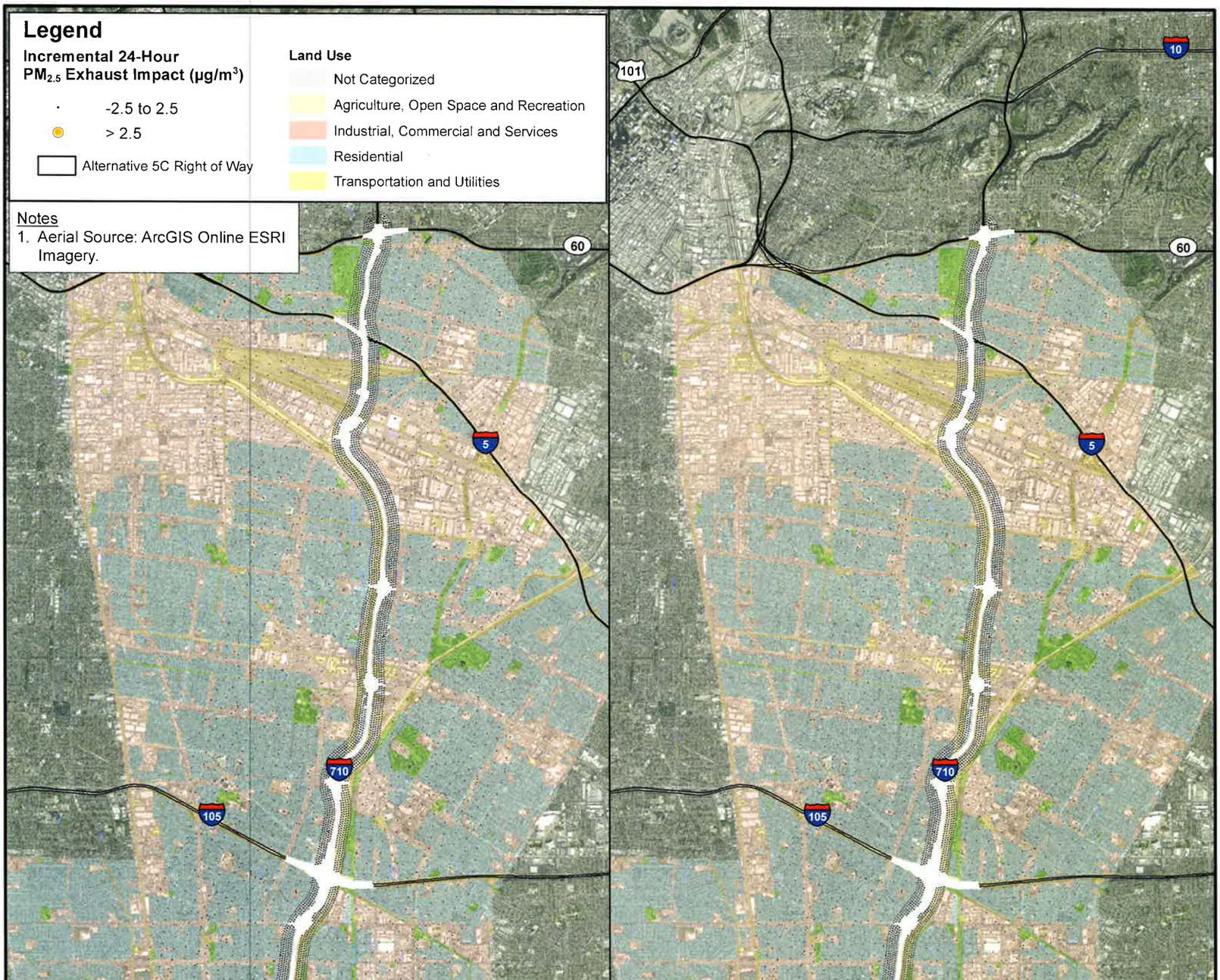

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RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

2035 Alternative 5C Incremental 24-Hour $PM_{2.5}$ Exhaust Impacts

Figure 4-9b

PROJECT: 05-185741

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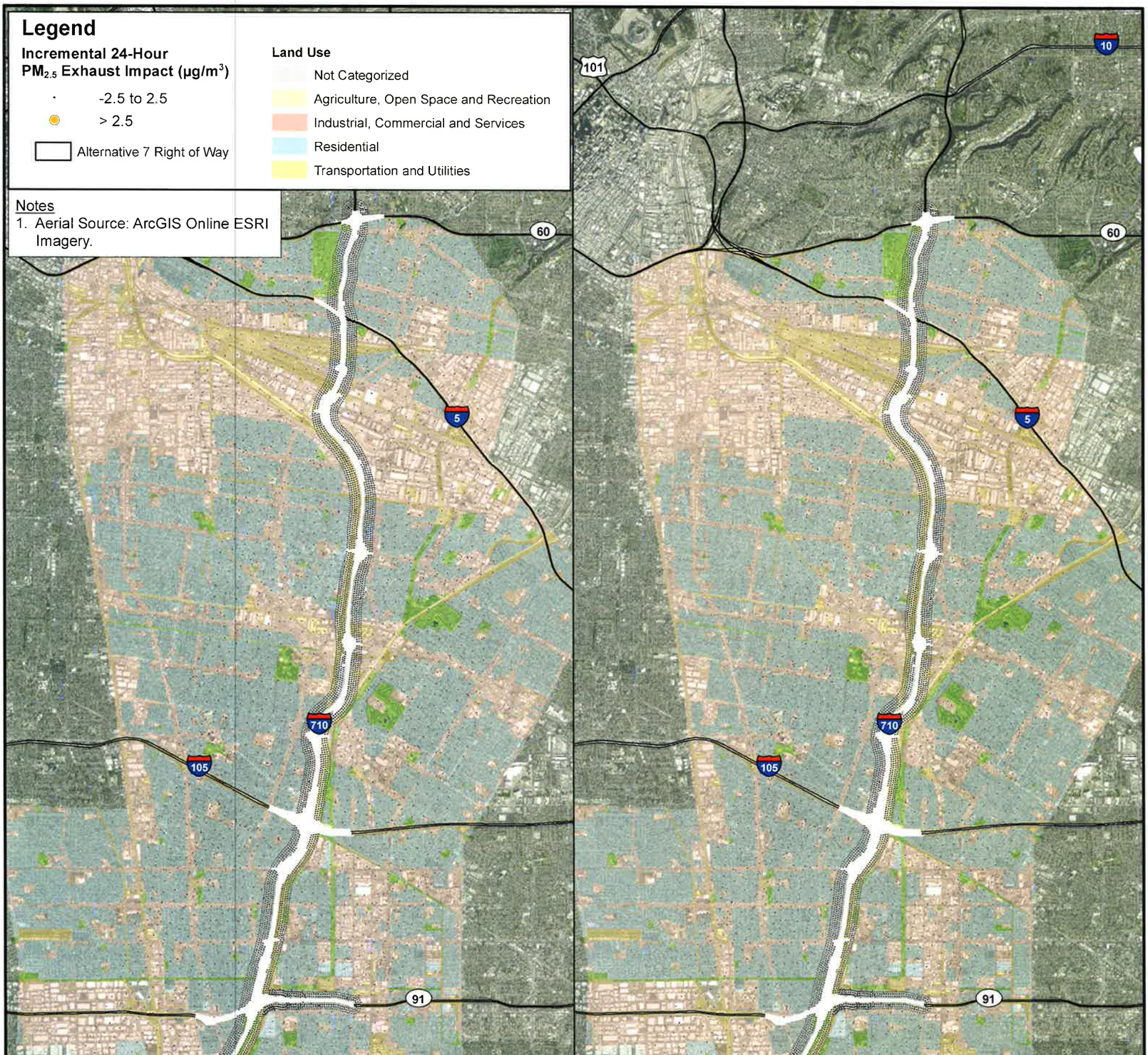

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RAMBOLL ENVIRON

DRAFTED BY: KMY | Date: 7/29/2016

2035 Alternative 7 Incremental 24-Hour $PM_{2.5}$ Exhaust Impacts

Figure 4-9c

PROJECT: 05-18574I

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Legend

— Freeways of Interest

Area of Interest

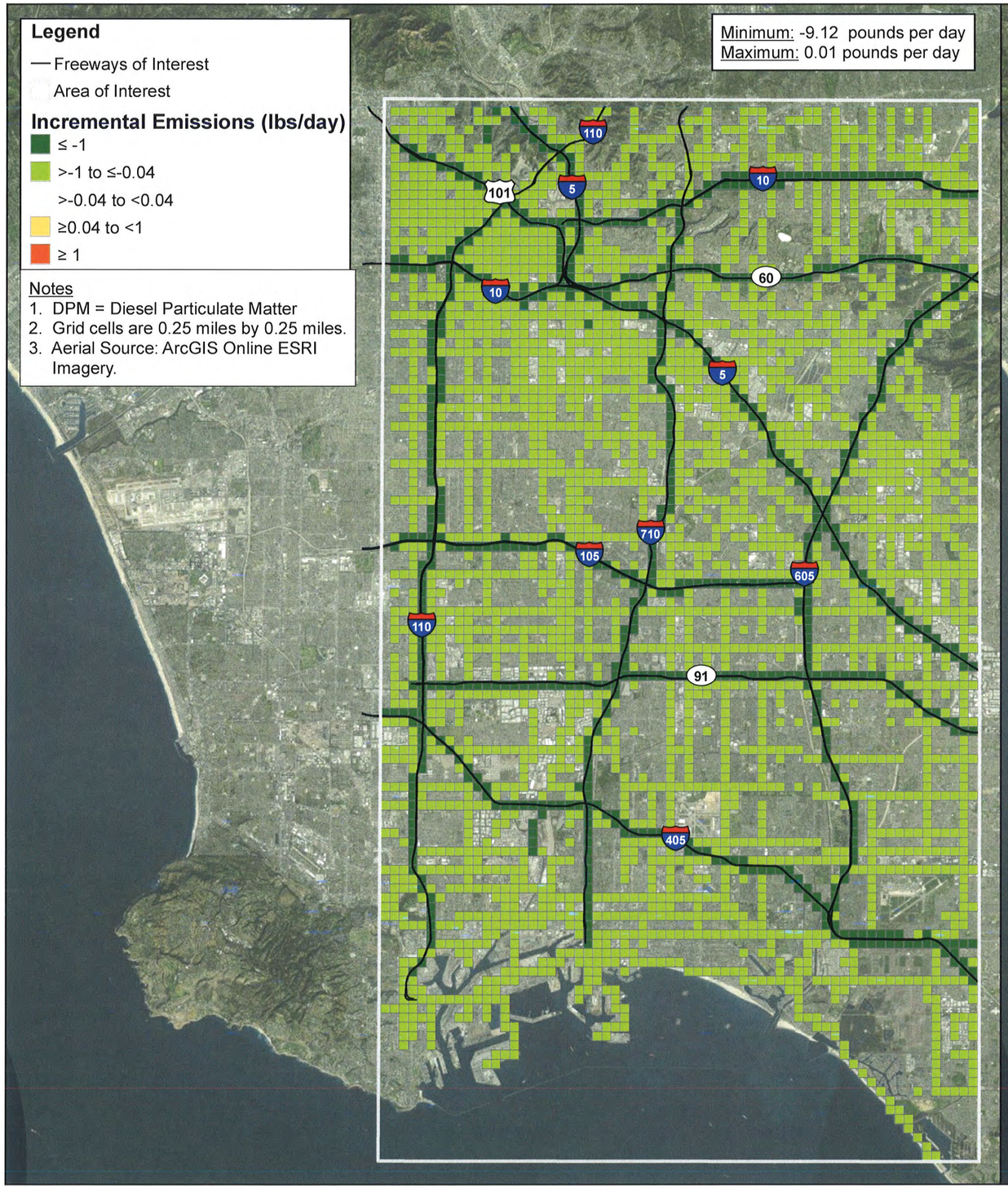
Incremental Emissions (lbs/day)

- ≤ -1
- >-1 to ≤-0.04
- >-0.04 to <0.04
- ≥0.04 to <1
- ≥ 1

Notes

1. DPM = Diesel Particulate Matter
2. Grid cells are 0.25 miles by 0.25 miles.
3. Aerial Source: ArcGIS Online ESRI Imagery.

Minimum: -9.12 pounds per day
Maximum: 0.01 pounds per day



Minimum: -9.12 pounds per day
Maximum: 0.01 pounds per day



Path: Z:\01_Projects\I710 RDEIR SDEIS\Appendix F\Figure F-5_Comparison of 2035 All7_7ZE to 2012 Baseline DPM Emissions.mxd

RAMBOLL ENVIRON DRAFTED BY: KMY Date: 7/28/2016	Comparison of 2035 Alternative 7 to 2012 Baseline DPM Emissions	Comparison of 2035 Alternative 7-ZE to 2012 Baseline DPM Emissions	Figure F-5 PROJECT: 05-18574I

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Legend

— Freeways of Interest

Area of Interest

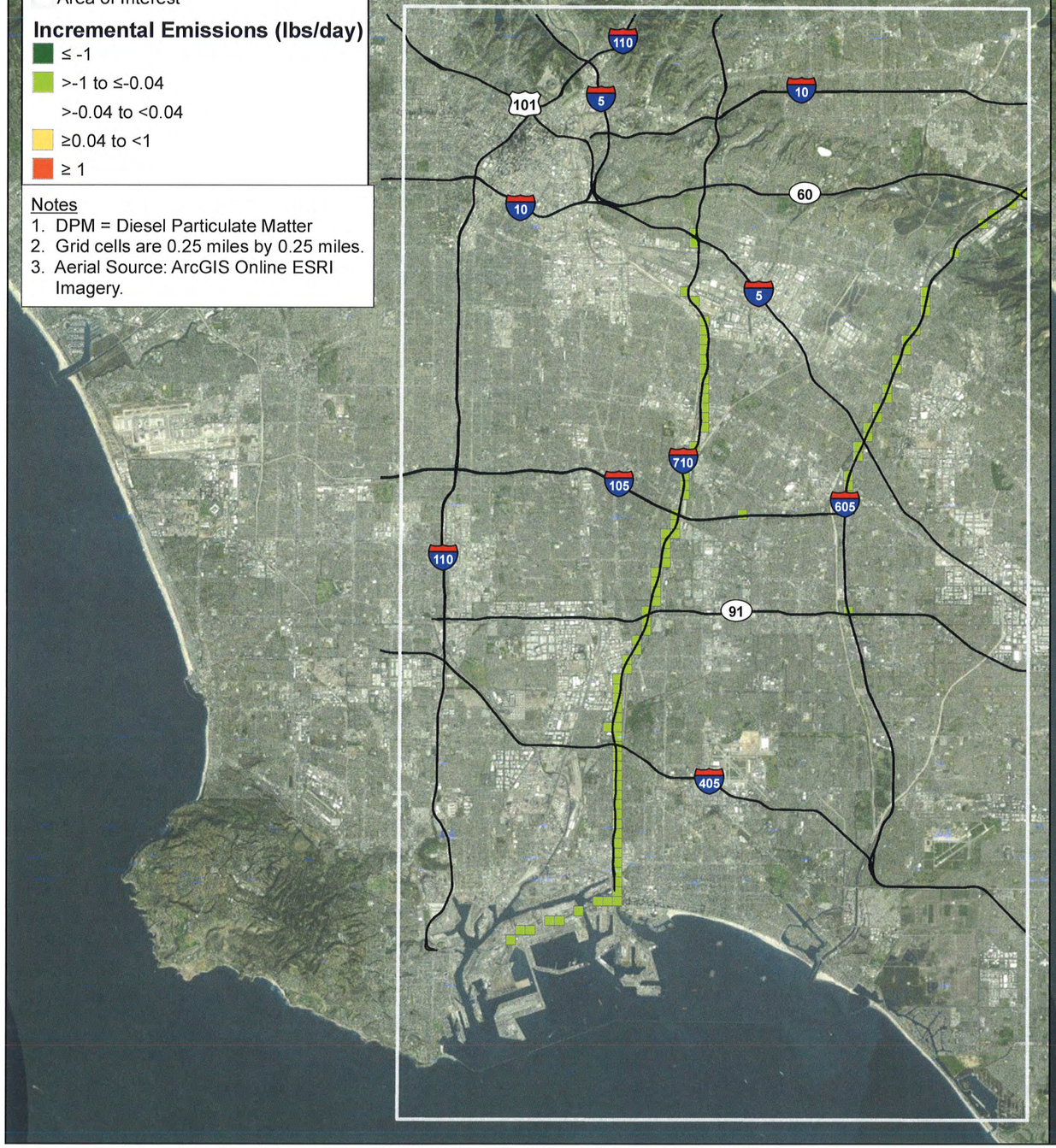
Incremental Emissions (lbs/day)

- ≤ -1
- >-1 to ≤-0.04
- >-0.04 to <0.04
- ≥0.04 to <1
- ≥ 1

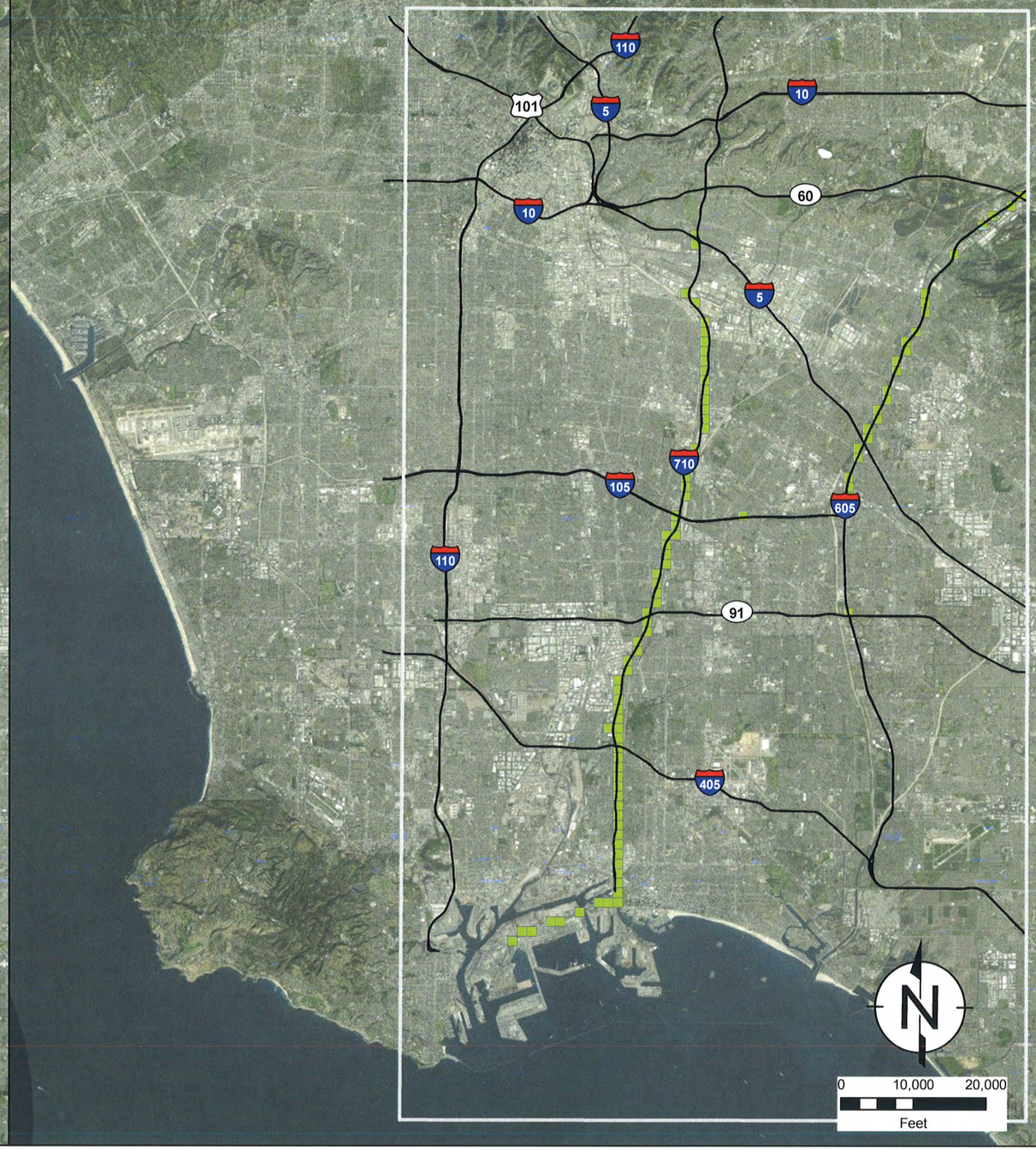
Notes

1. DPM = Diesel Particulate Matter
2. Grid cells are 0.25 miles by 0.25 miles.
3. Aerial Source: ArcGIS Online ESRI Imagery.

Minimum: -0.13 pounds per day
Maximum: 0.01 pounds per day



Minimum: -0.13 pounds per day
Maximum: 0.01 pounds per day



Path: Z:\01_Projects\I710 RDEIR SDEIS\Appendix F\Figure F-6_Comparison of 2035 Alt7_7ZE to 2035 Alt 1 DPM Emissions.mxd

RAMBOLL ENVIRON DRAFTED BY: KMY Date: 7/28/2016	Comparison of 2035 Alternative 7 to 2035 Alternative 1 DPM Emissions	Comparison of 2035 Alternative 7-ZE to 2035 Alternative 1 DPM Emissions	Figure F-6 PROJECT: 05-18574I

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Appendix R BIOLOGICAL AND AQUATIC RESOURCES MAPS

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A. PROJECT IMPACTS TO VEGETATION COMMUNITIES

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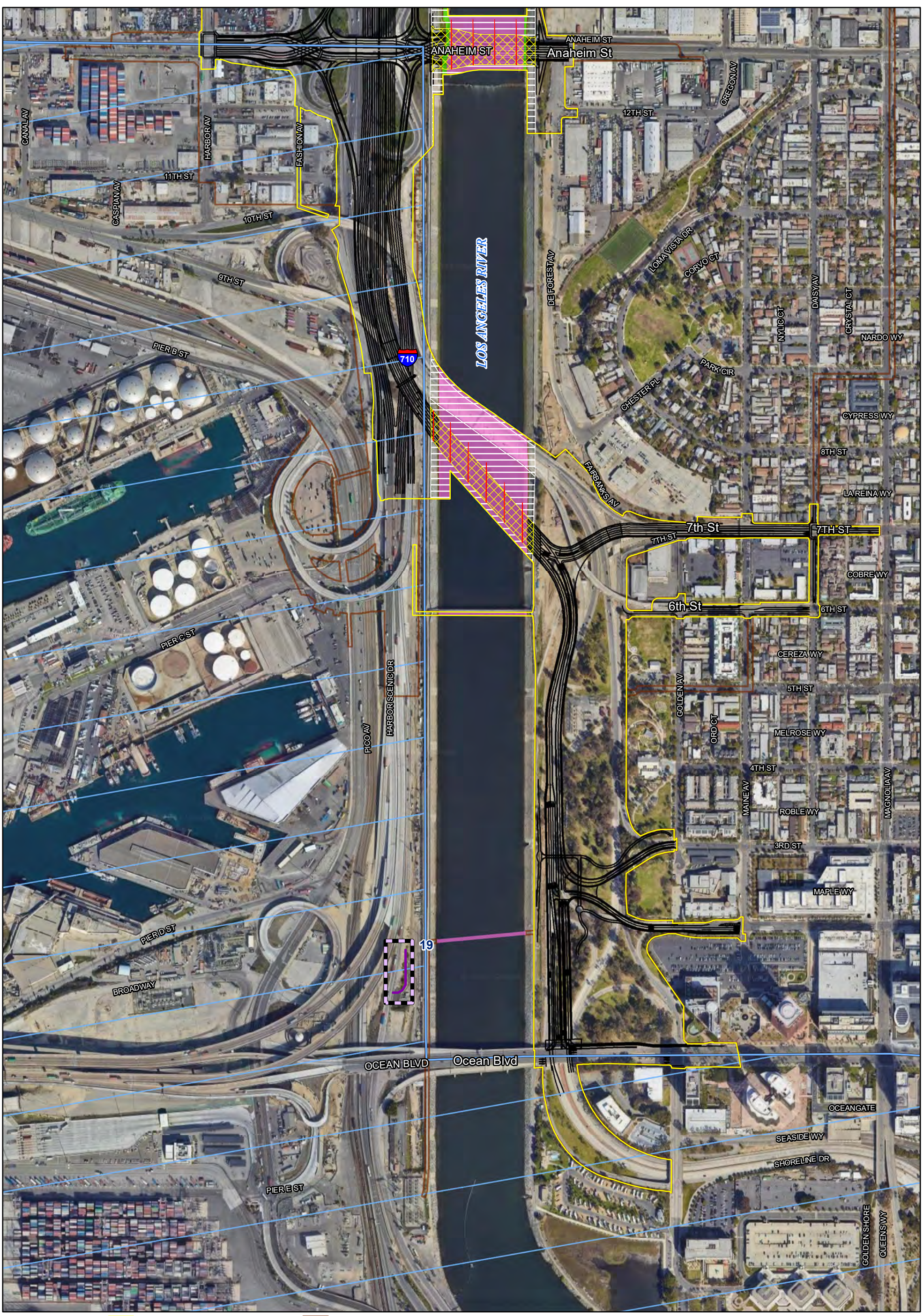

Alternative 5C/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5C/DO 1A, 2A,and 3A Geometrics
Potential Retaining Walls
Potential Sound Walls
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Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
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Riparian Scrub

Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (RWQCB-jurisdictional only)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

0 250 500
FEET

SOURCE: Google (2022); AECOM (2016)

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Appendix R
Sheet 1 of 20
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5C/DO 1A, 2A,and 3A Footprint
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N

0 250 500
FEET

SOURCE: Google (2022); AECOM (2016)

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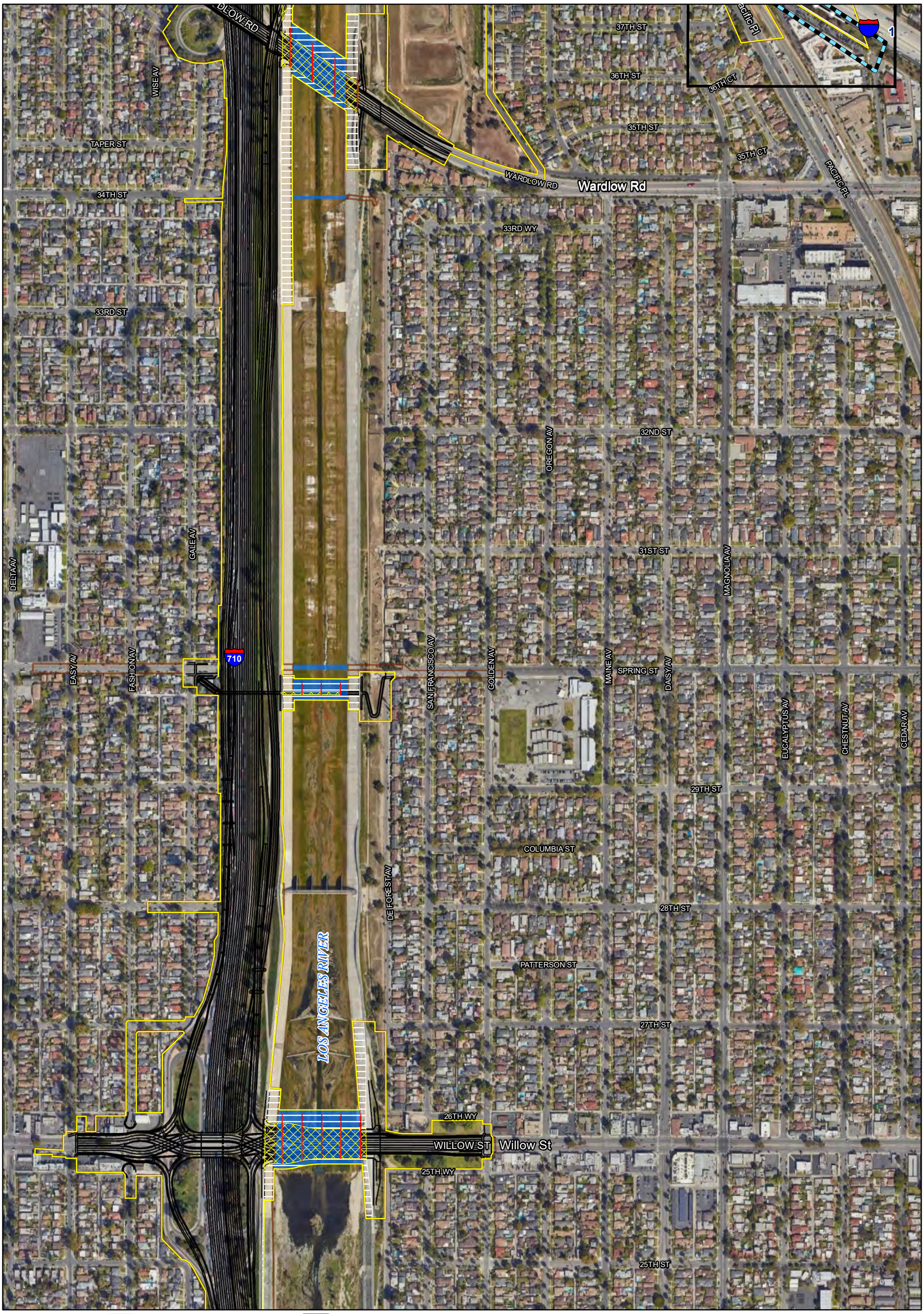
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



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N

0 250 500
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SOURCE: Google (2022); AECOM (2016)

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Appendix R
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I-710 Corridor Project
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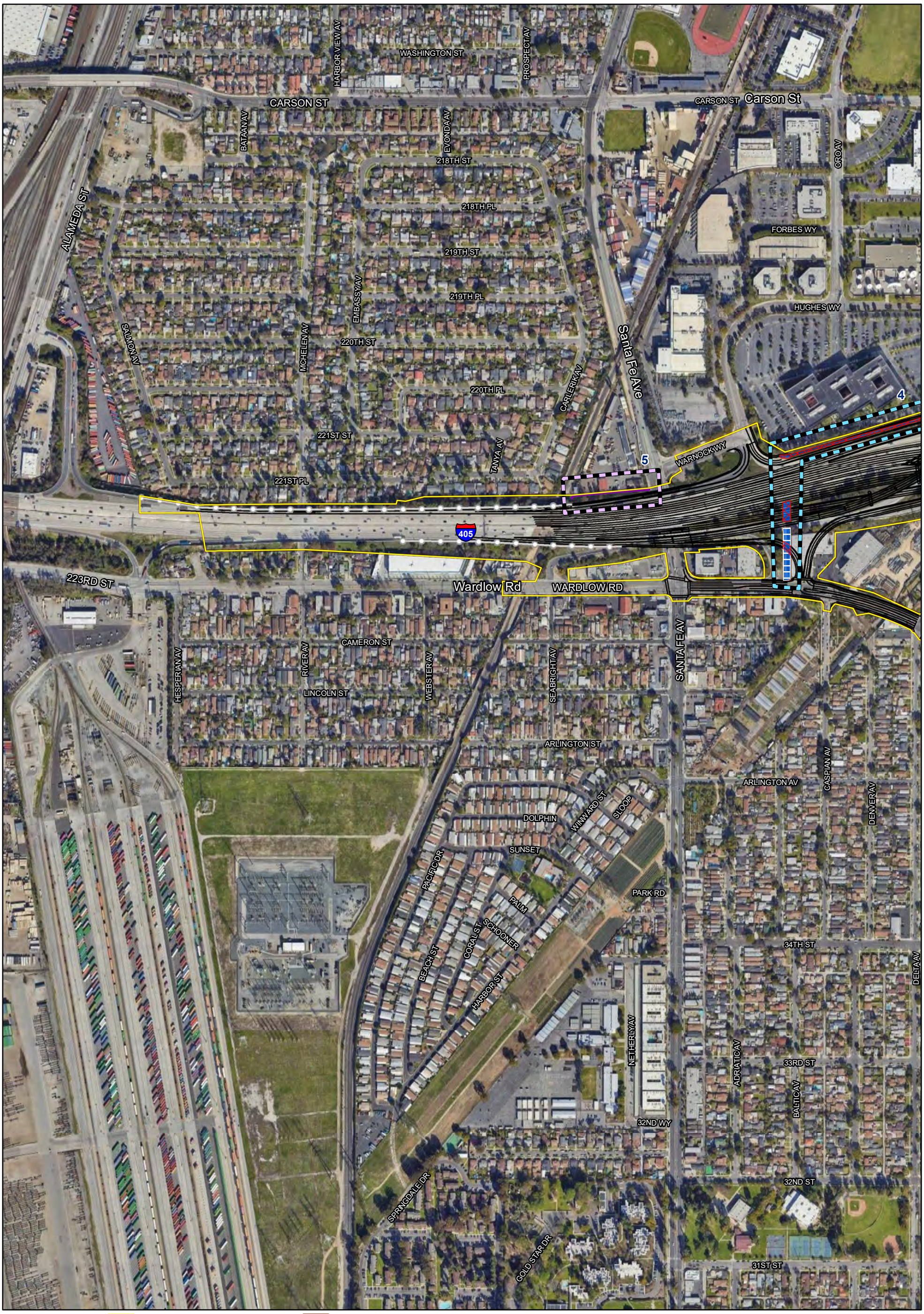
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



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N

0 250 500
FEET

SOURCE: Google (2022); AECOM (2016)

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Appendix R
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I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443

INSET MAP

DOMINGUEZ ST
208TH ST
PLATA ST
ORO AV
ALCALDE AV
CARSON ST
710
HUGHES WY
Dominguez Gap Wetlands
3
4
LOS ANGELES RIVER
VIRGINIA RD
VIRGINIA VISTA CT
DEVON PL
MESA WY
STEWART WY
AVERY PL
MARION WY
EDITH WY
TERRY LYNN PL
COUNTRY CLUB DR
CHESNUT AV
PACIFIC AV
SAN ANTONIO DR
ROOSEVELT RD
DEL MAR AV
CEDAR AV
BIXBY RD
405
EASY AV
FASHION AV
GALE AV
MADDOX ST
WARDLOW RD
CAMERON ST
DELTA AV
BAKER ST
39TH ST
GOLDEN AV
COUNTRYSIDE LN
MAINE AV
38TH ST
MAGNOLIA AV
37TH ST
PACIFIC PL
SEE INSET
COUNTRY CLUB CIR
2
1
Pacific Pl

Alternative 5C/DO 1A, 2A,and 3A Footprint
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Permanent Indirect Impacts
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N
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SOURCE: Google (2022); AECOM (2016)

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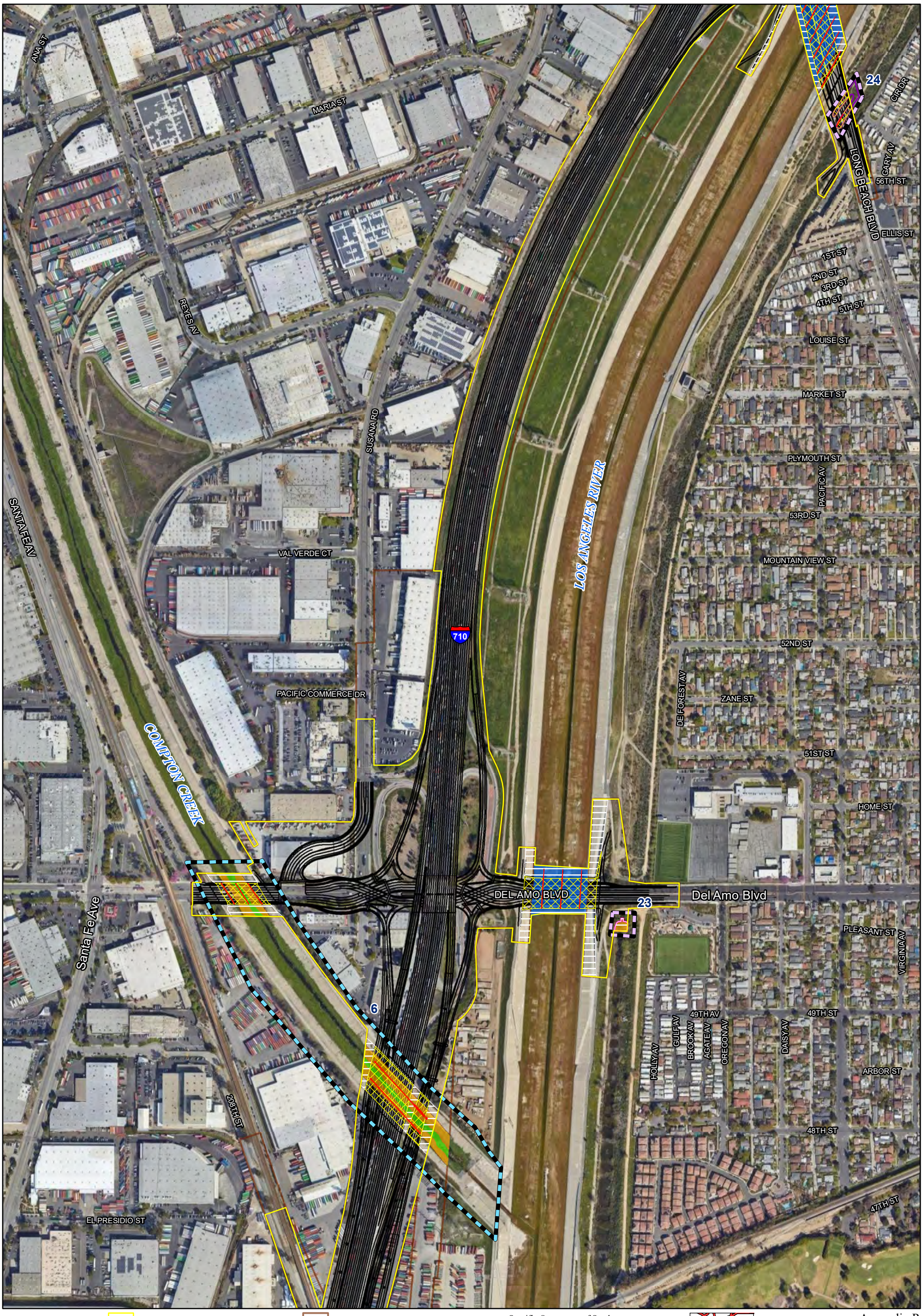
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



SOURCE: Google (2022); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
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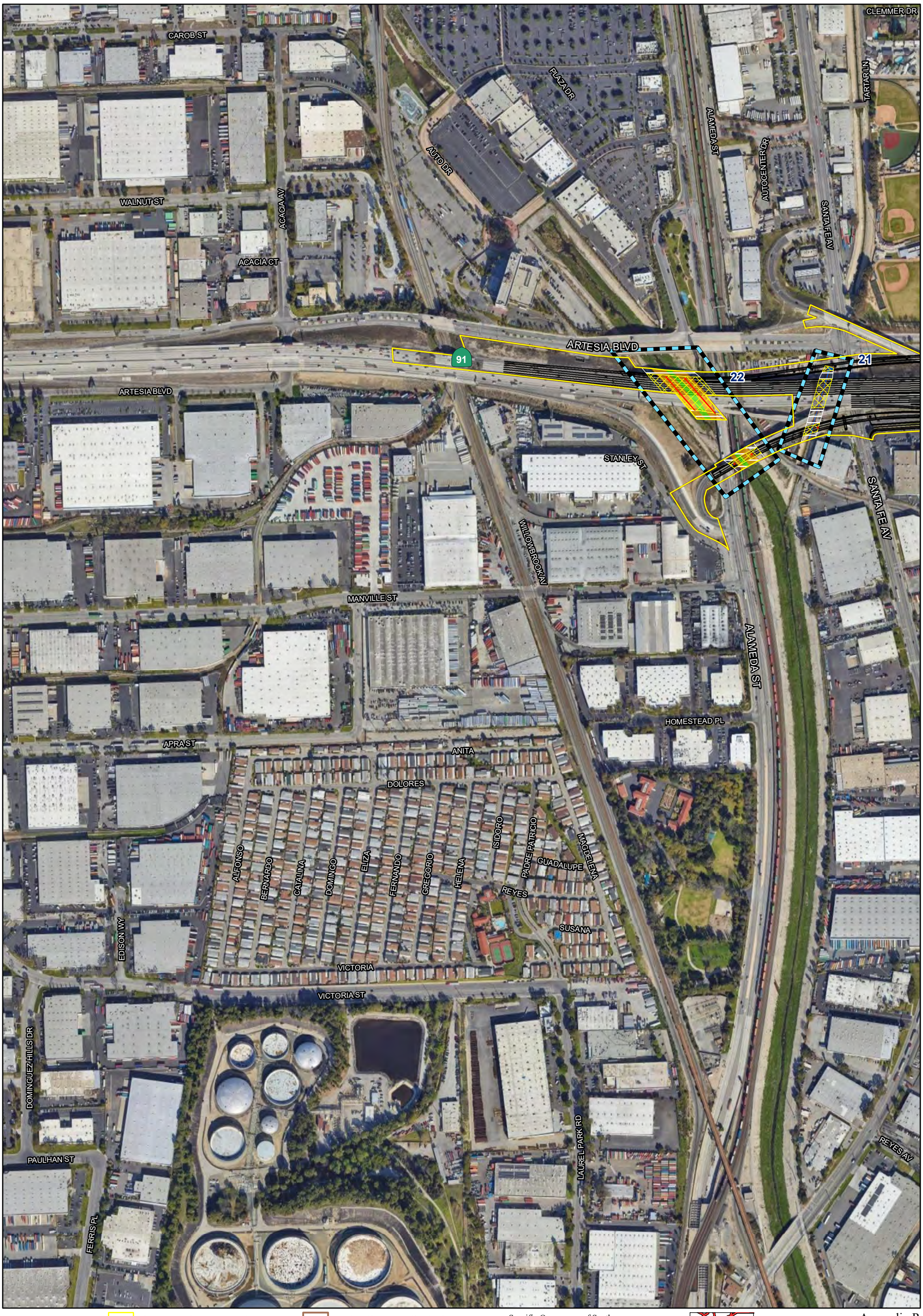
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



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N

0 250 500
FEET

SOURCE: Google (2022); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



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N

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FEET

SOURCE: Google (2022); AECOM (2016)

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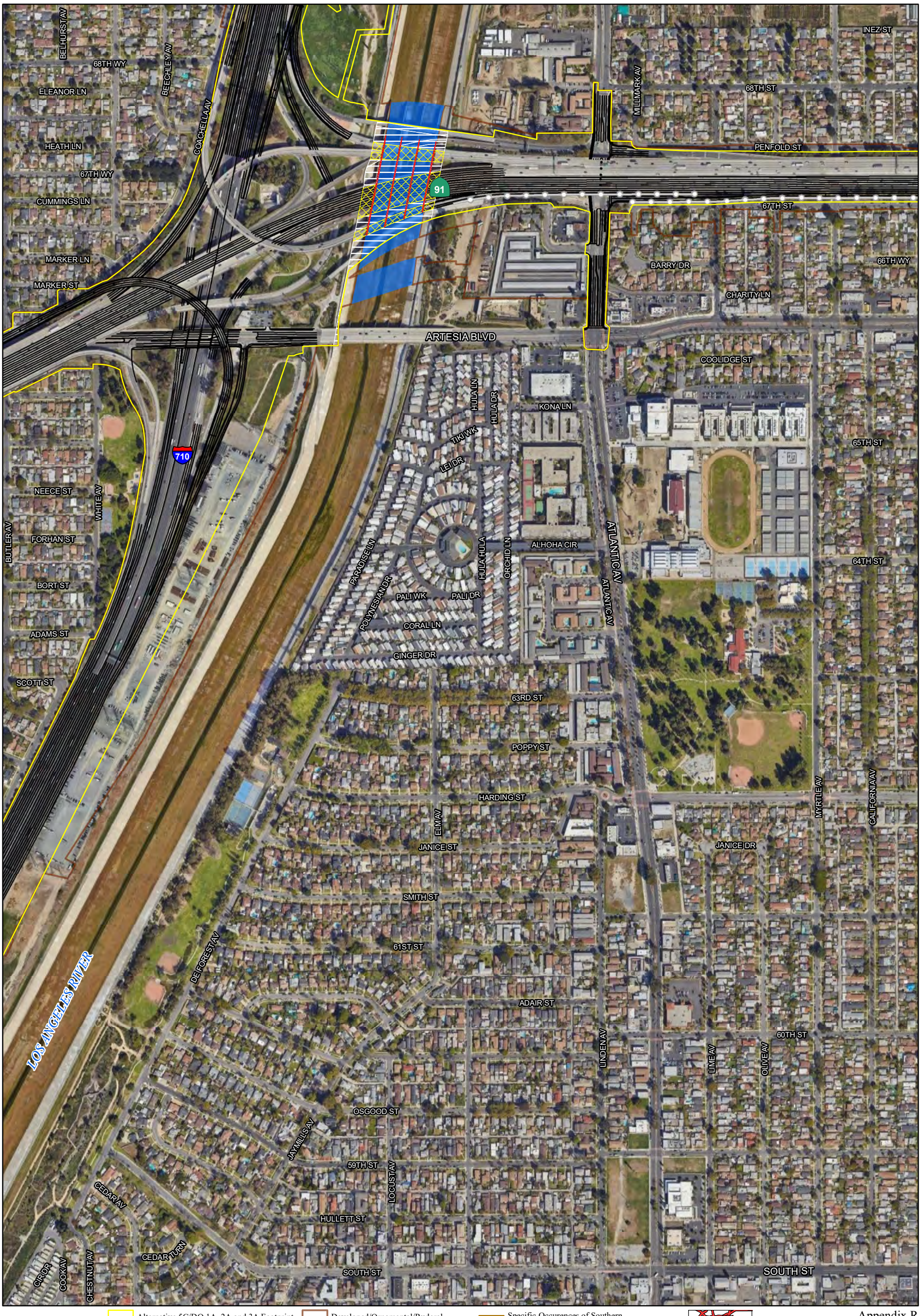
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



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SOURCE: Google (2022); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
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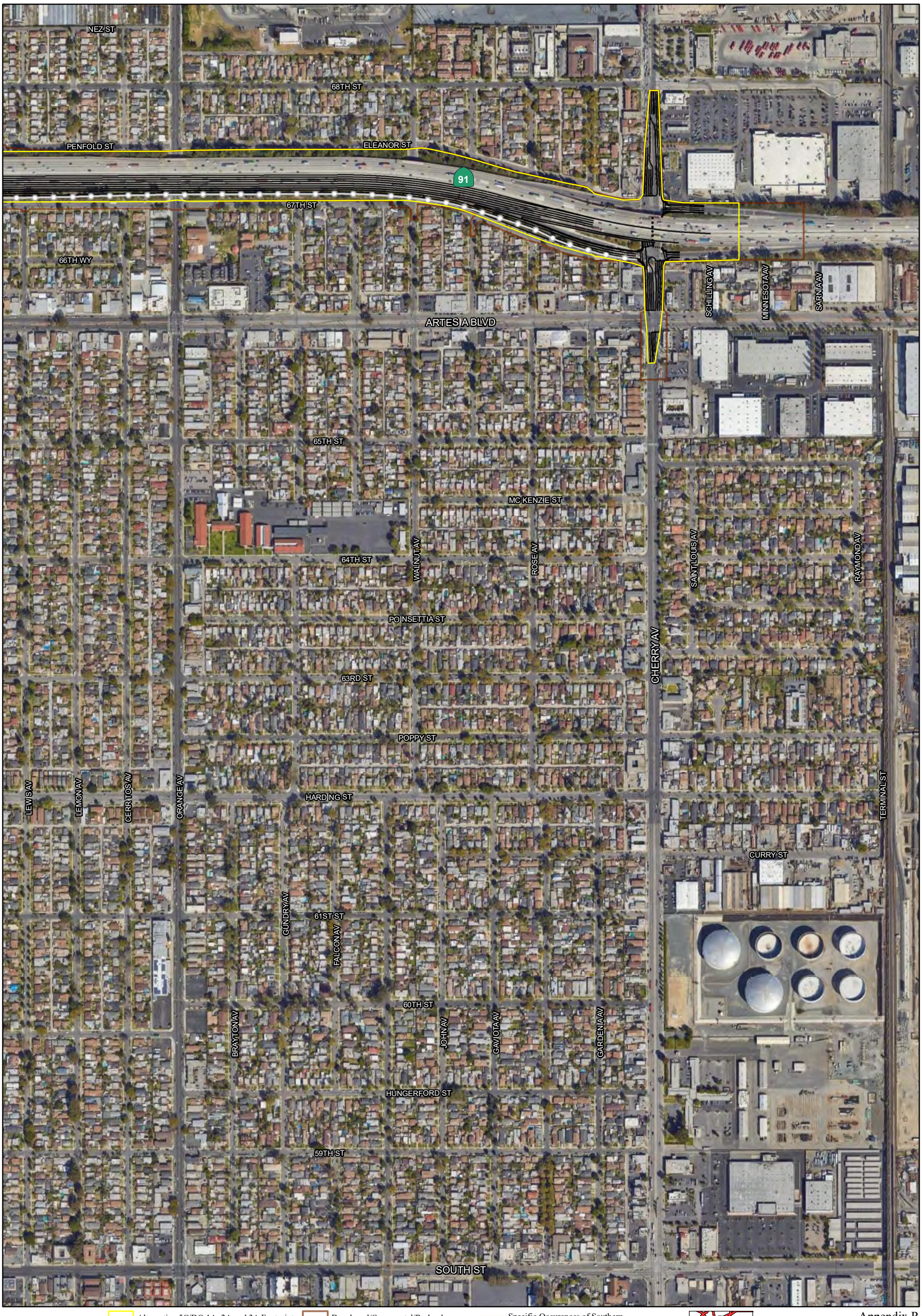

SOURCE: Google (2022); AECOM (2016)

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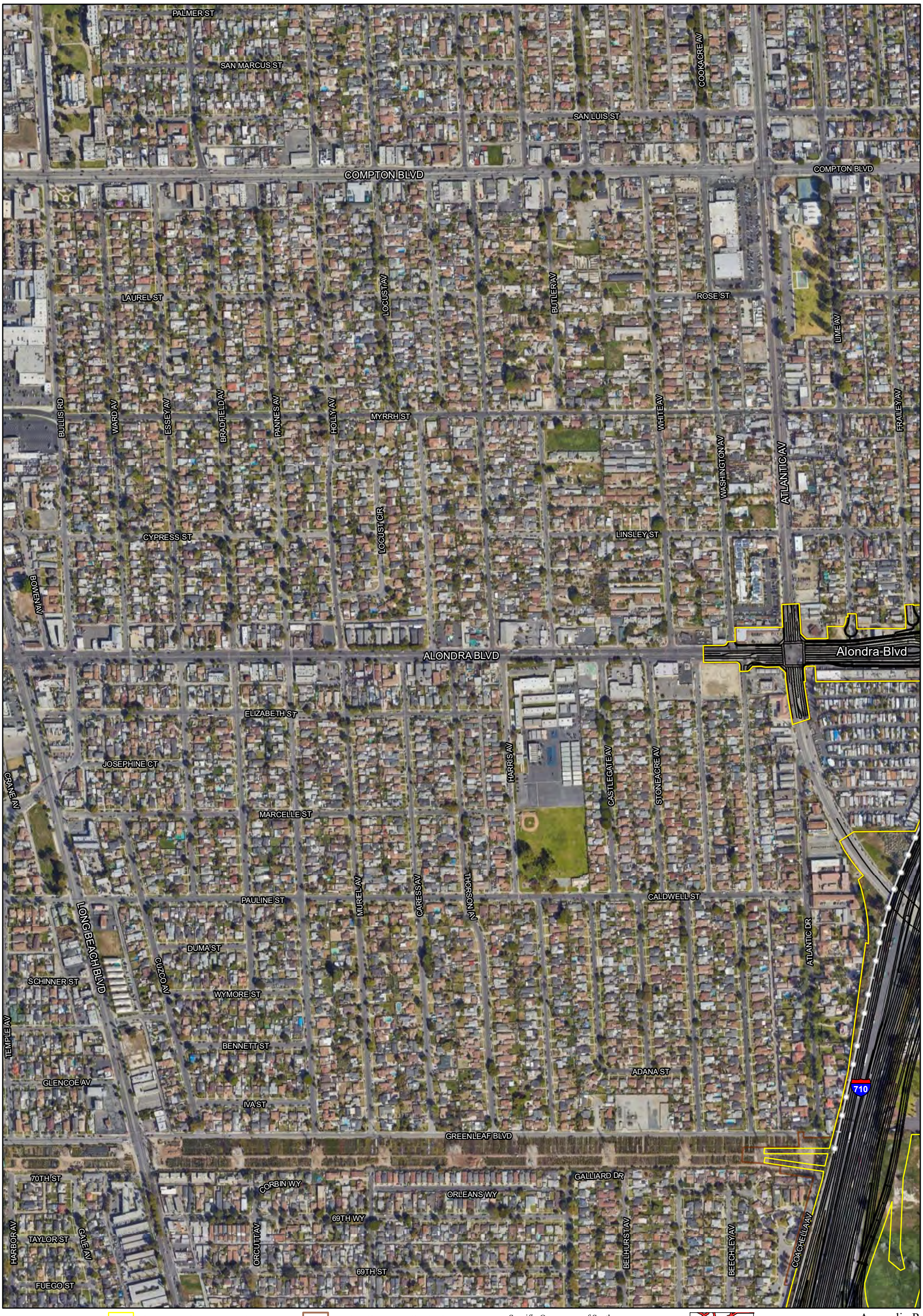
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5C/DO 1A, 2A,and 3A Footprint
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SOURCE: Google (2022); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



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N

0 250 500
FEET

SOURCE: Google (2022); AECOM (2016)

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Appendix R
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I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
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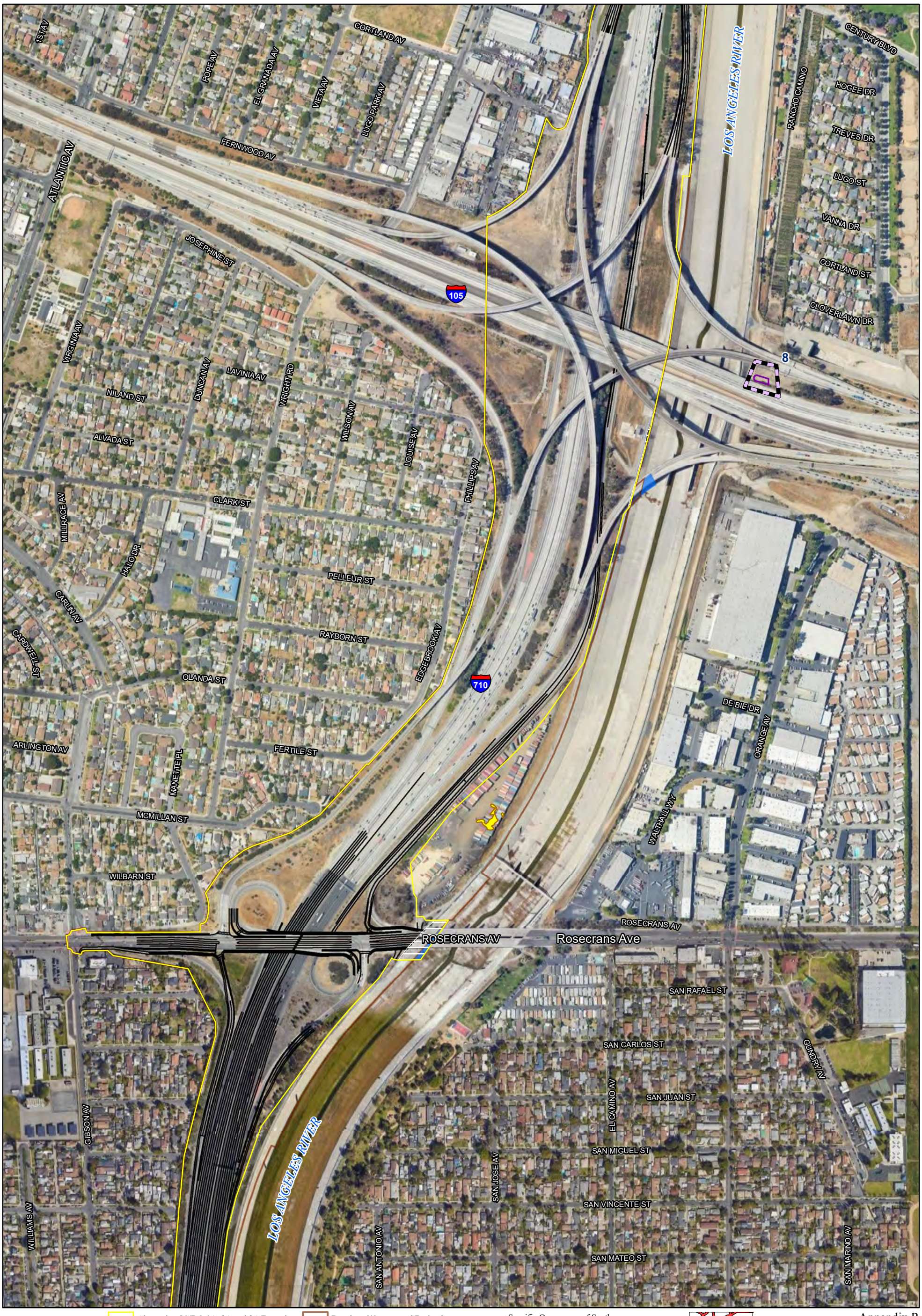

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N
0 250 500
FEET

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Appendix R
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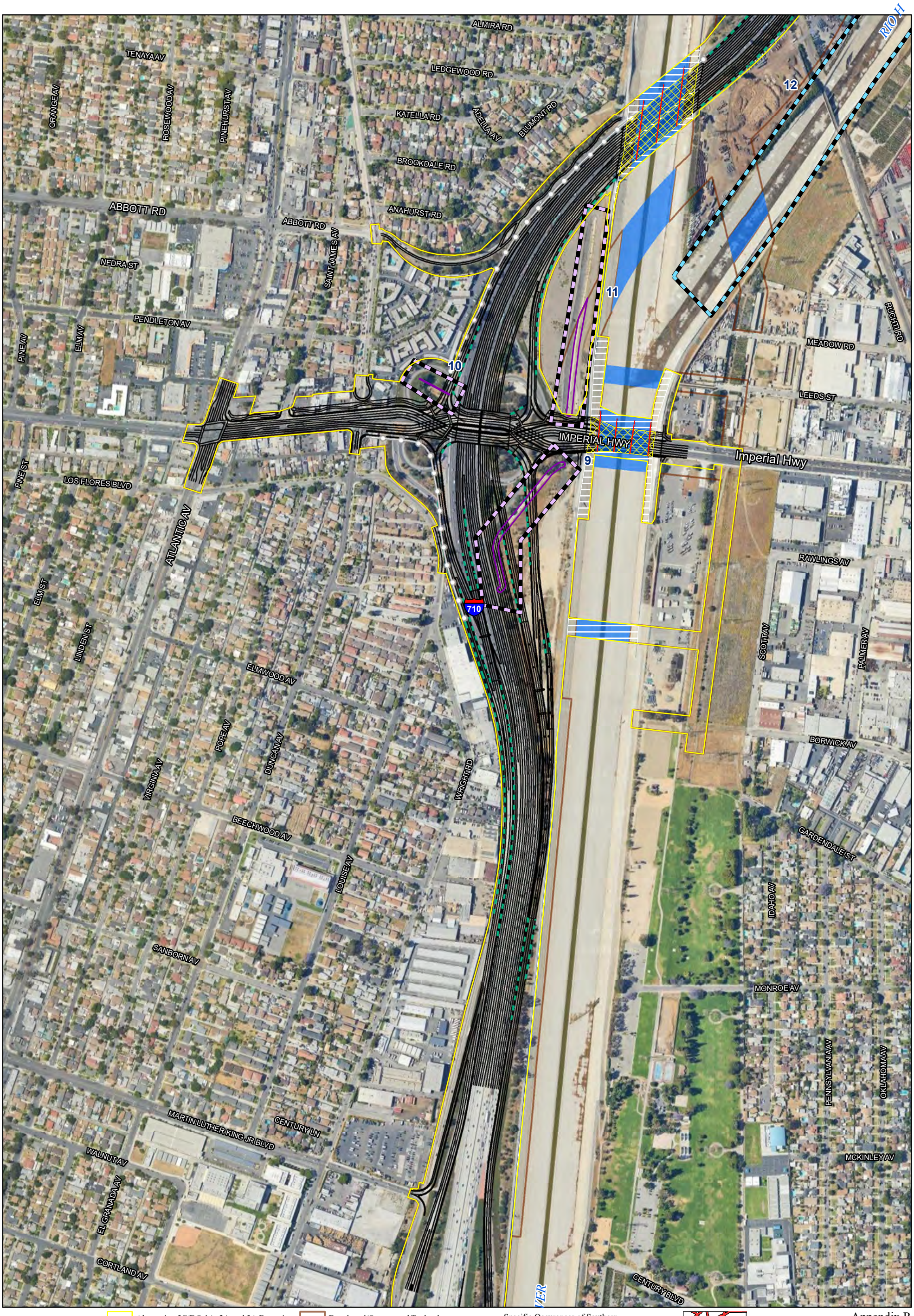

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SOURCE: Google (2022); AECOM (2016)

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Appendix R
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I-710 Corridor Project
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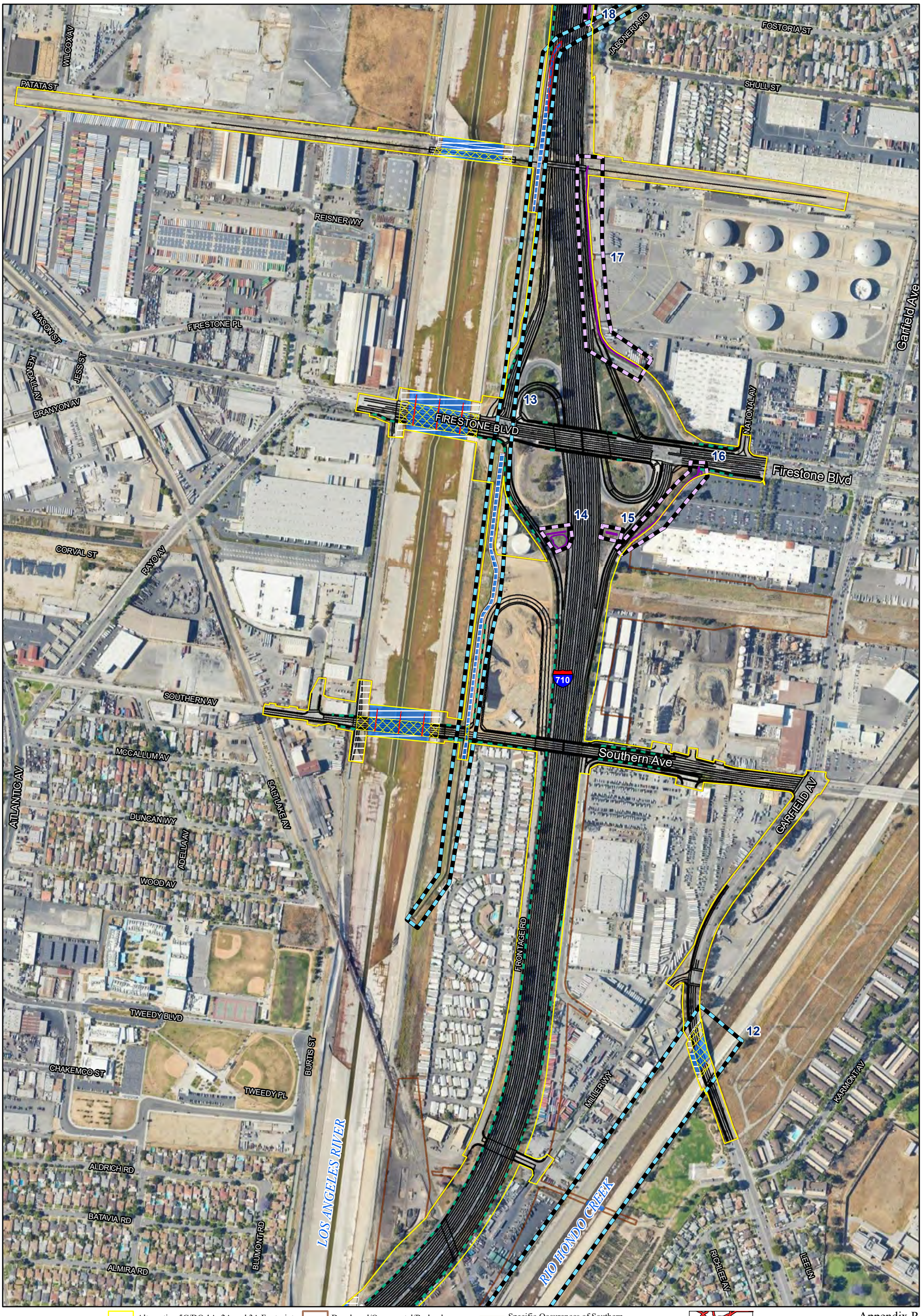

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N

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SOURCE: Google (2022); AECOM (2016)

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Appendix R
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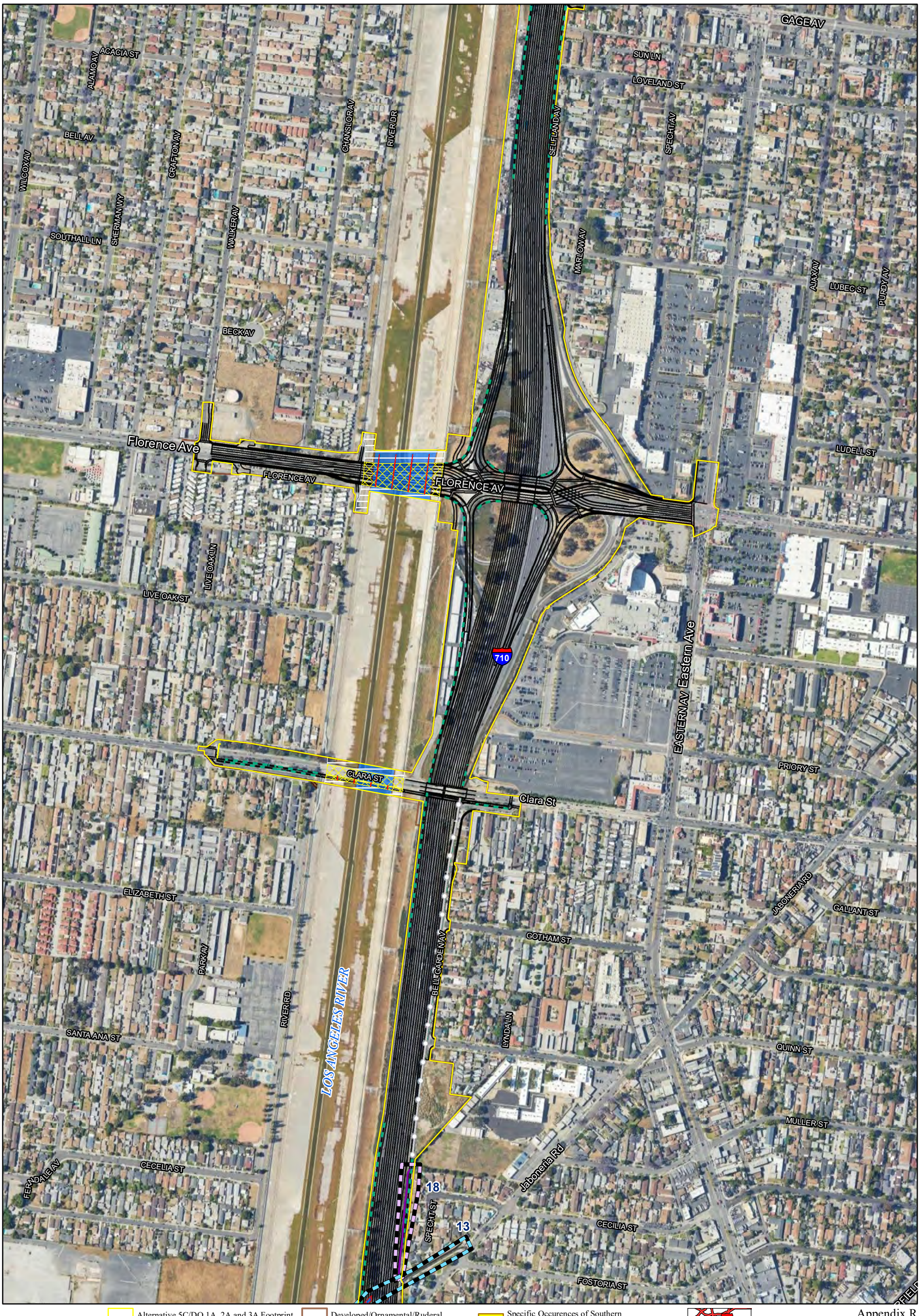

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SOURCE: Google (2022); AECOM (2016)

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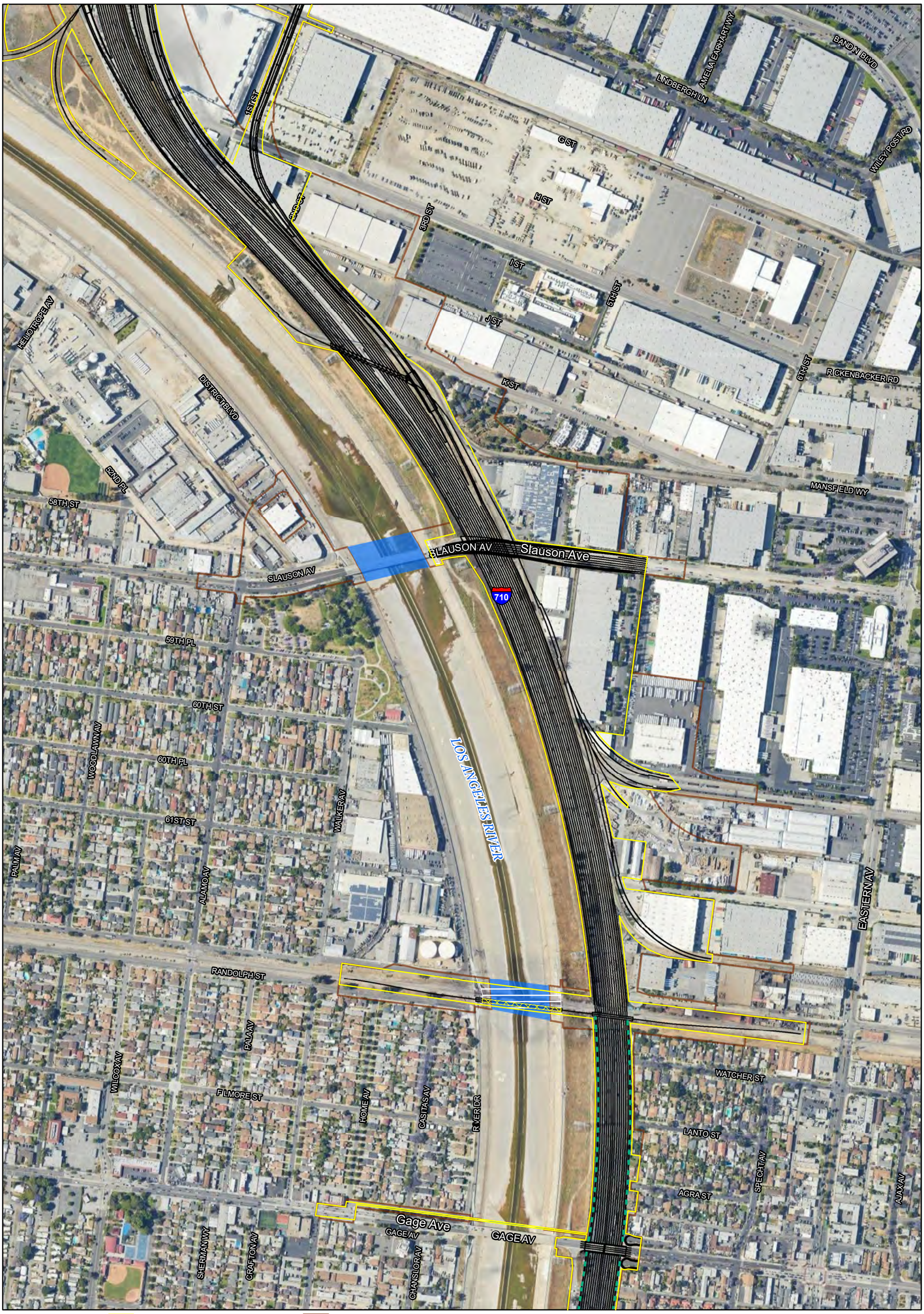
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5C/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5C/DO 1A, 2A,and 3A Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
Earthen-bottom Intertidal Portions of the L.A. River and Associated Drainages
Open Water
Freshwater Emergent Marsh
Riparian Scrub

Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (RWQCB-jurisdictional only)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

0 250 500
FEET

SOURCE: Google (2022); AECOM (2016)

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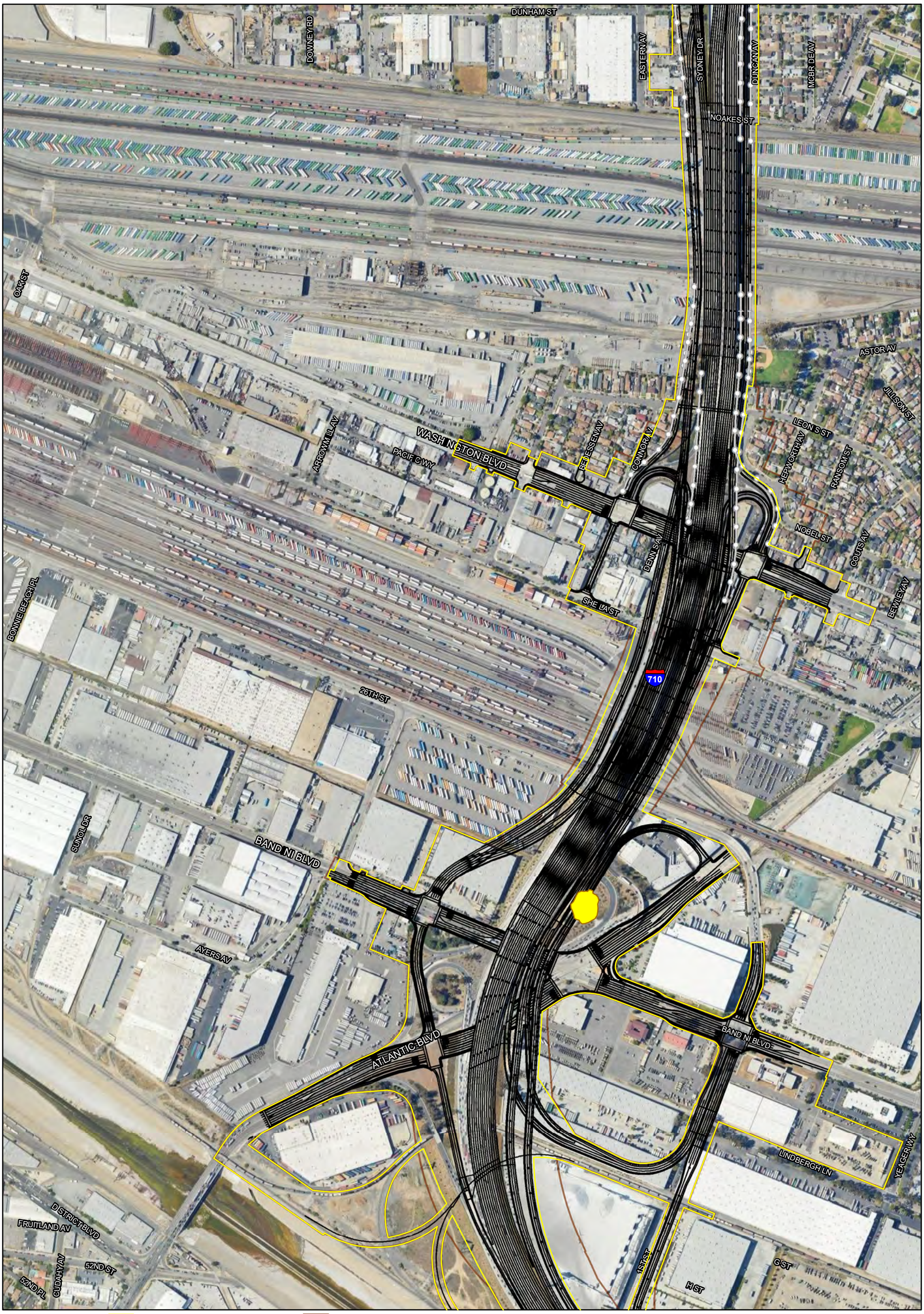
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5C/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5C/DO 1A, 2A,and 3A Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
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Riparian Scrub

Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (RWQCB-jurisdictional only)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

0 250 500
FEET

SOURCE: Google (2022); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5C/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5C/DO 1A, 2A,and 3A Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
Earthen-bottom Intertidal Portions of the L.A. River and Associated Drainages
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Freshwater Emergent Marsh
Riparian Scrub

Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (RWQCB-jurisdictional only)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

0 250 500
FEET

SOURCE: Google (2022); AECOM (2016)

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I-710 Corridor Project
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Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
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Alternative 5C/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5C/DO 1A, 2A,and 3A Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
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Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (RWQCB-jurisdictional only)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

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FEET

SOURCE: Google (2022); AECOM (2016)

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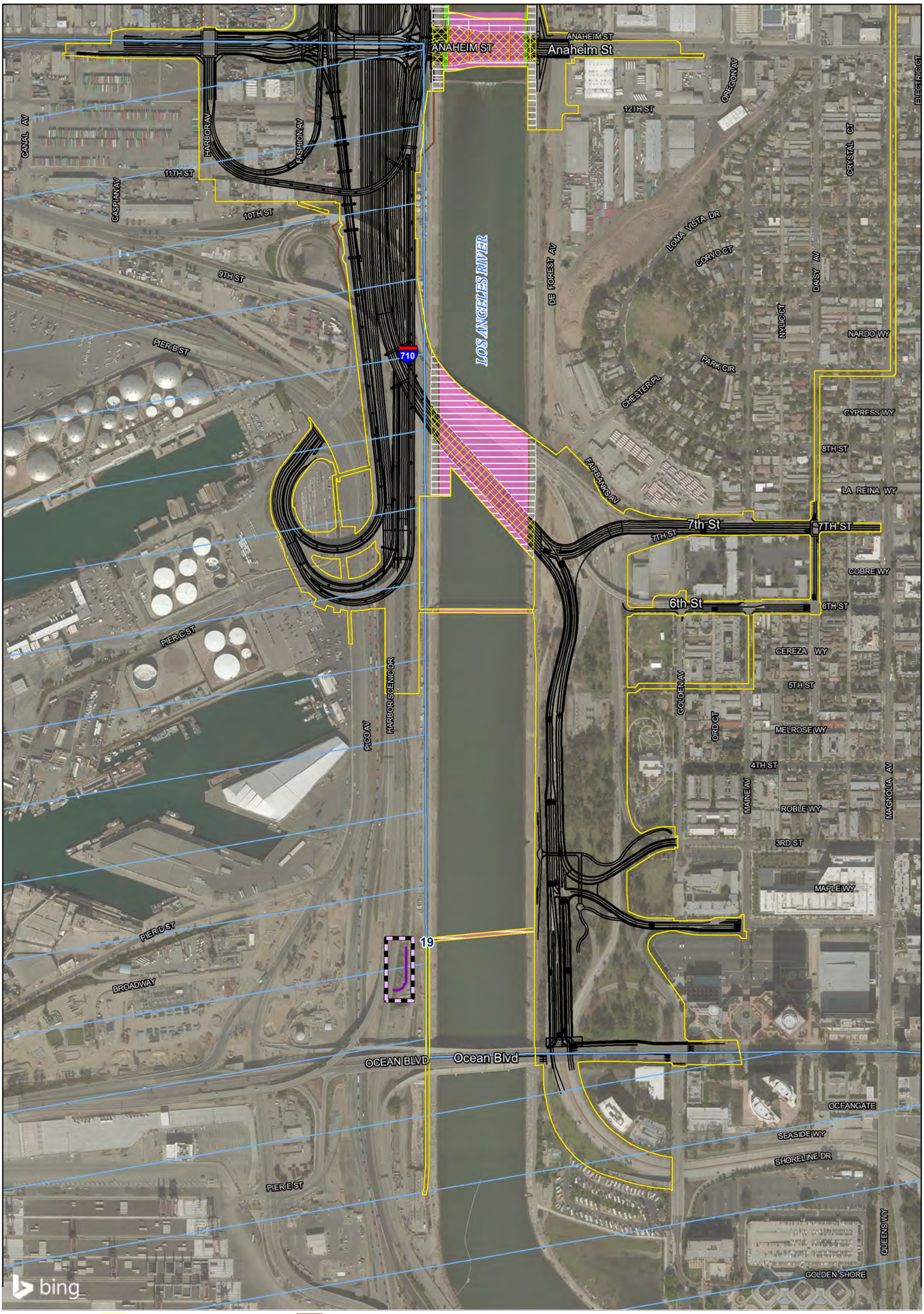
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
Earthen-bottom Intertidal Portions of the L.A. River and Associated Drainages
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Riparian Scrub

Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (non-jurisdictional)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

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FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443

25TH ST
BURNETT ST
ADRIATIC AV
BALTIC AV
23RD ST
DELTA AV
EASY AV
GALE AV
DE FOREST AV
HILL ST
FASHION AV
SAN FRANCISCO AV
GOLDEN AV
21ST ST
WILLARD ST
20TH ST
SANTA FE AV
SUMMIT ST
710
OREGON AV
MAINE AV
19TH ST
PARADE ST
CANAL AV
CASPIAN AV
SB090401
SB090402
1
ESTHER ST
17TH ST
HARBOR AV
16TH ST
GAYLORD ST
15TH ST
COWLES ST
14TH ST
ANAHEIM ST
bing

Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
USACE Section 404 Jurisdictional Non Wetland Waters
USACE Section 404 Jurisdictional Wetland Waters
USACE Section 10 Jurisdictional Waters
Continuation of Drainage Through Non-Jurisdictional Area or Outside BSA
CDFW
Other Drainage Features Within Developed Areas (non-jurisdictional)

Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N
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FEET

SOURCE: Bing Maps (2014); AECOM (2016)

*No drainage ID has been given to the jurisdictional waters within the Los Angeles River that coincide with the Biological Study Area

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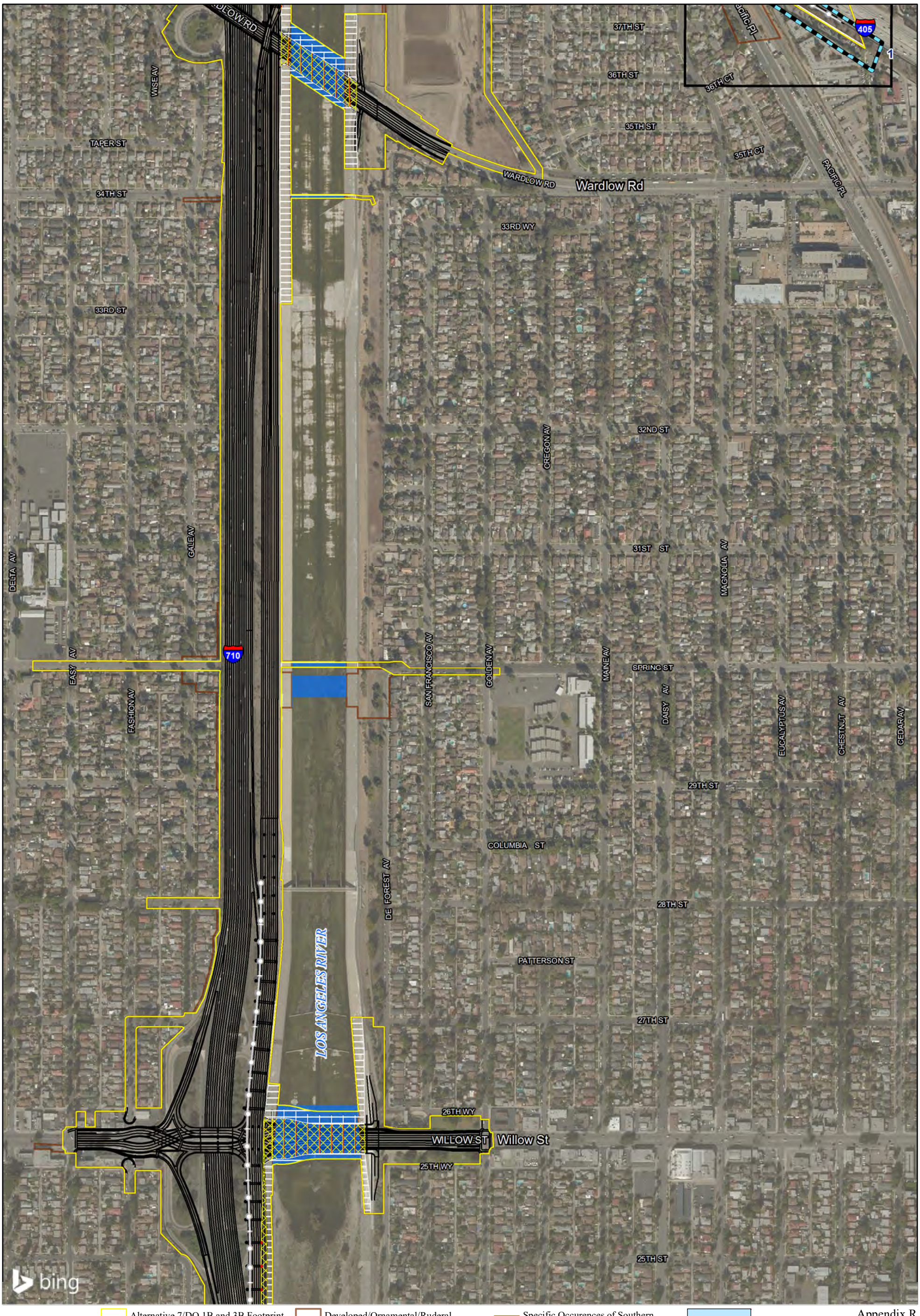
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



SOURCE: Bing Maps (2014); AECOM (2016)

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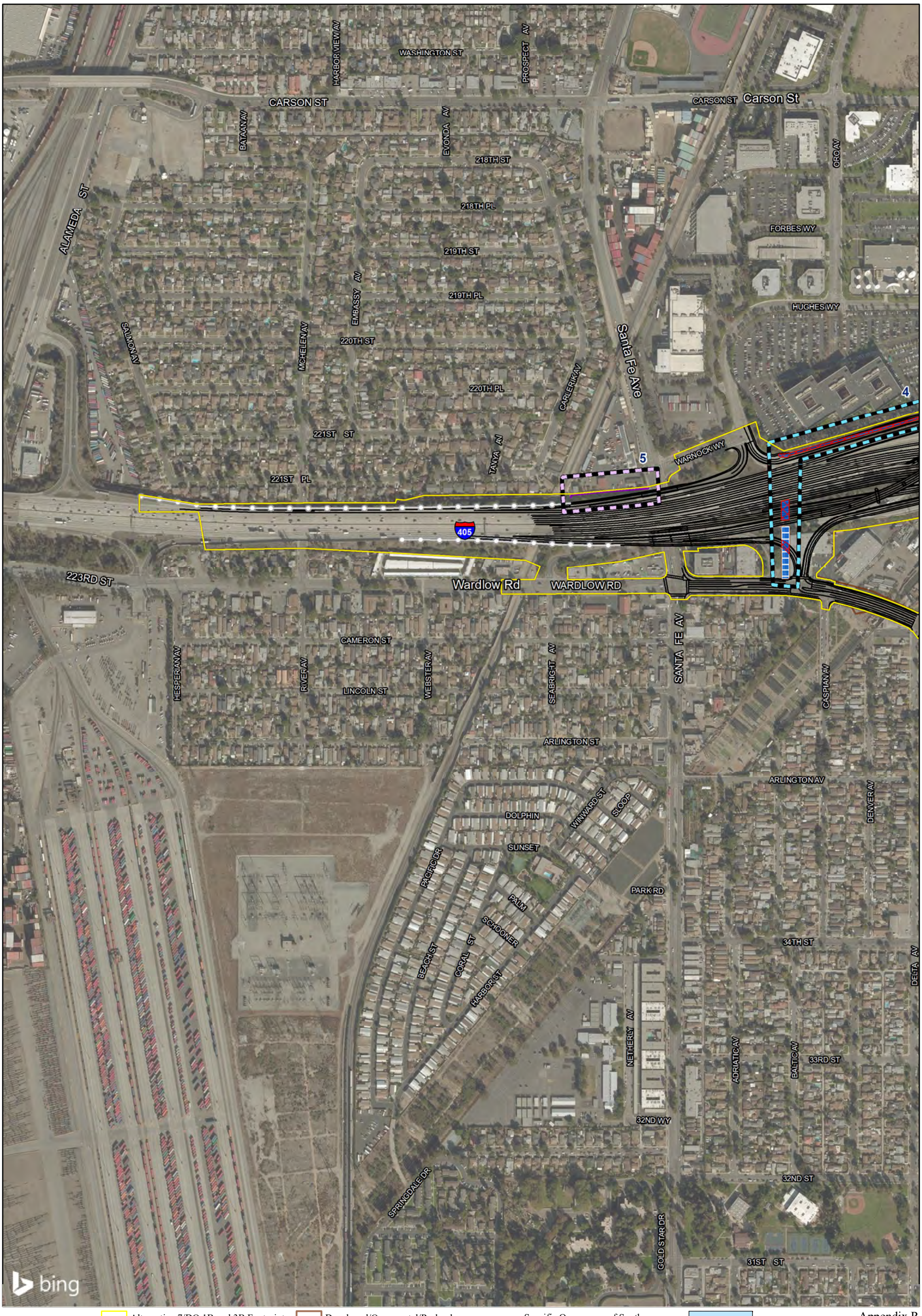
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
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Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (non-jurisdictional)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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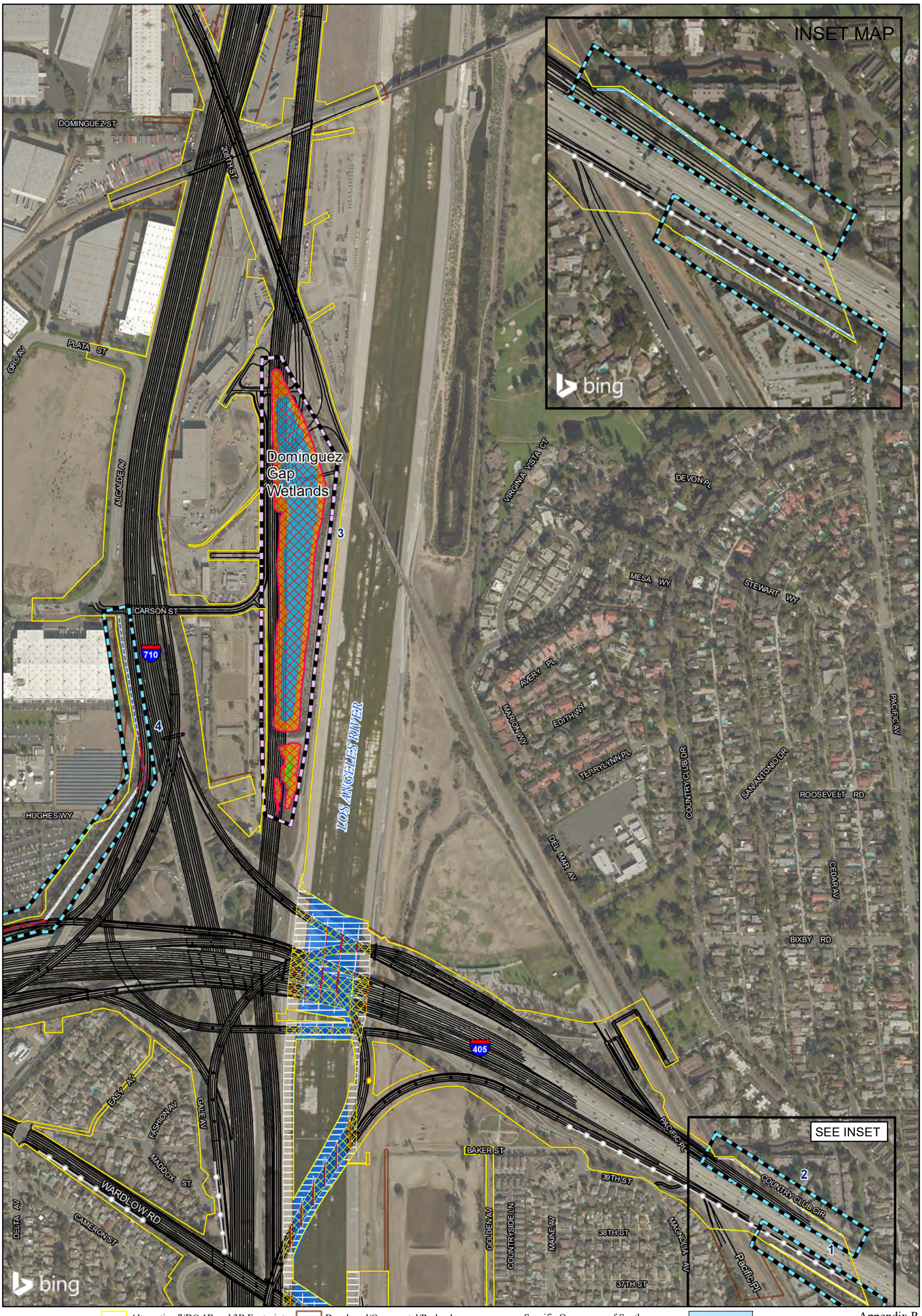
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project

RDEIR/SDEIS

Project Impacts to Vegetation Communities Alternative 7 and Design Options

07-LA-710- PM 5.4/24.5

EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
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Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (non-jurisdictional)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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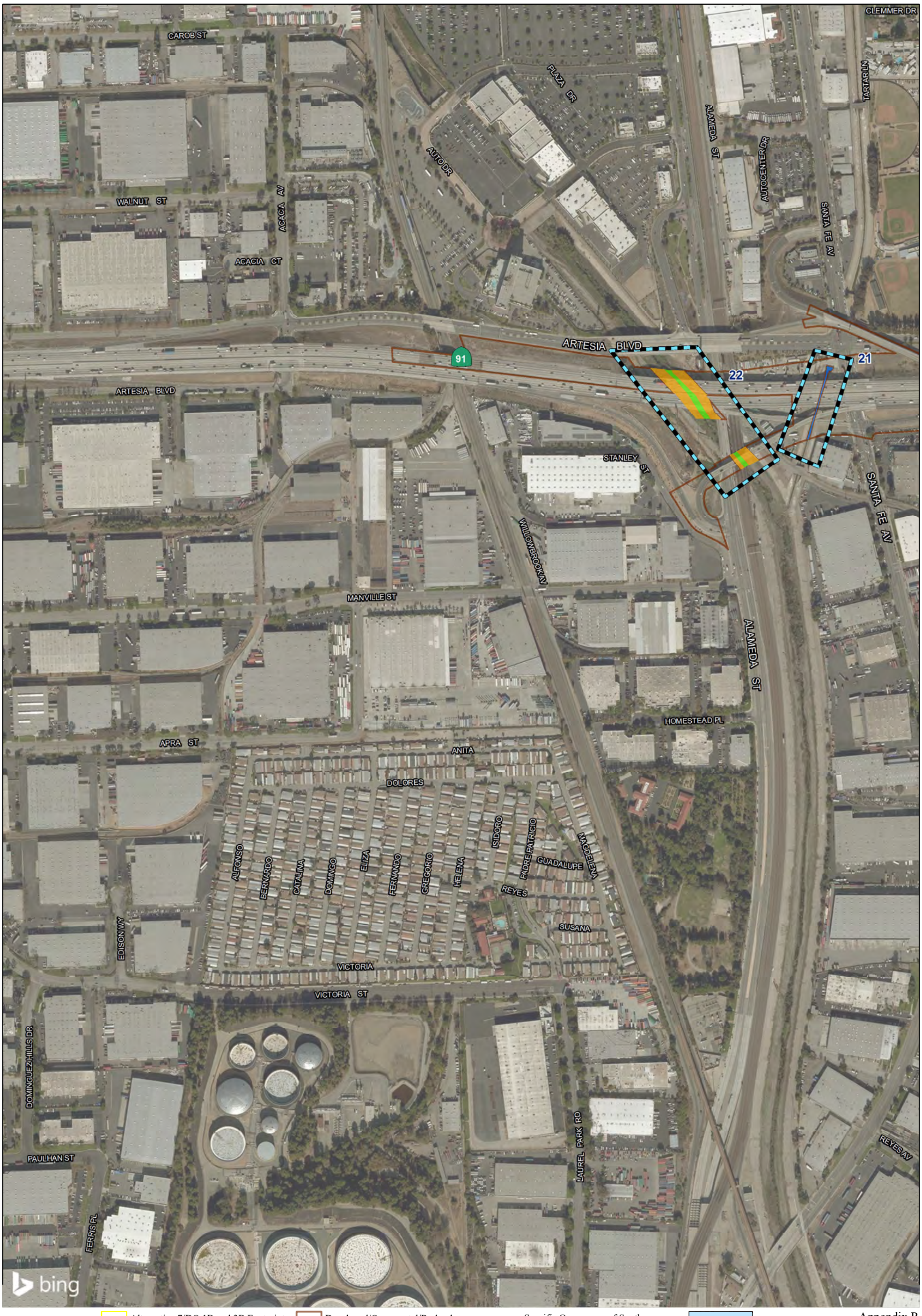
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
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Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (non-jurisdictional)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
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Open Water
Freshwater Emergent Marsh
Riparian Scrub

Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (non-jurisdictional)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

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SOURCE: Bing Maps (2014); AECOM (2016)

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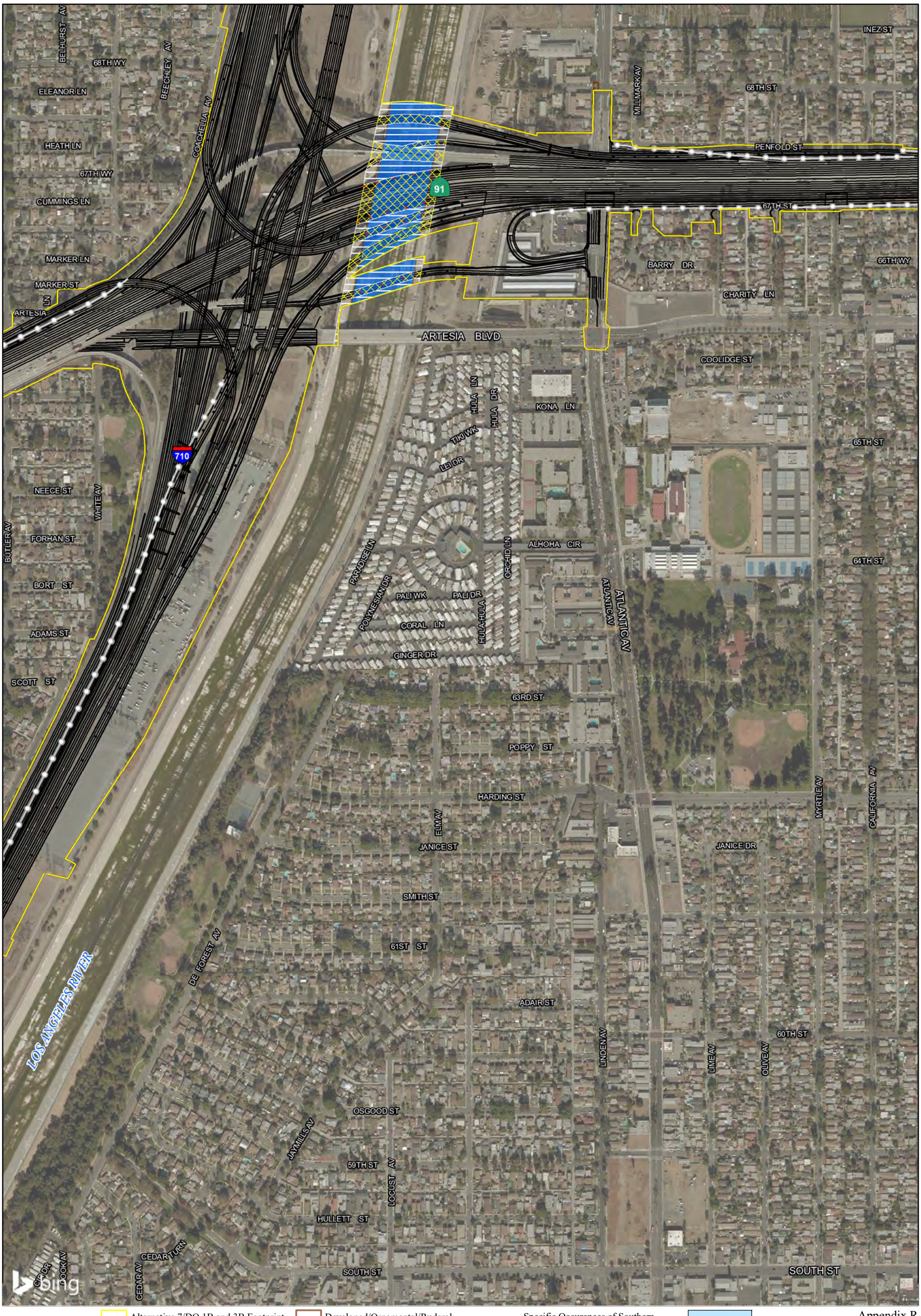
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
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Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (non-jurisdictional)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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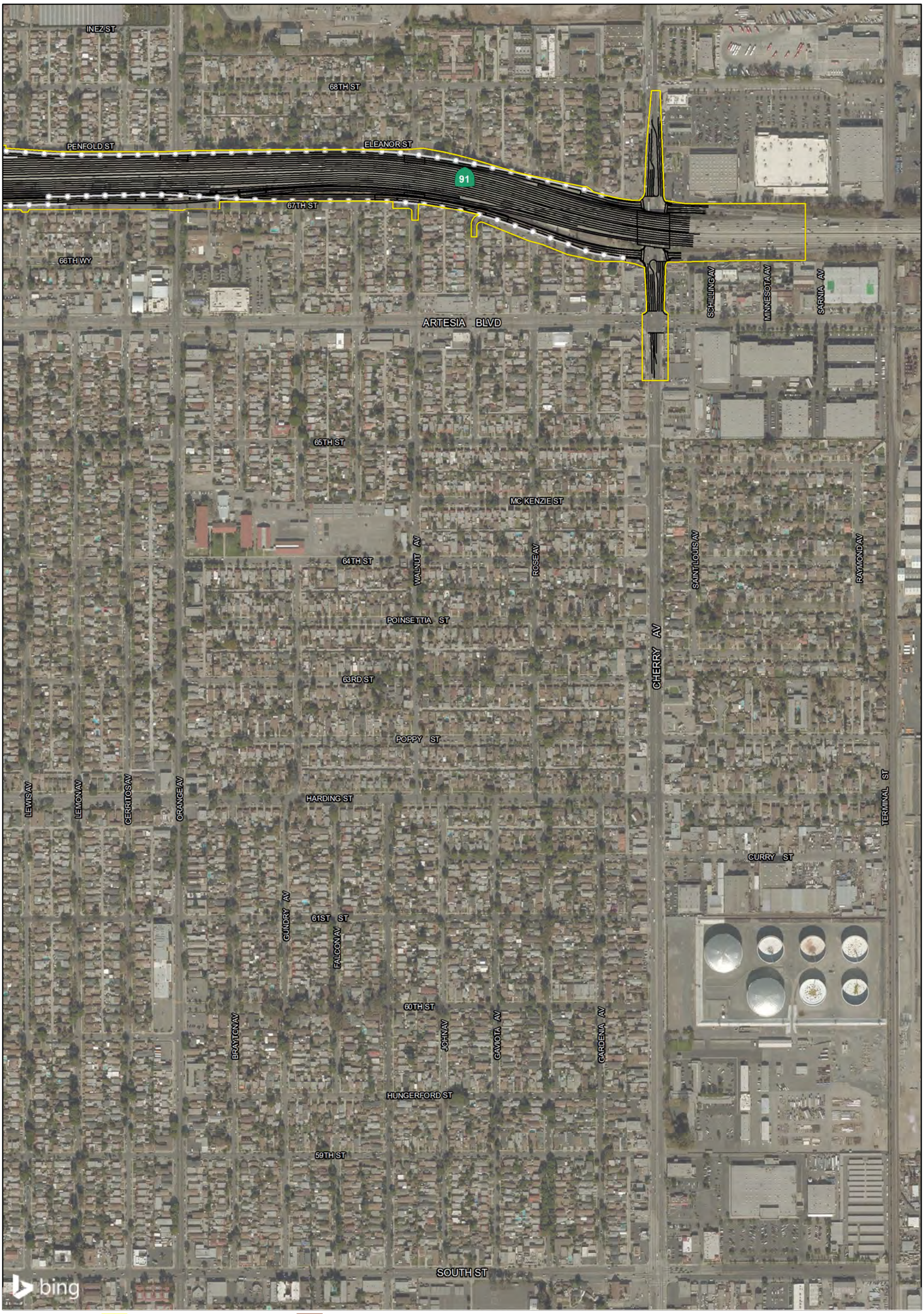
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
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Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (non-jurisdictional)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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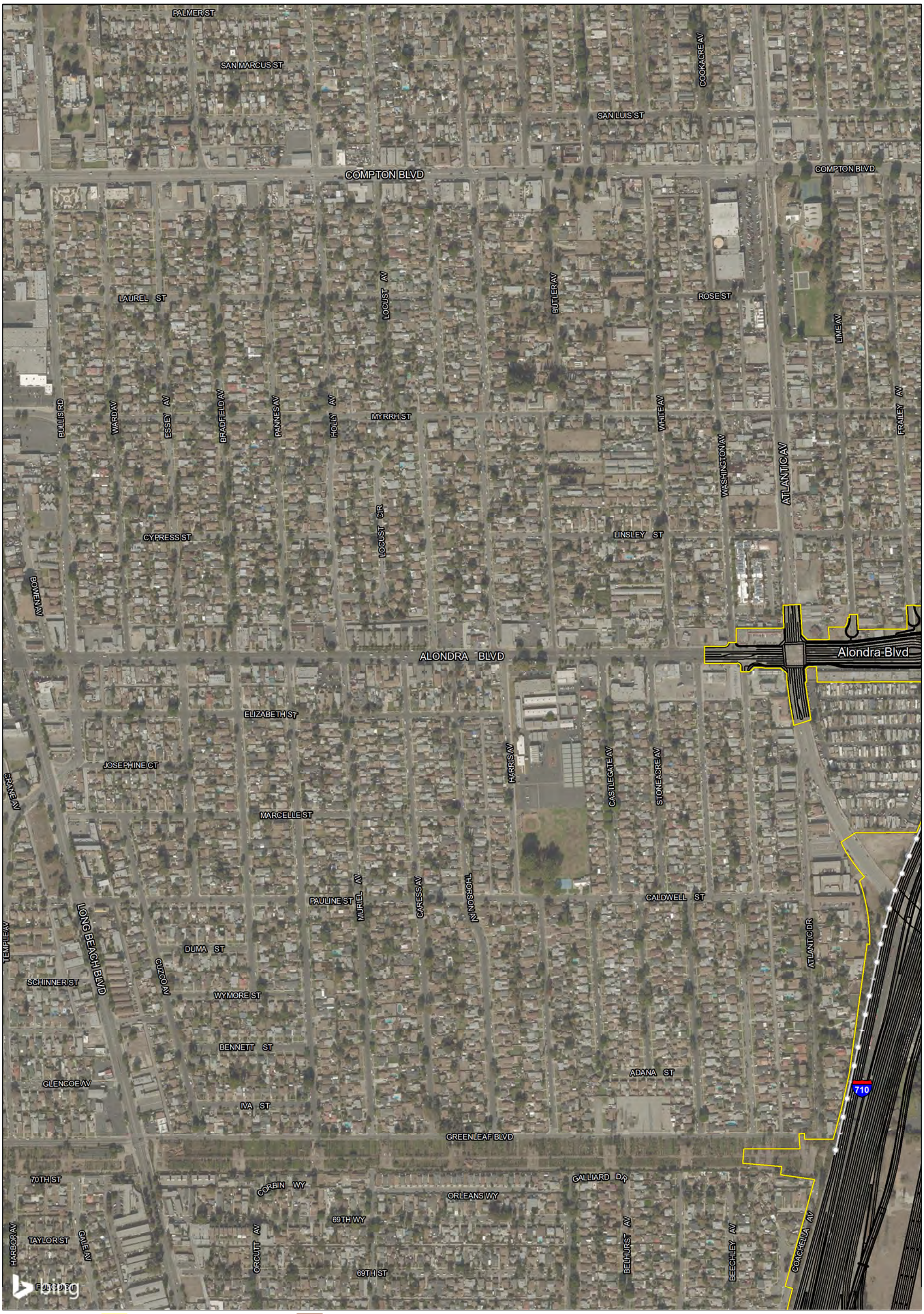
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
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Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (non-jurisdictional)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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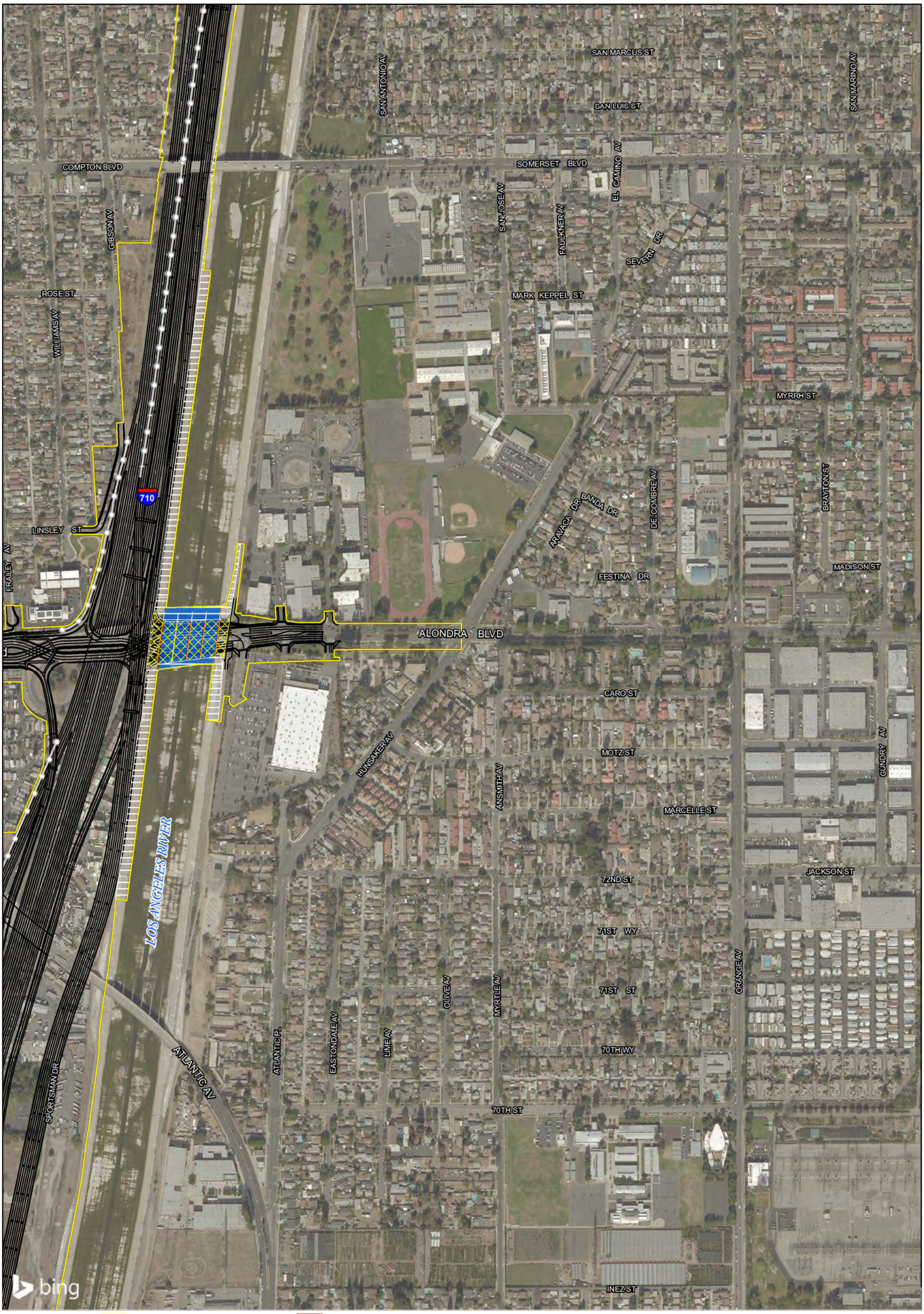
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
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Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (non-jurisdictional)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project
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Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
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Potential Retaining Walls
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
Earthen-bottom Intertidal Portions of the L.A. River and Associated Drainages
Open Water
Freshwater Emergent Marsh
Riparian Scrub

Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (non-jurisdictional)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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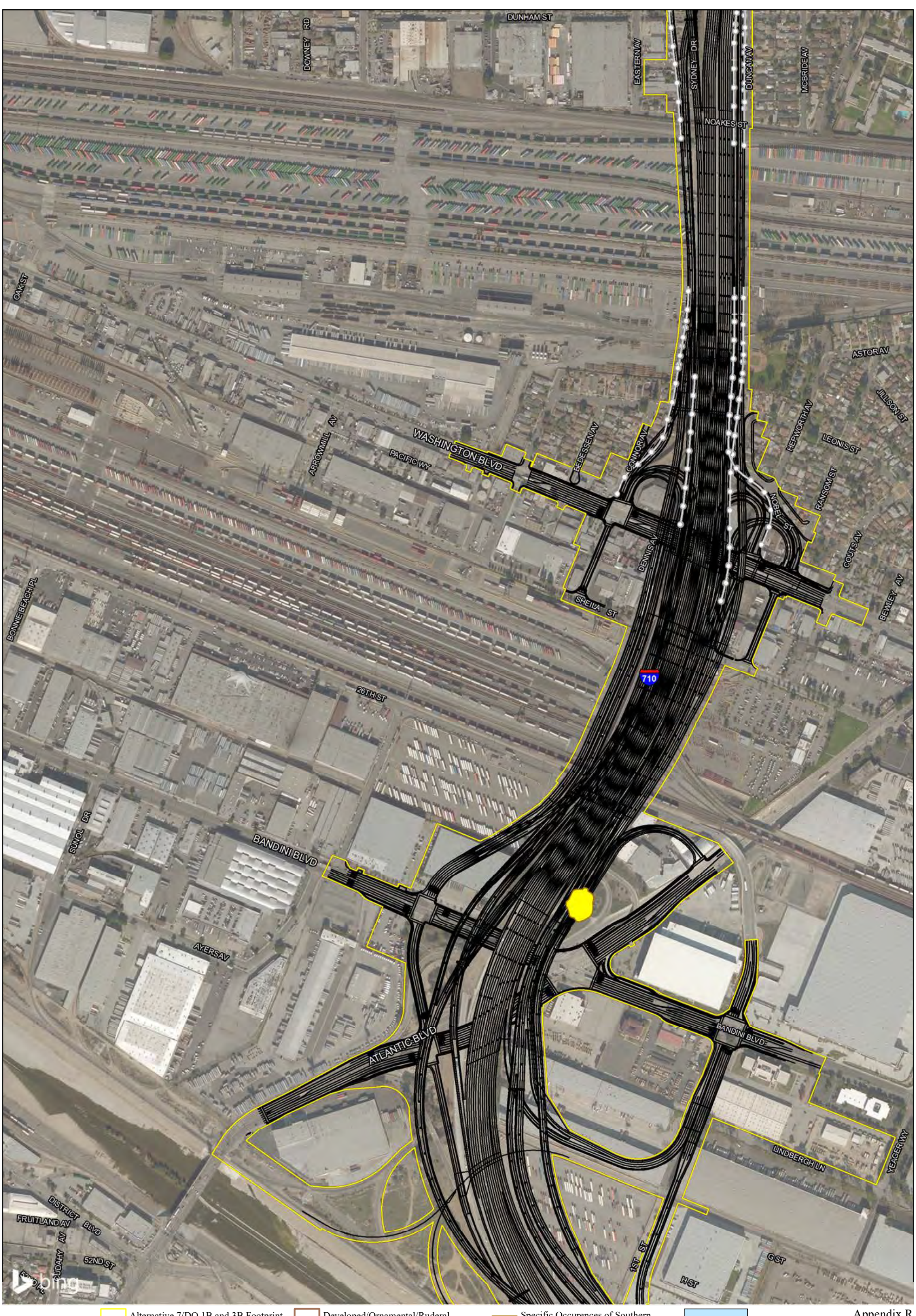
I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
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Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (non-jurisdictional)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

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Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (non-jurisdictional)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443

VAN PELT AV
BLANCHARD ST
CORPORATE PL
CORPORATE CENTER DR
MONTEREY PASS RD
SYDNEY AV
CORDOVA AV
LOPEZ AV
FOLSOM ST
FLORAL DR
FISHER ST
HAMMEL ST
DANGLER AV
MARIANNA AV
DOZIER ST
CESAR E CHAVEZ AV
CARMELITA AV
GIFFORD AV
CAPISTRANO WY
NEW YORK ST
MICHIGAN AV
EUGENE ST
EASTERN AV
710
FORD BLVD
1ST ST
MEDNIK AV
ZARING ST
60
GLEASON ST
2ND ST
3RD ST
GRATIAN ST
MCBRIDE AV
4TH ST
STRANG ST
MCDONNELL AV
FETTERLY AV
BETTY AV
HUMPHREYS AV
WYMAN AV
ARIZONA AV
KERN AV
EAGLE ST
SYDNEY DR
BURGER AV
5TH ST
FERRIS AV
6TH ST
bing

Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potential Retaining Walls
Potential Sound Walls
Existing Features

Developed/Ornamental/Ruderal
Concrete-lined Freshwater Portions of the L.A. River and Associated Drainages
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Freshwater Emergent Marsh
Riparian Scrub

Specific Occurences of Southern Tarplant (LSA, 2009)
Coastal Zone
Jurisdictional Features (includes L.A. River)
Other Drainage Features Within Developed Areas (non-jurisdictional)
Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters

N
0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Project Impacts to Vegetation Communities Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443

B. PROJECT IMPACTS TO JURISDICTIONAL WATERS

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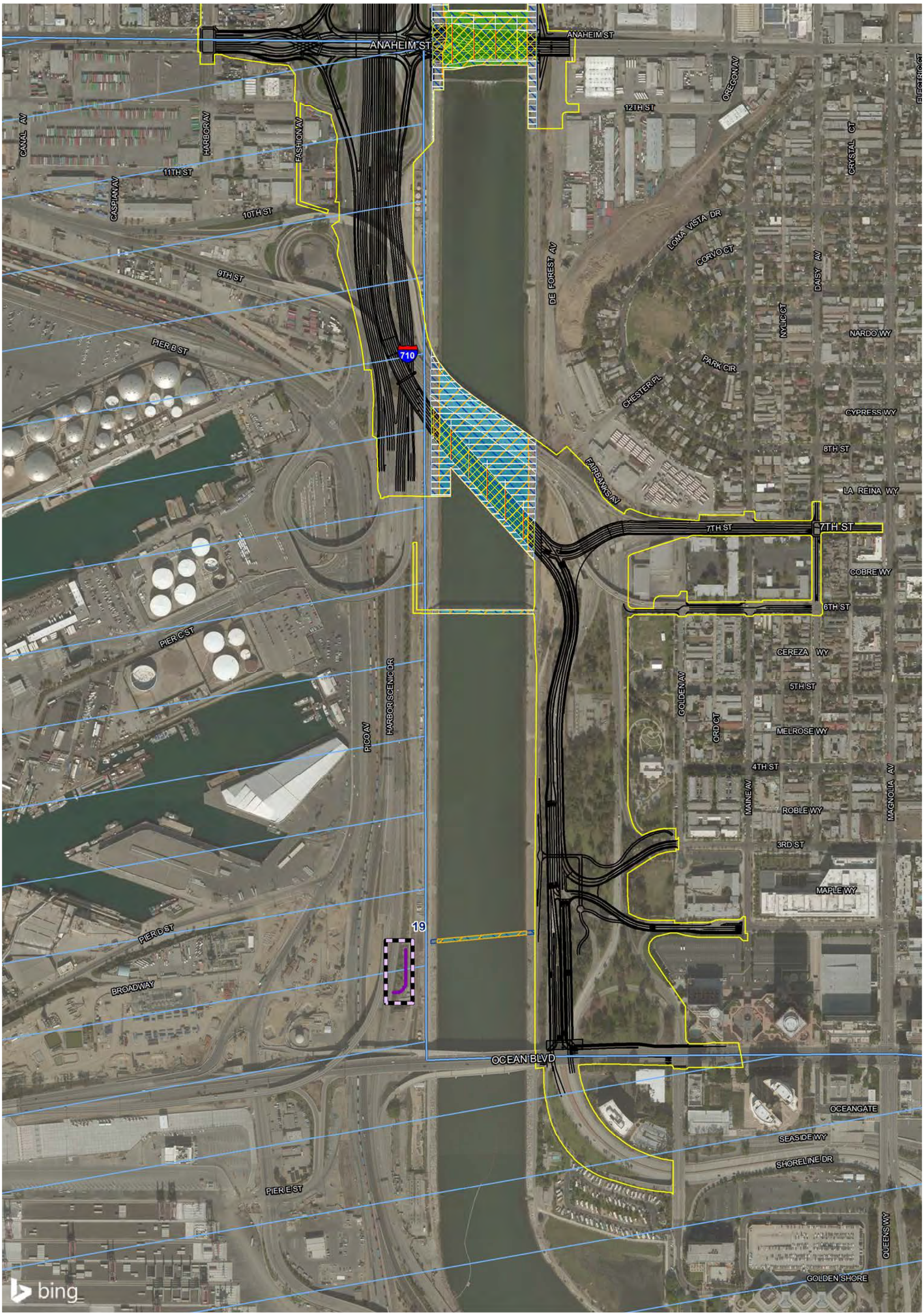

Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
USACE Section 404 Jurisdictional Non Wetland Waters
USACE Section 404 Jurisdictional Wetland Waters
USACE Section 10 Jurisdictional Waters
Continuation of Drainage Through Non-Jurisdictional Area or Outside BSA
CDFW
Other Drainage Features Within Developed Areas (non-jurisdictional)

Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

*No drainage ID has been given to the jurisdictional waters within the Los Angeles River that coincide with the Biological Study Area

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I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
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Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
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USACE Section 404 Jurisdictional Wetland Waters
USACE Section 10 Jurisdictional Waters
Continuation of Drainage Through Non-Jurisdictional Area or Outside BSA
CDFW
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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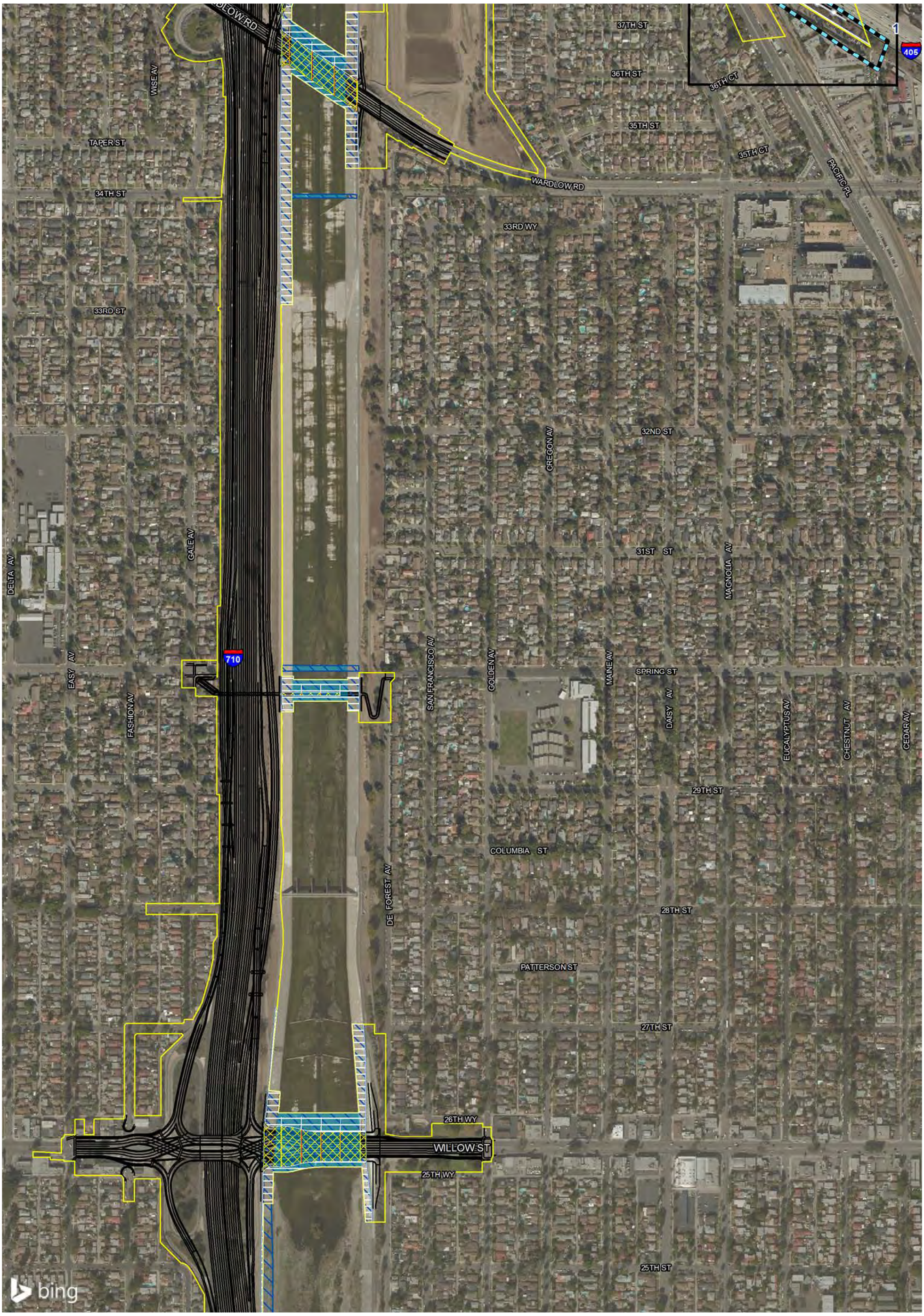
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

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USACE Section 404 Jurisdictional Non Wetland Waters
USACE Section 404 Jurisdictional Wetland Waters
USACE Section 10 Jurisdictional Waters
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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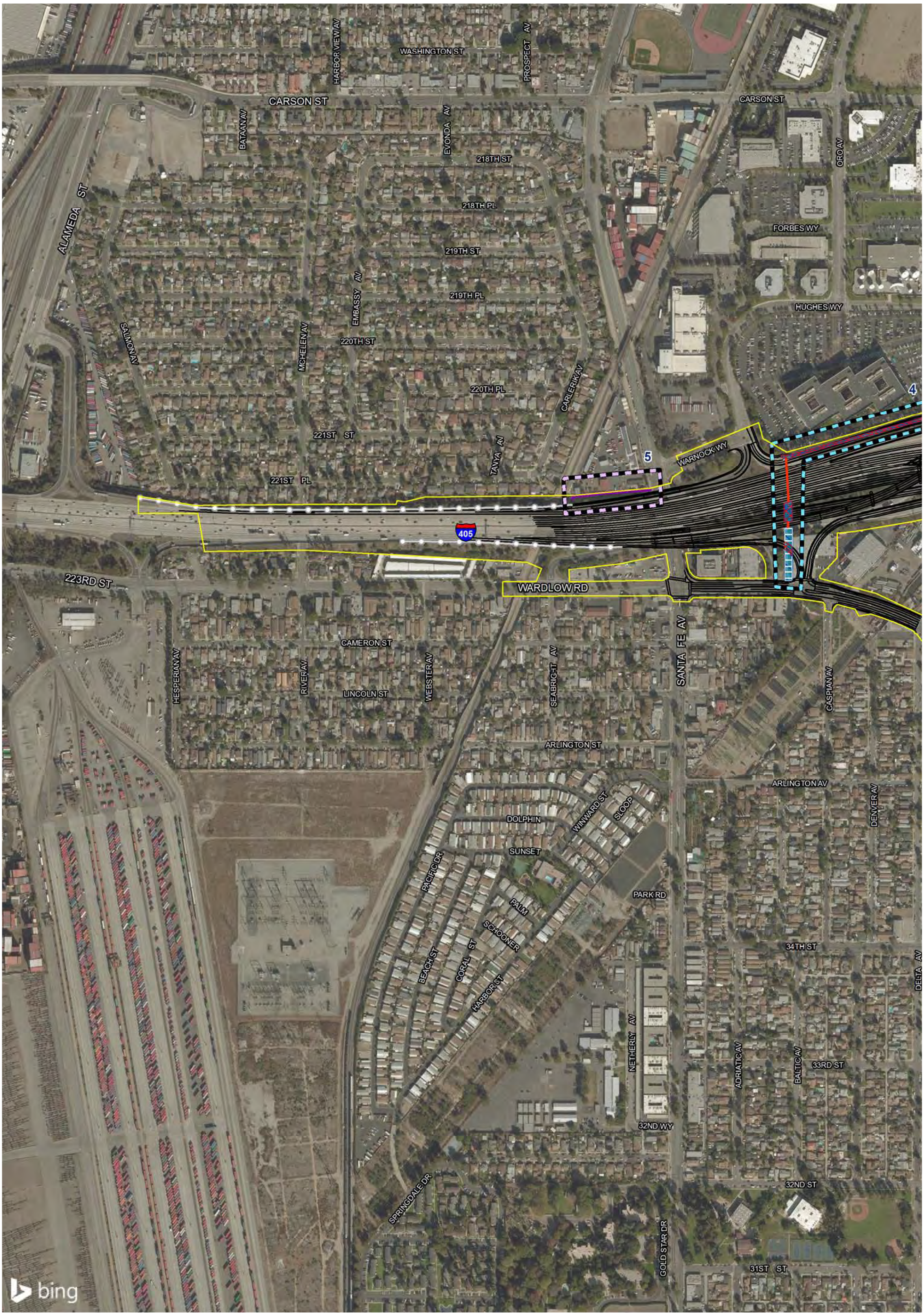
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
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USACE Section 404 Jurisdictional Wetland Waters
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Other Drainage Features Within Developed Areas (non-jurisdictional)

Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443

INSET MAP

DOMINGUEZ ST
208TH ST
PLATA ST
ORO AV
ALCALDE AV
710
CARSON ST
HUGHES WY
4
3
SB090404
SB090403
VIRGINIA VISTA CT
DEVON PL
MESA WY
STEWART WY
AVERY PL
MARION WY
EDITH WY
TERRYLYNN PL
COUNTRY CLUB DR
SAN ANTONIO DR
ROOSEVELT RD
PACIFIC AV
DEL MAR AV
CEDAR AV
BIXBY RD
405
EASY AV
FASHION AV
GALE AV
MADDOX ST
WARDLOW RD
CAMERON ST
DELTA AV
BAKER ST
39TH ST
38TH ST
37TH ST
GOLDEN AV
COUNTRYSIDE LN
MAINE AV
MAGNOLIA AV
PACIFIC PL
SEE INSET
2
1

bing

Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
USACE Section 404 Jurisdictional Non Wetland Waters
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N
0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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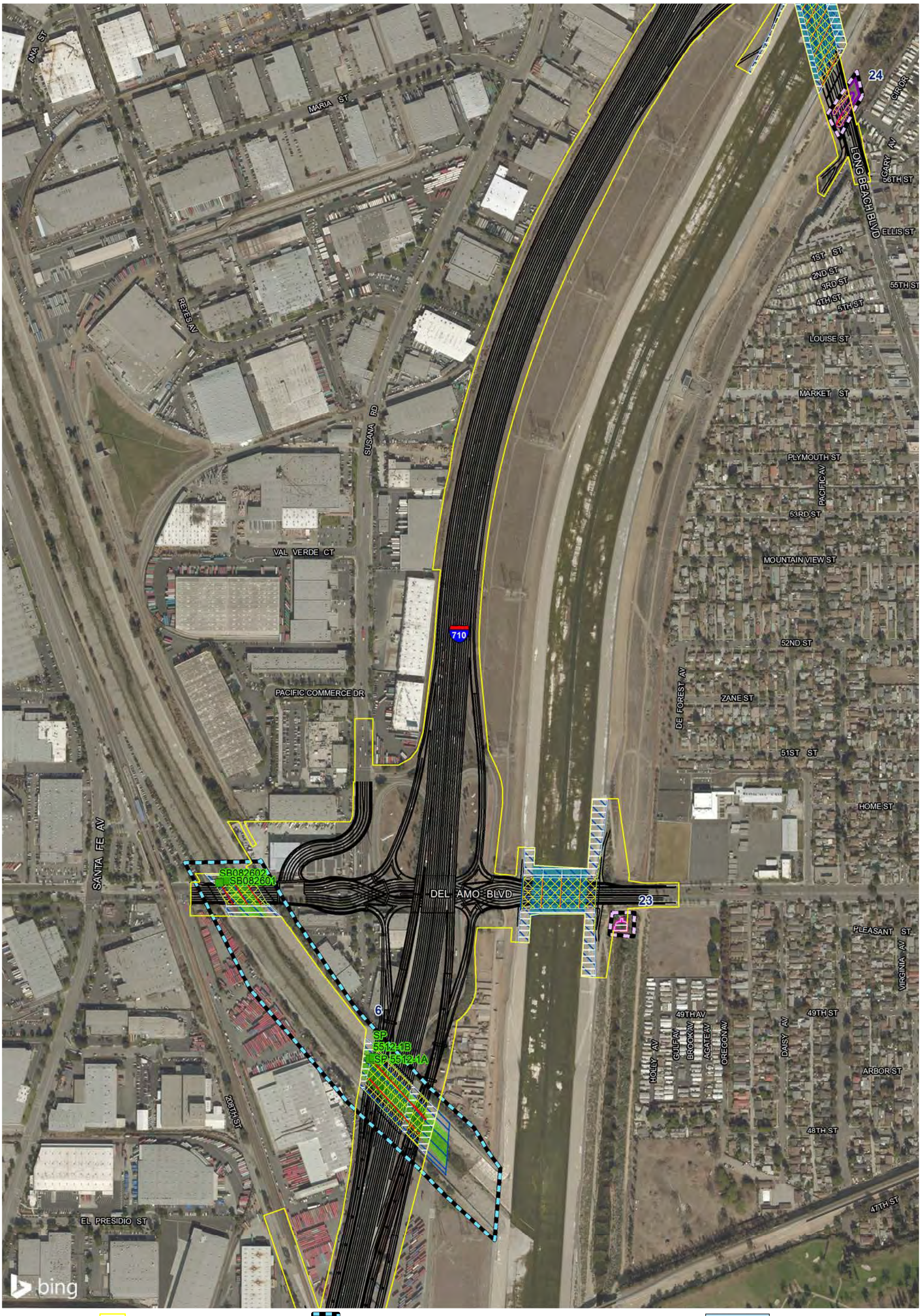
I-710 Corridor Project RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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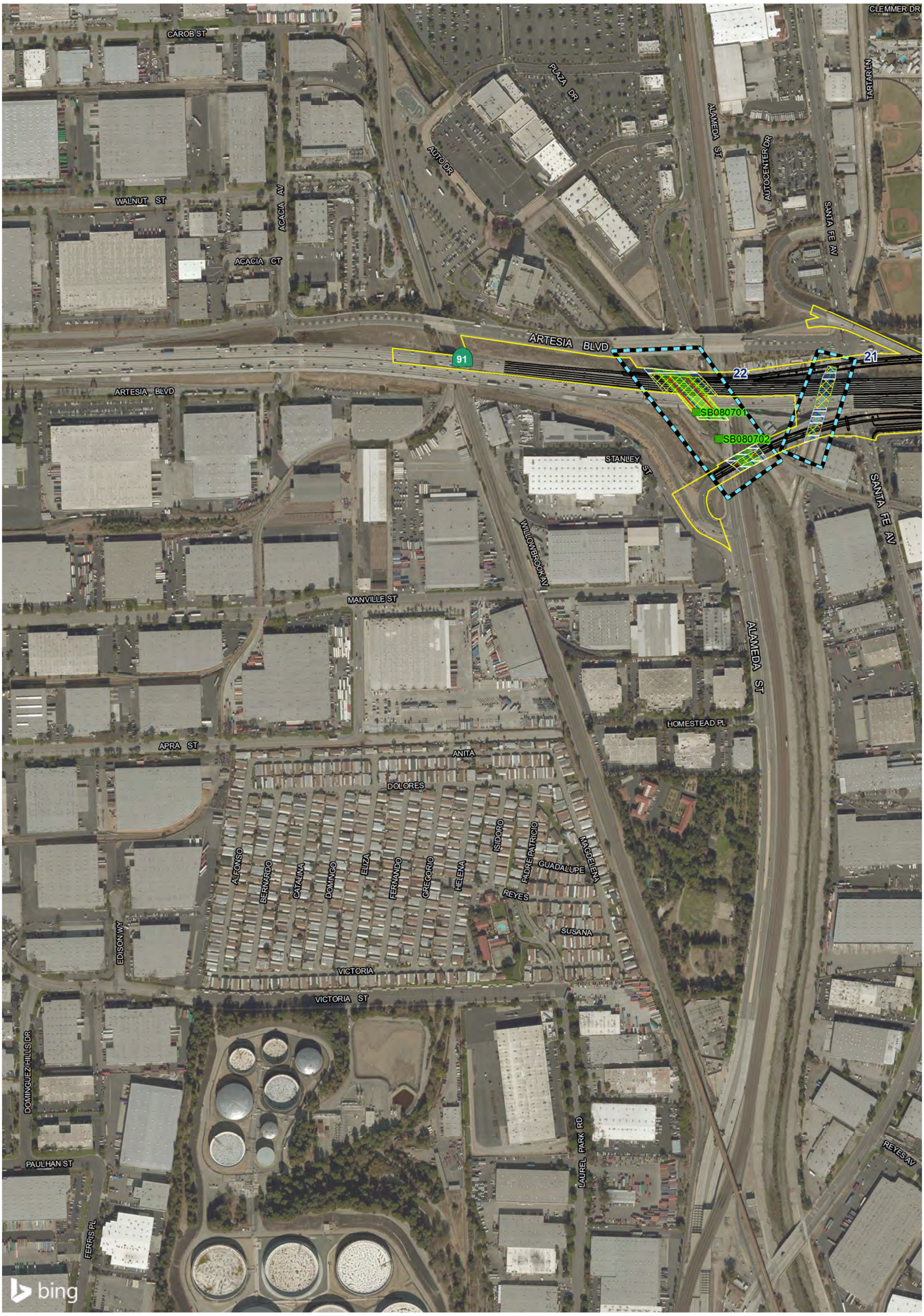
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

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Other Drainage Features Within Developed Areas (non-jurisdictional)

Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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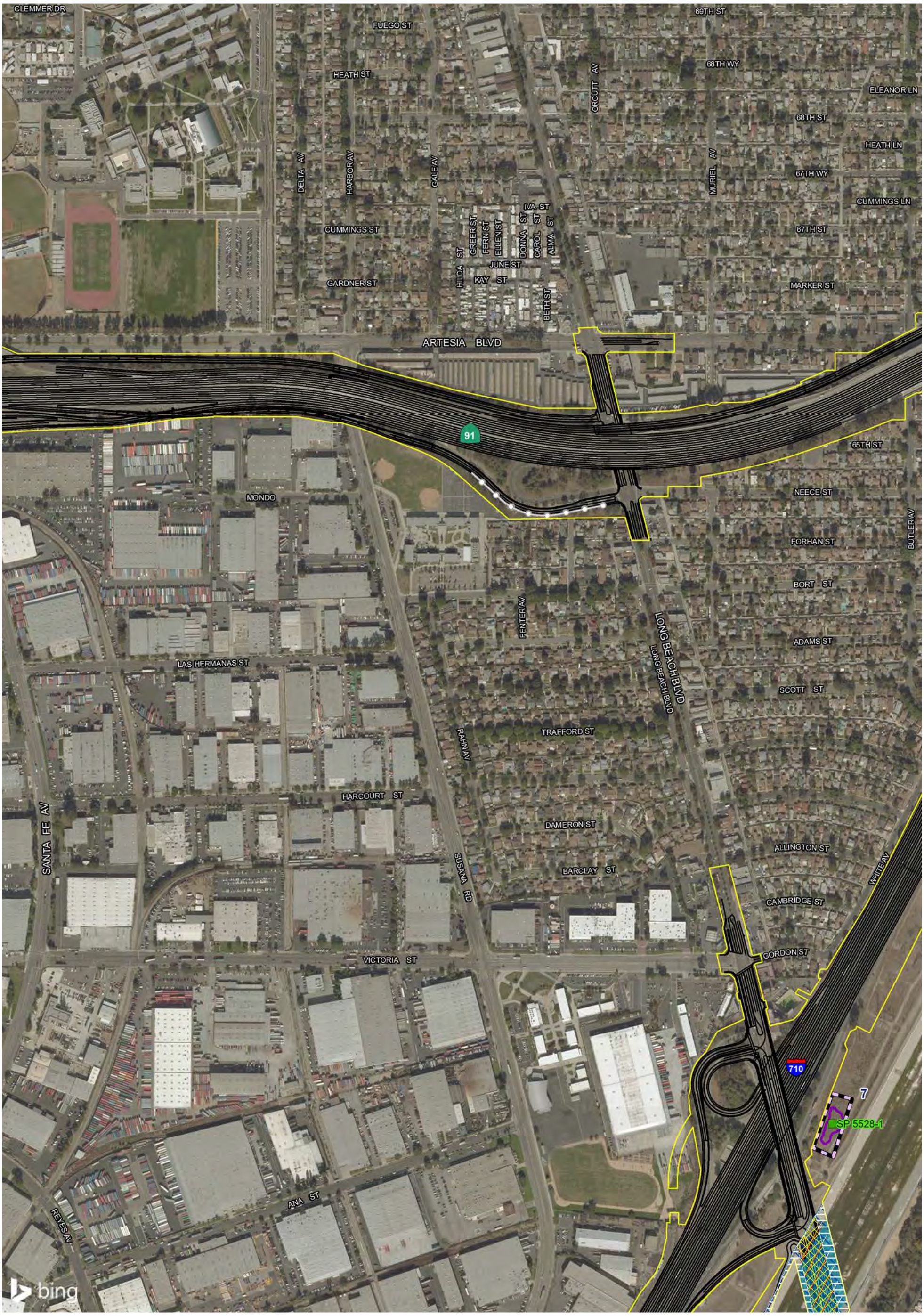
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

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USACE Section 404 Jurisdictional Wetland Waters
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

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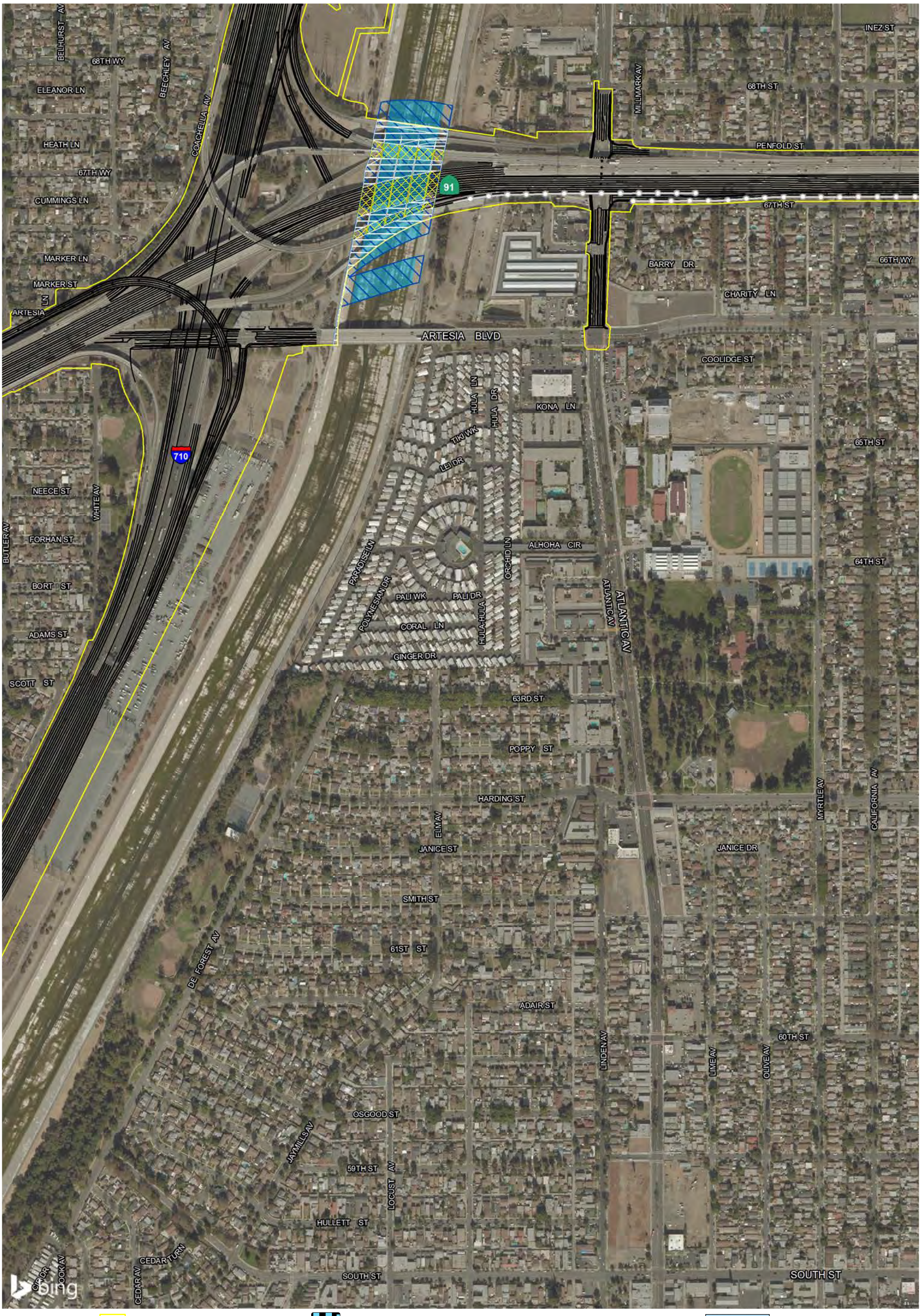
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
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Potential Sound Walls
Existing Features

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Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
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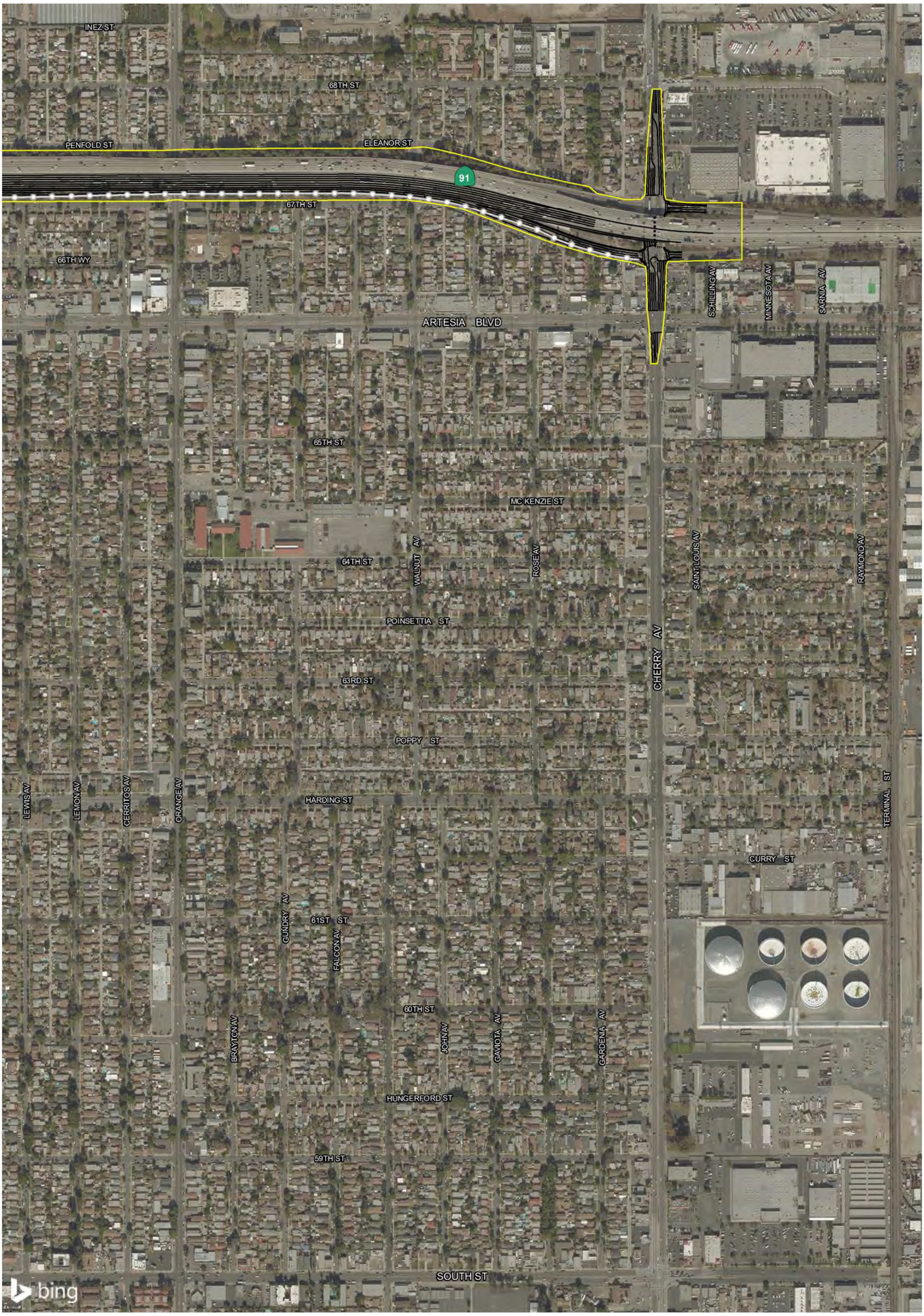
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
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USACE Section 404 Jurisdictional Wetland Waters
USACE Section 10 Jurisdictional Waters
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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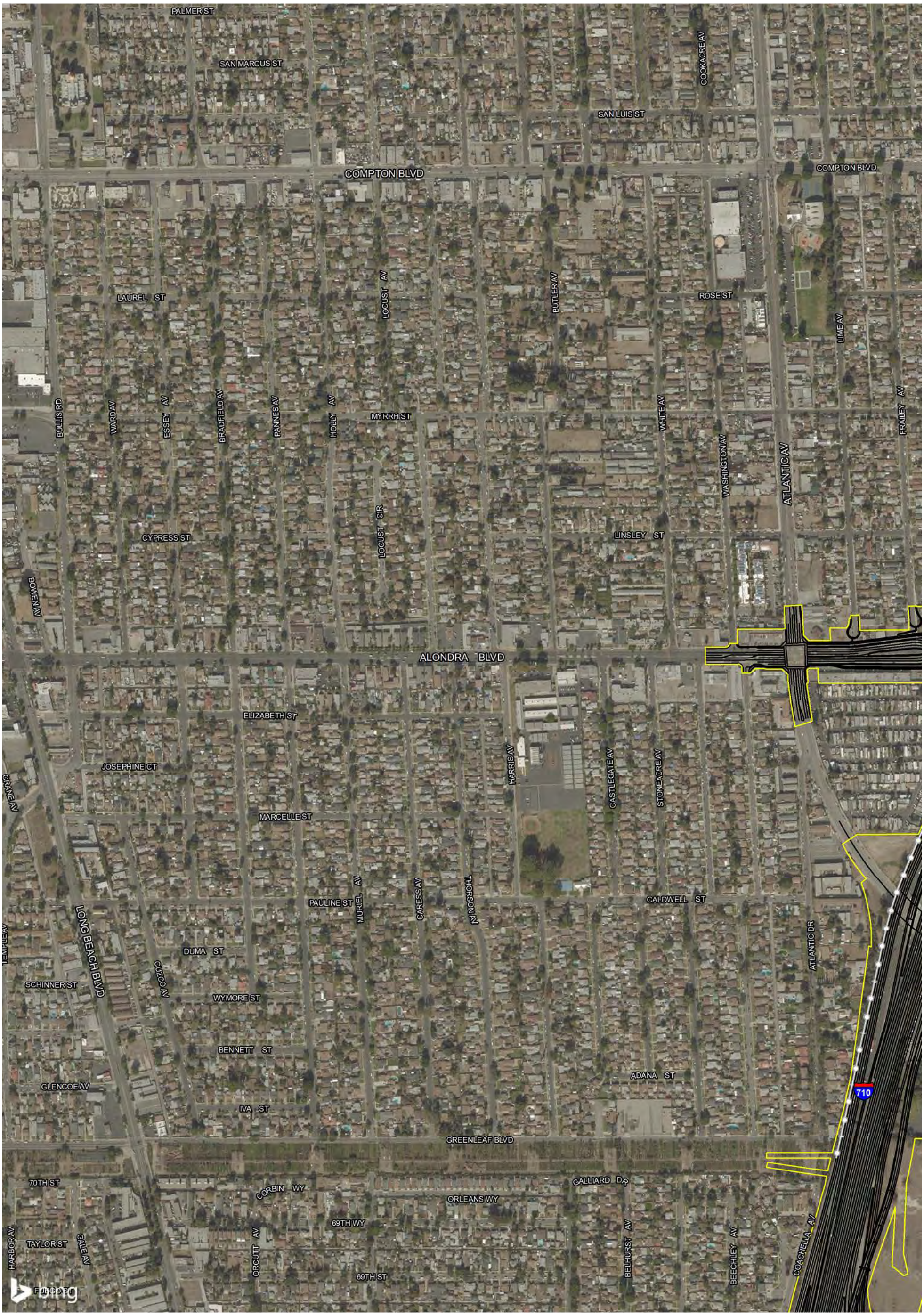
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



SOURCE: Bing Maps (2014); AECOM (2016)

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RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
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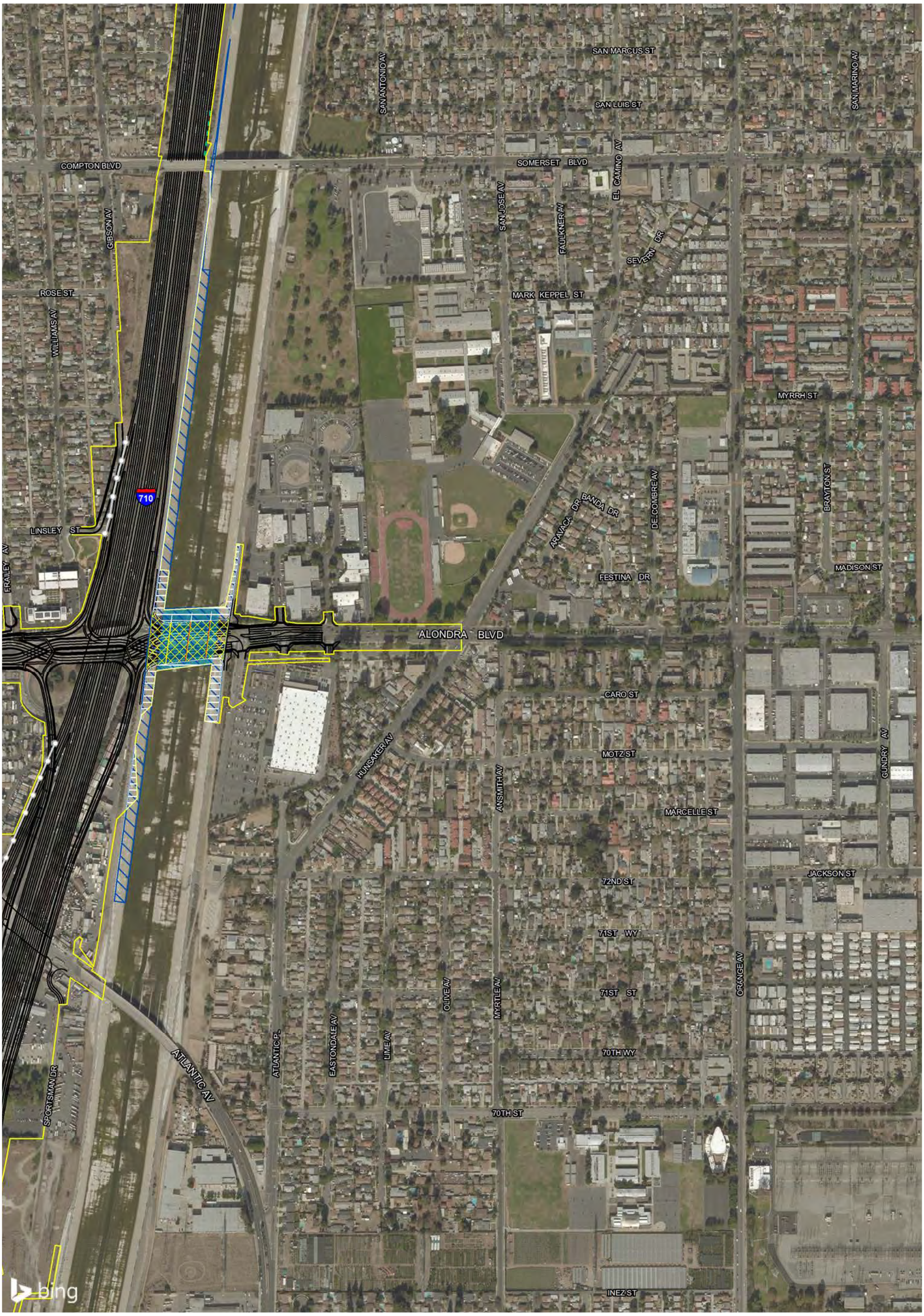

Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

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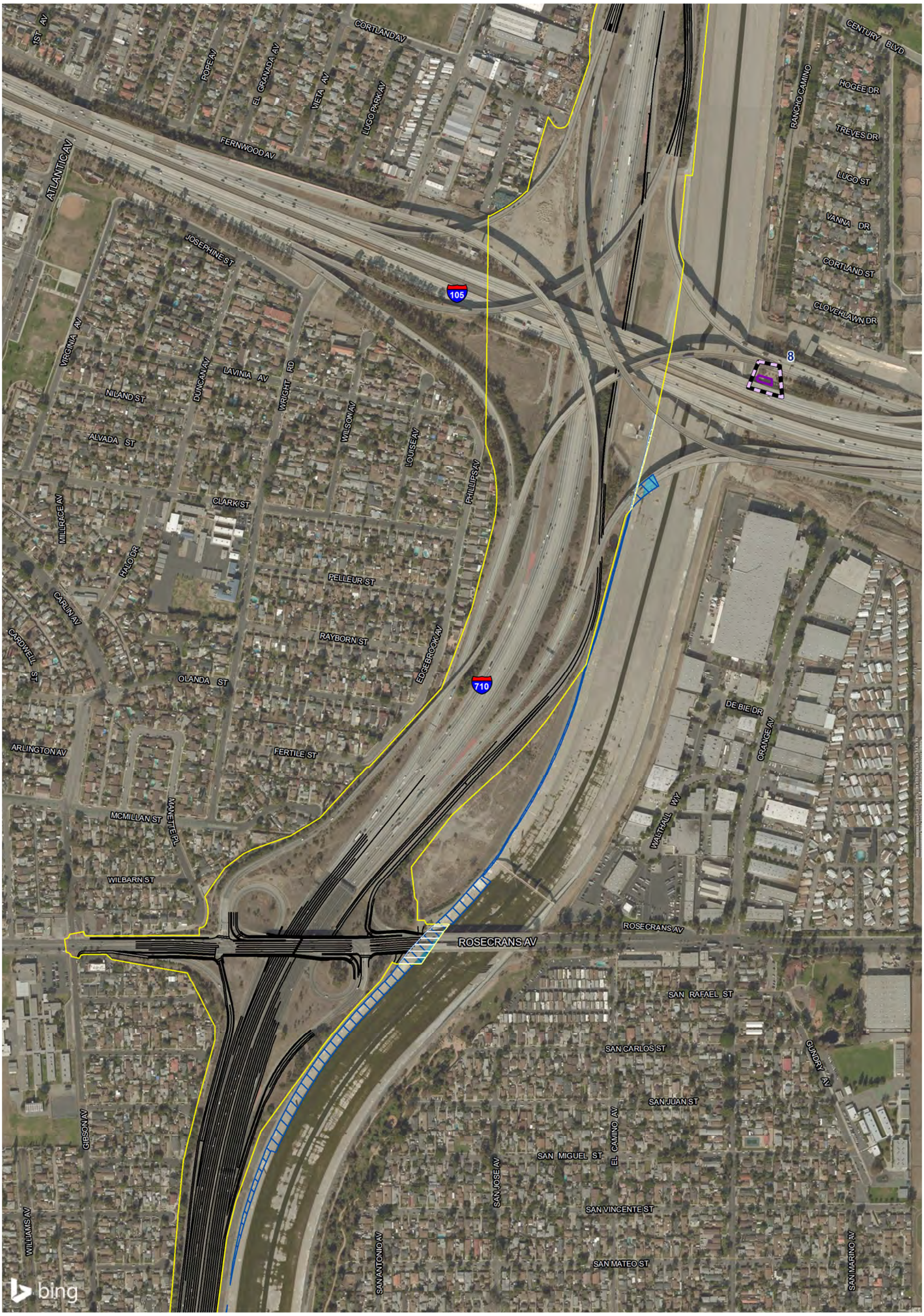
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
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USACE Section 404 Jurisdictional Wetland Waters
USACE Section 10 Jurisdictional Waters
Continuation of Drainage Through Non-Jurisdictional Area or Outside BSA
CDFW
Other Drainage Features Within Developed Areas (non-jurisdictional)

Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

*No drainage ID has been given to the jurisdictional waters within the Los Angeles River that coincide with the Biological Study Area

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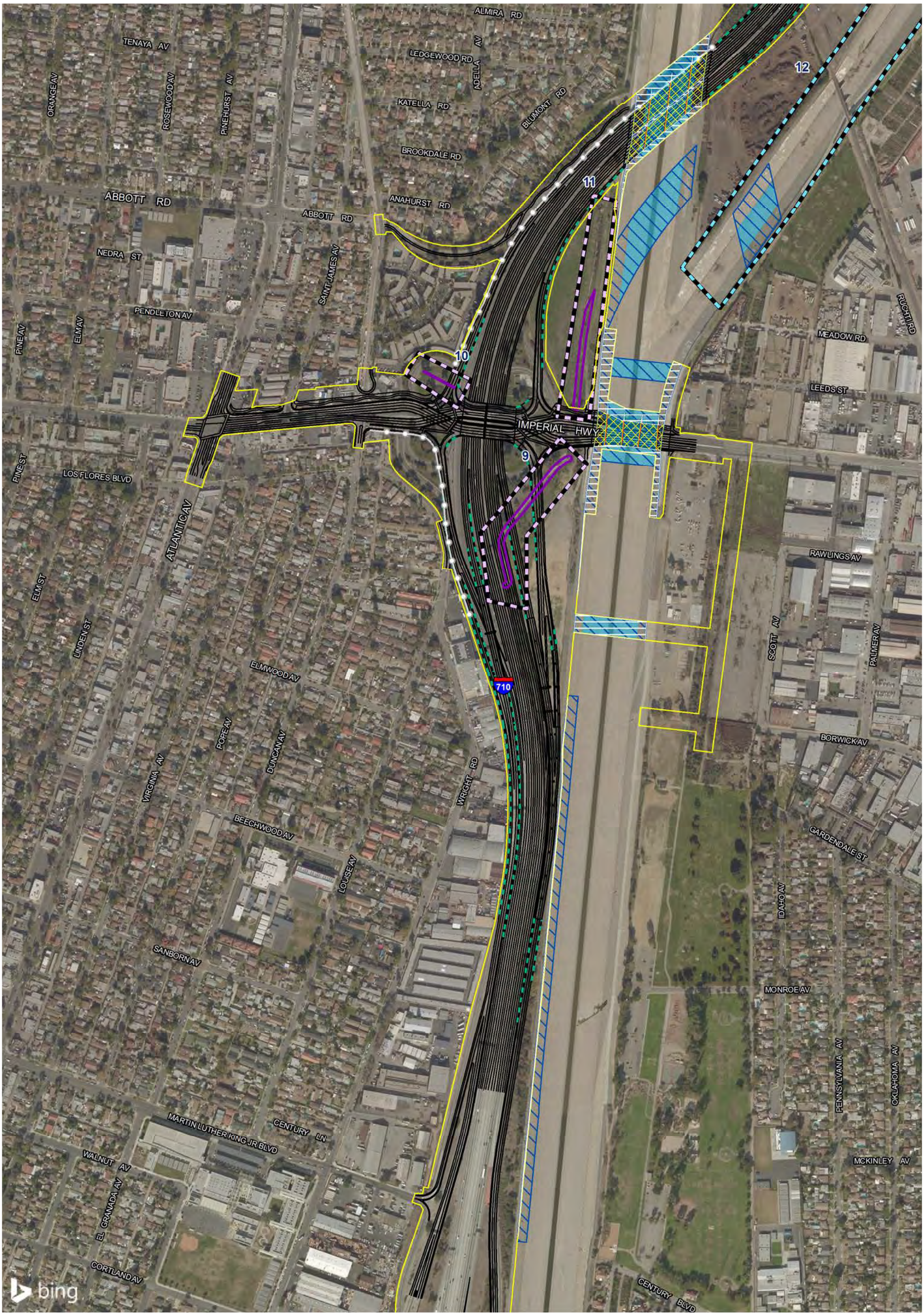
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
USACE Section 404 Jurisdictional Non Wetland Waters
USACE Section 404 Jurisdictional Wetland Waters
USACE Section 10 Jurisdictional Waters
Continuation of Drainage Through Non-Jurisdictional Area or Outside BSA
CDFW
Other Drainage Features Within Developed Areas (non-jurisdictional)

Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

*No drainage ID has been given to the jurisdictional waters within the Los Angeles River that coincide with the Biological Study Area

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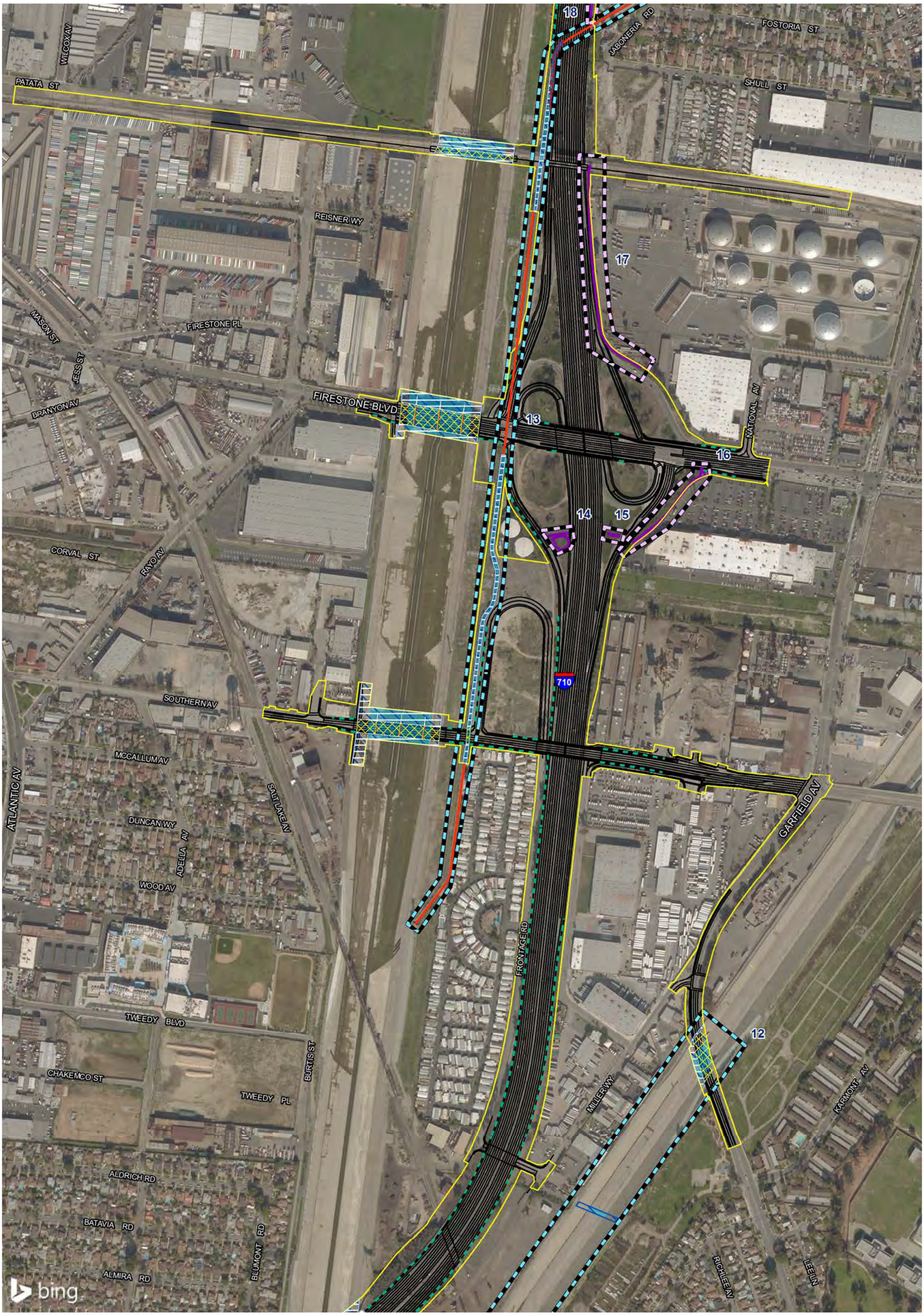
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
USACE Section 404 Jurisdictional Non Wetland Waters
USACE Section 404 Jurisdictional Wetland Waters
USACE Section 10 Jurisdictional Waters
Continuation of Drainage Through Non-Jurisdictional Area or Outside BSA
CDFW
Other Drainage Features Within Developed Areas (non-jurisdictional)

Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N
0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
USACE Section 404 Jurisdictional Non Wetland Waters
USACE Section 404 Jurisdictional Wetland Waters
USACE Section 10 Jurisdictional Waters
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Other Drainage Features Within Developed Areas (non-jurisdictional)

Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

*No drainage ID has been given to the jurisdictional waters within the Los Angeles River that coincide with the Biological Study Area

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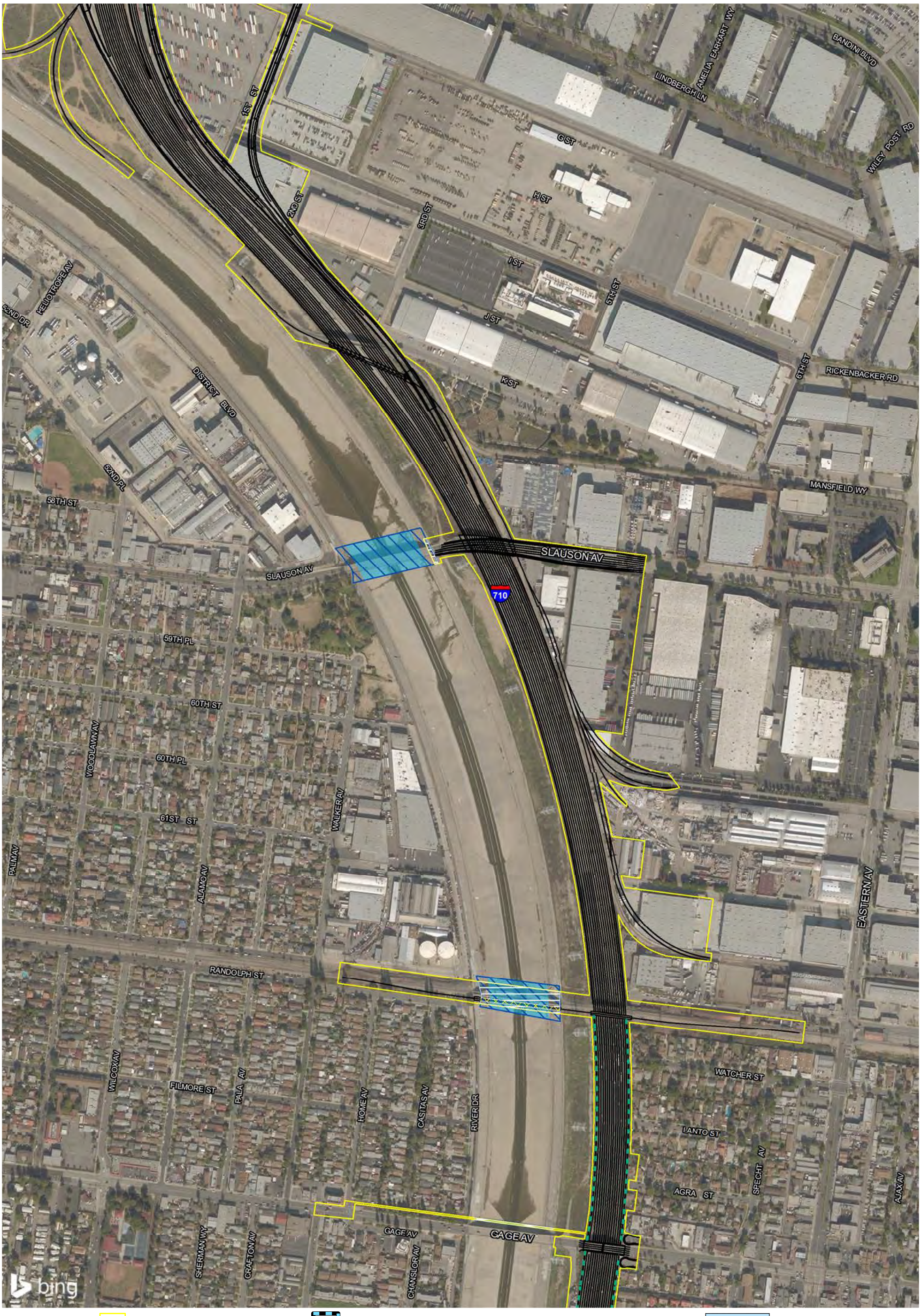
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
USACE Section 404 Jurisdictional Non Wetland Waters
USACE Section 404 Jurisdictional Wetland Waters
USACE Section 10 Jurisdictional Waters
Continuation of Drainage Through Non-Jurisdictional Area or Outside BSA
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Other Drainage Features Within Developed Areas (non-jurisdictional)

Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

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USACE Section 404 Jurisdictional Non Wetland Waters
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Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
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SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

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USACE Section 10 Jurisdictional Waters
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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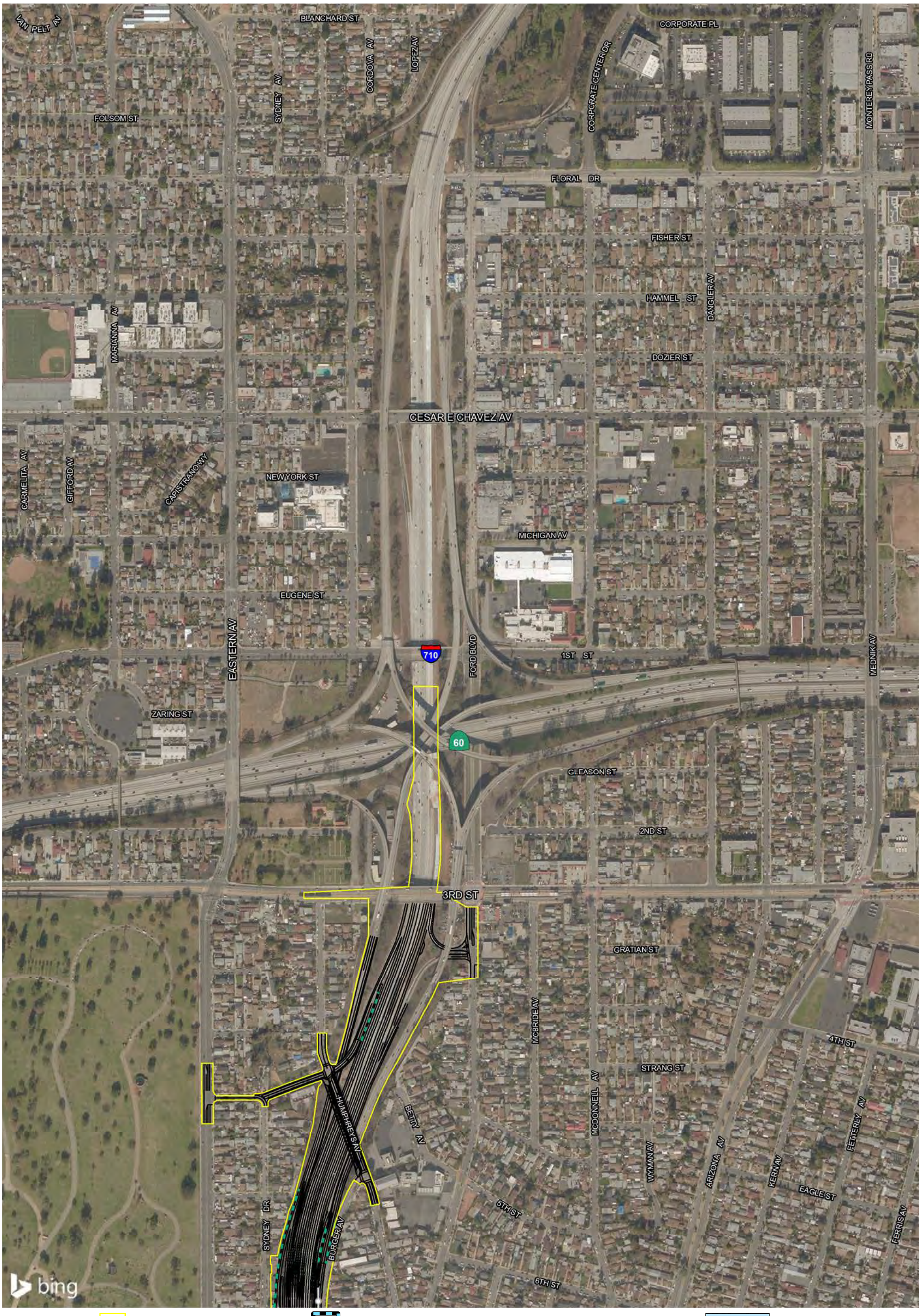
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 5/DO 1A, 2A,and 3A Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 5/DO 1A, 2A,and 3A Geometrics
Potentail Retaining Walls
Potential Sound Walls
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N
0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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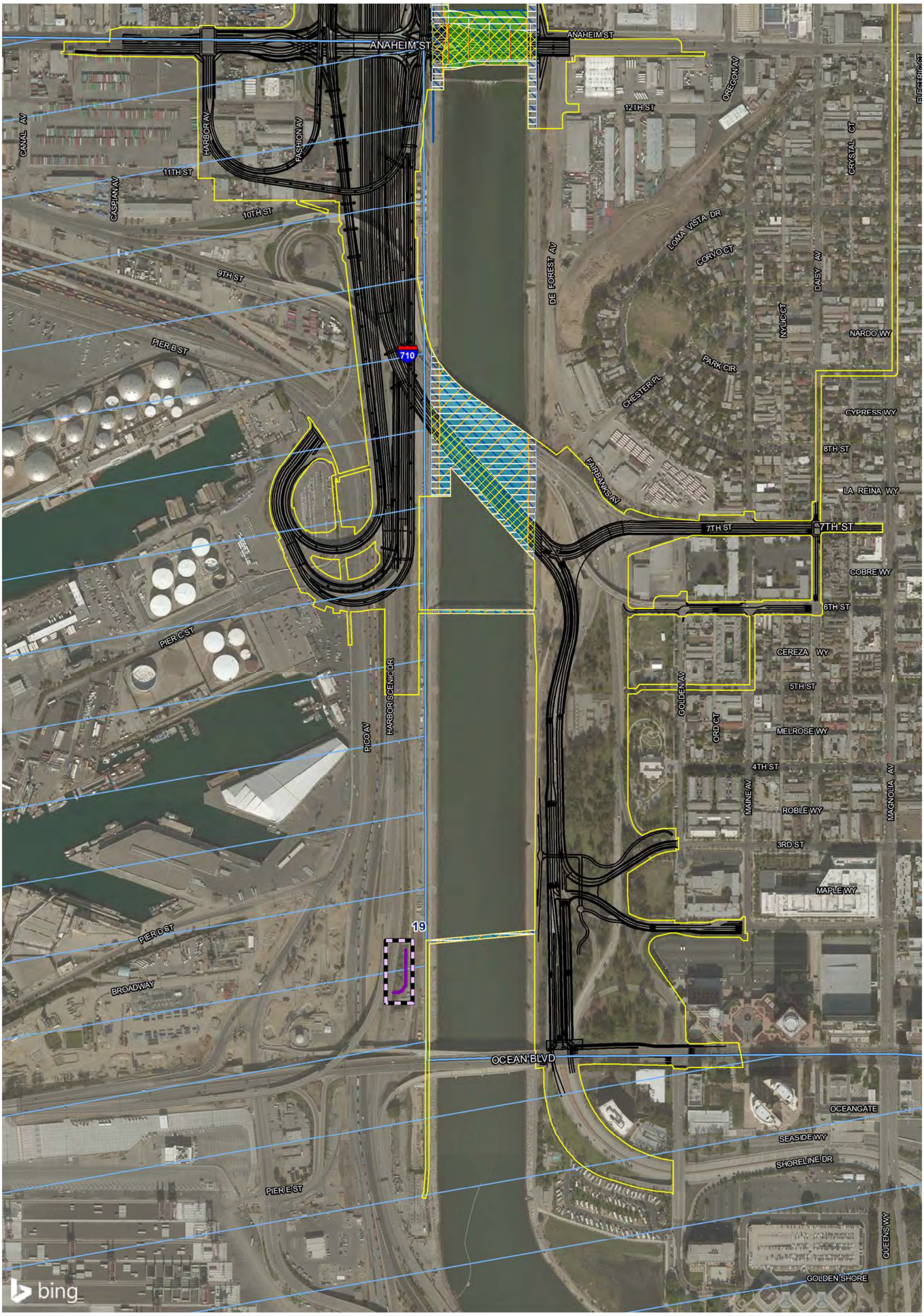
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 5C and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
USACE Section 404 Jurisdictional Non Wetland Waters
USACE Section 404 Jurisdictional Wetland Waters
USACE Section 10 Jurisdictional Waters
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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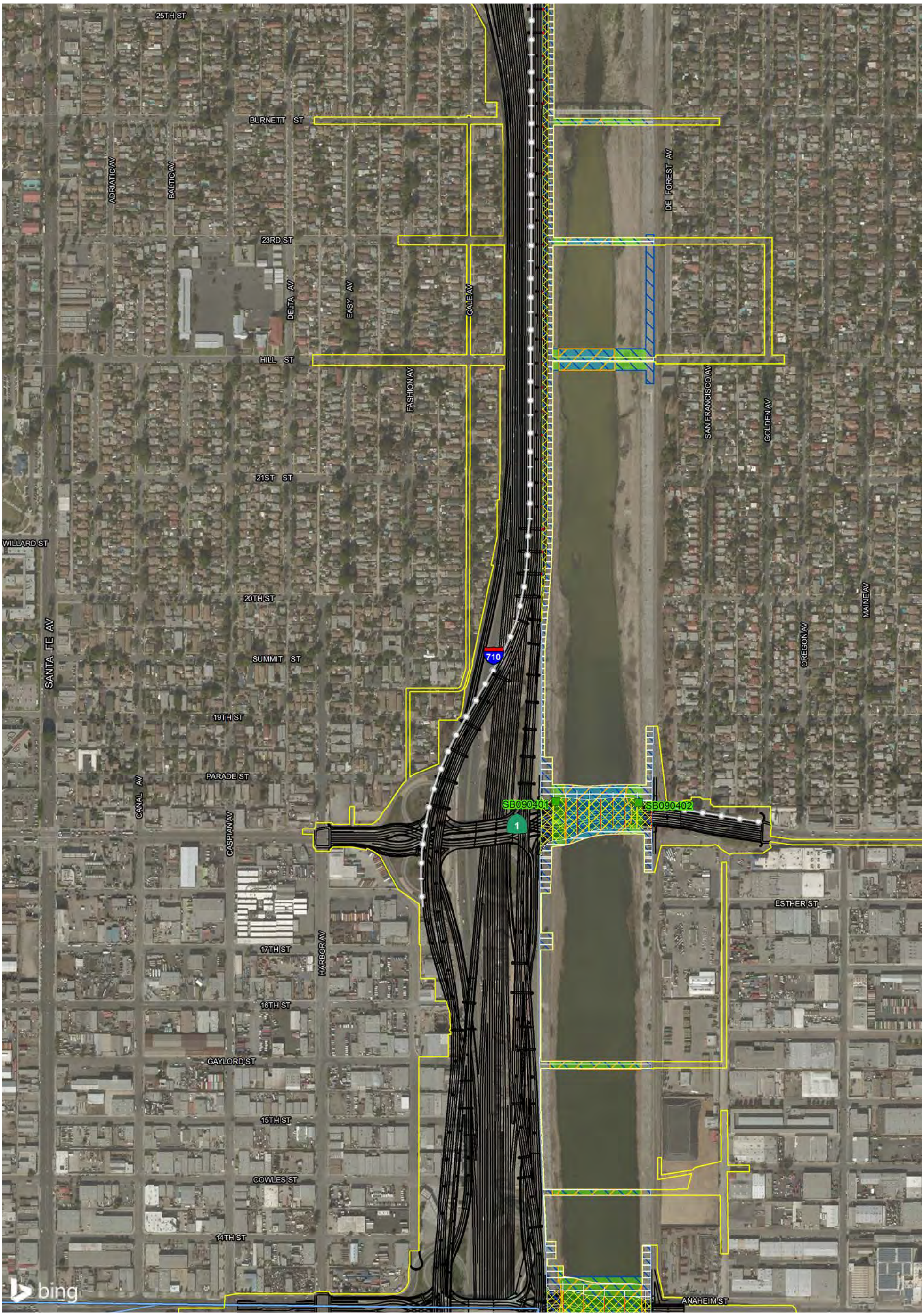
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
USACE Section 404 Jurisdictional Non Wetland Waters
USACE Section 404 Jurisdictional Wetland Waters
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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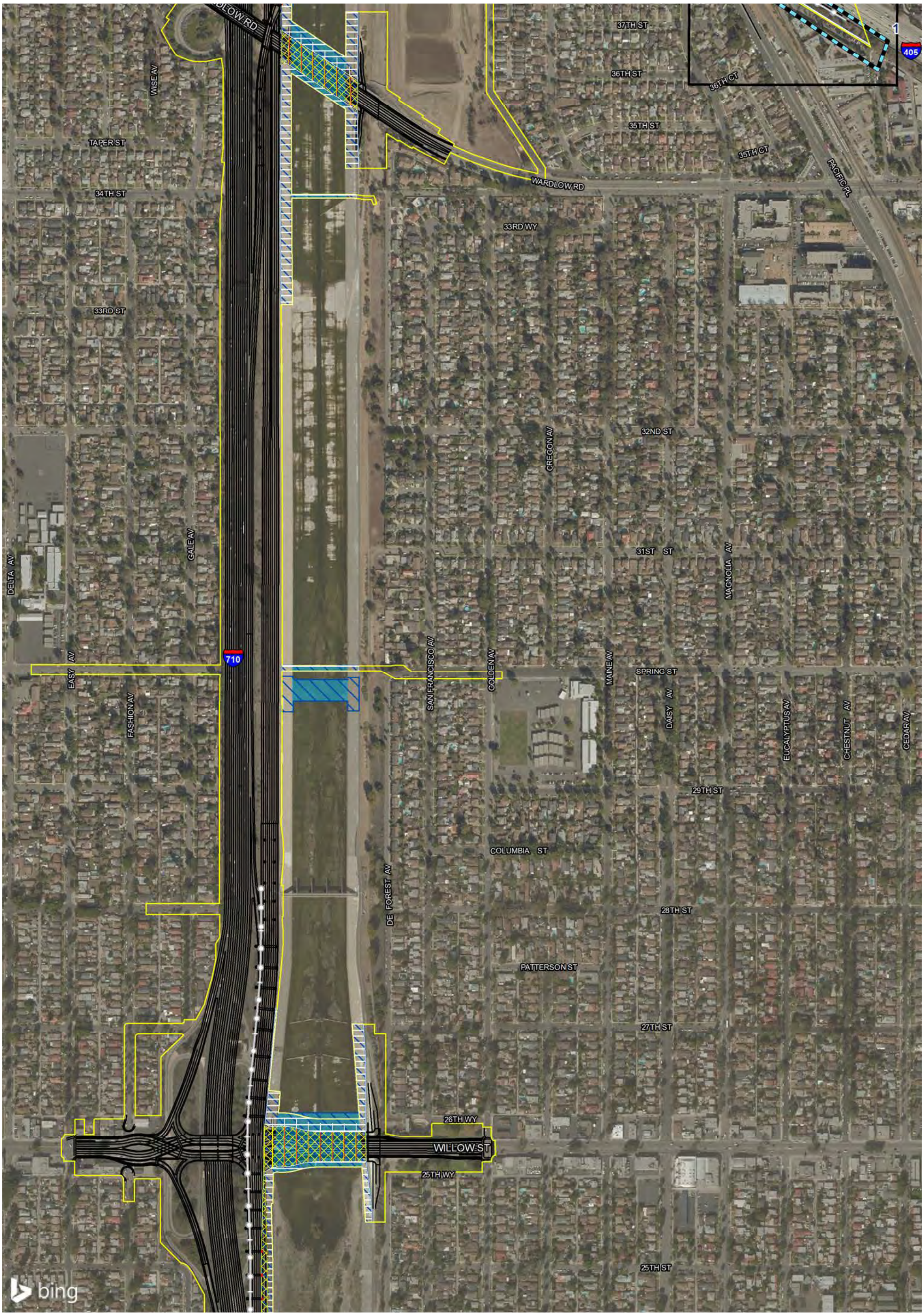
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
USACE Section 404 Jurisdictional Non Wetland Waters
USACE Section 404 Jurisdictional Wetland Waters
USACE Section 10 Jurisdictional Waters
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CDFW
Other Drainage Features Within Developed Areas (non-jurisdictional)

Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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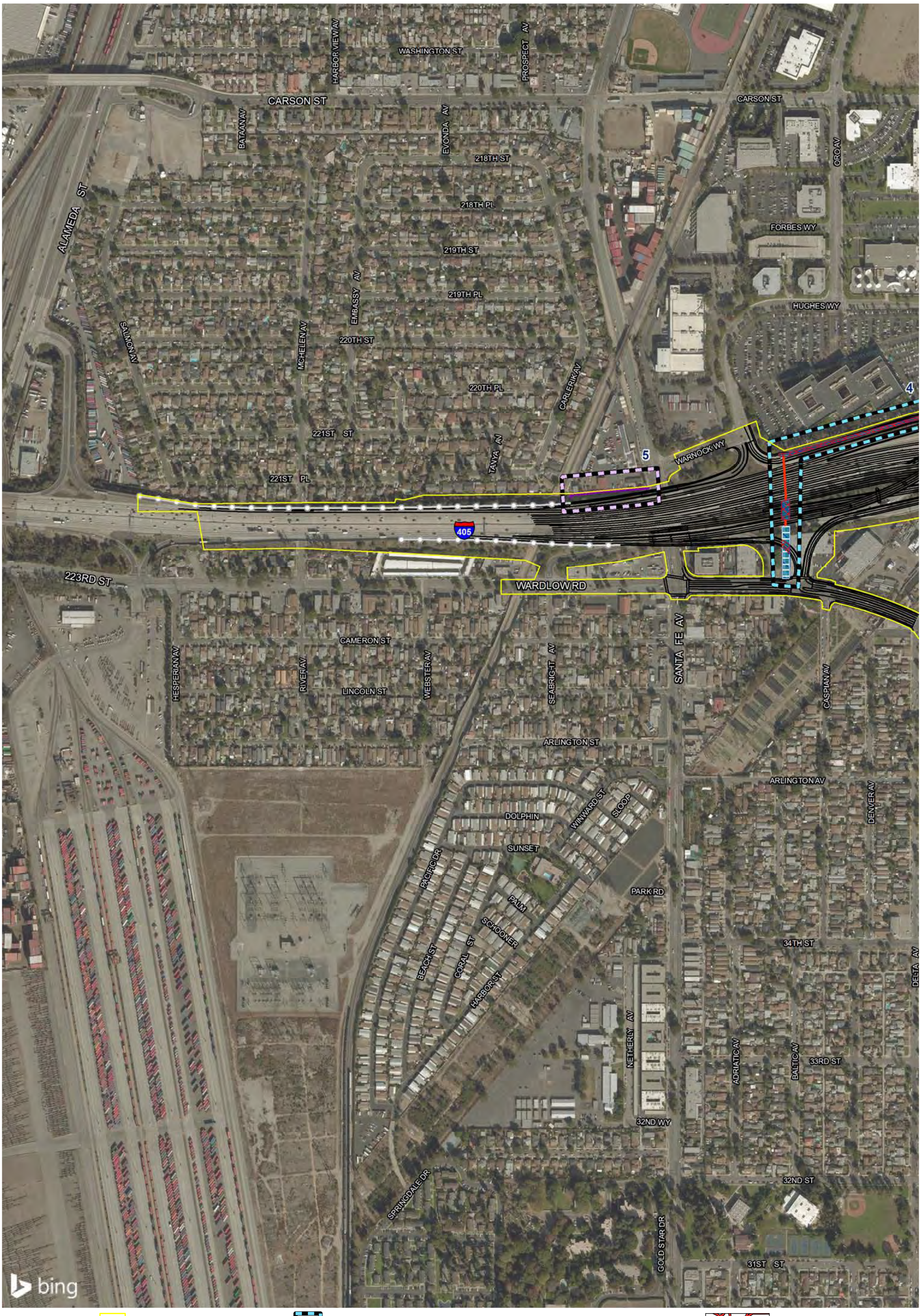
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
USACE Section 404 Jurisdictional Non Wetland Waters
USACE Section 404 Jurisdictional Wetland Waters
USACE Section 10 Jurisdictional Waters
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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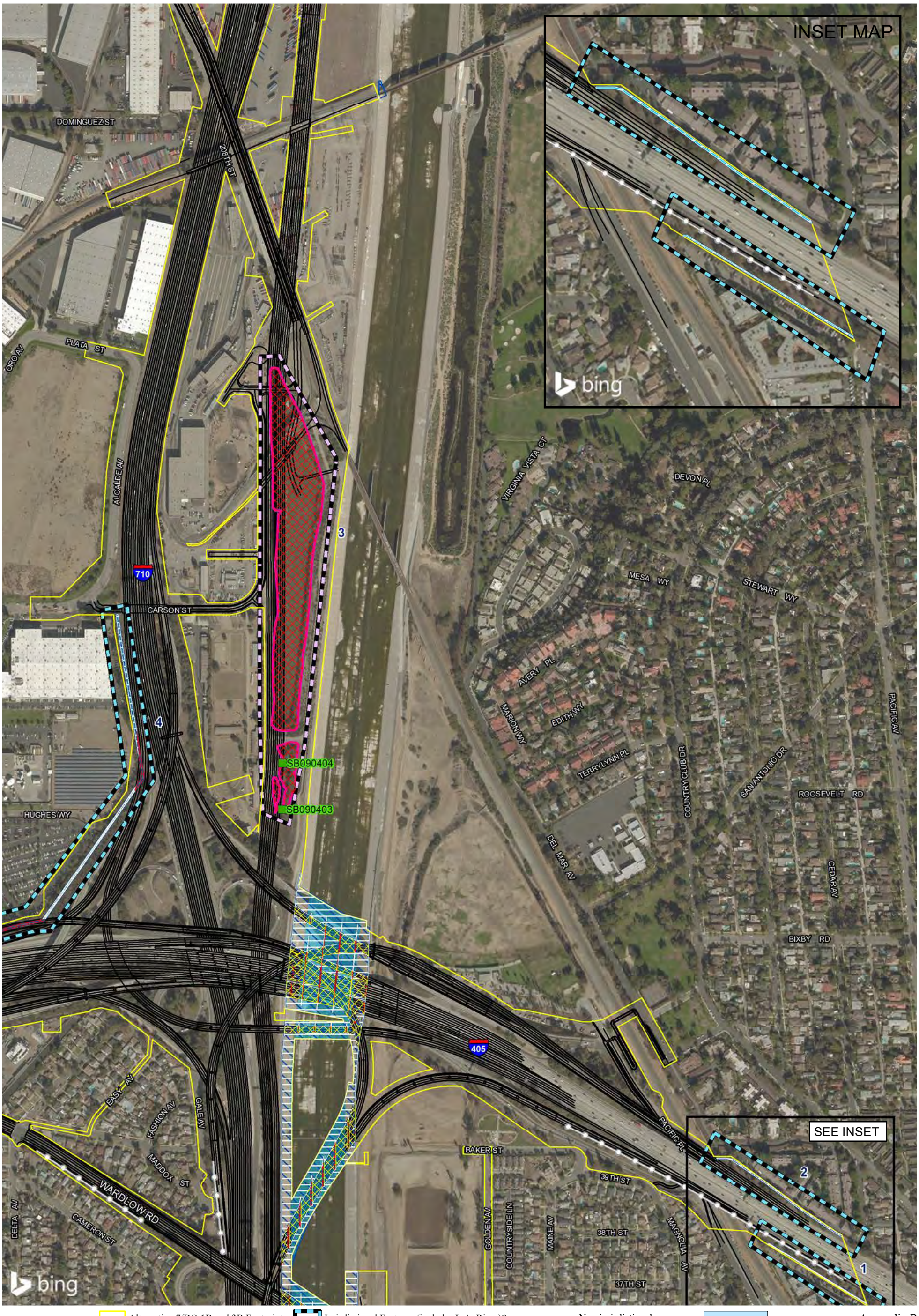
I-710 Corridor Project RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



SOURCE: Bing Maps (2014); AECOM (2016)

*No drainage ID has been given to the jurisdictional waters within the Los Angeles River that coincide with the Biological Study Area

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I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potentail Retaining Walls
Potential Sound Walls
Existing Features

Jurisdictional Features (includes L.A. River)*
USACE Section 404 Jurisdictional Non Wetland Waters
USACE Section 404 Jurisdictional Wetland Waters
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Other Drainage Features Within Developed Areas (non-jurisdictional)

Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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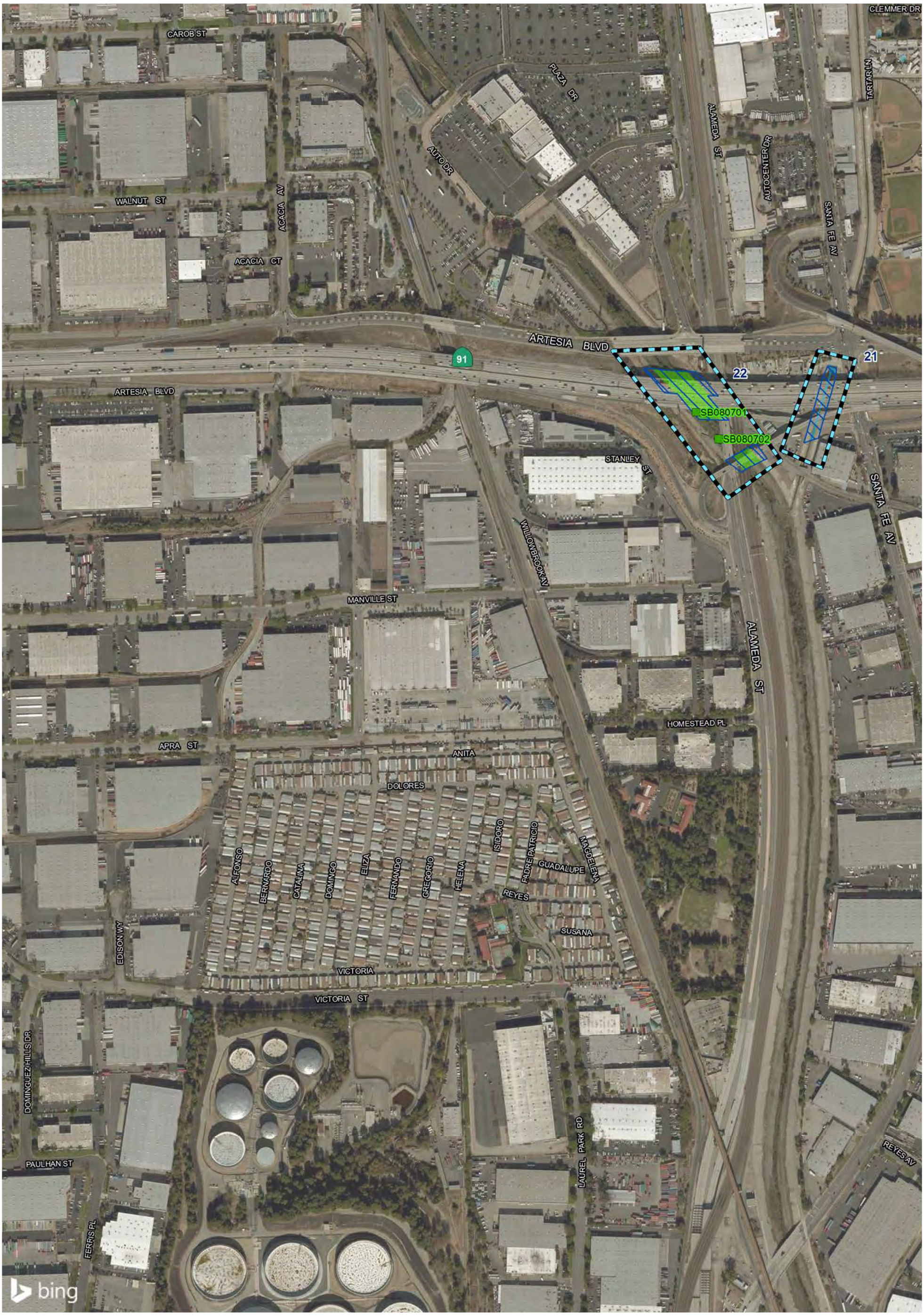
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
Potentail Retaining Walls
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Existing Features

Jurisdictional Features (includes L.A. River)*
USACE Section 404 Jurisdictional Non Wetland Waters
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
FEET

SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
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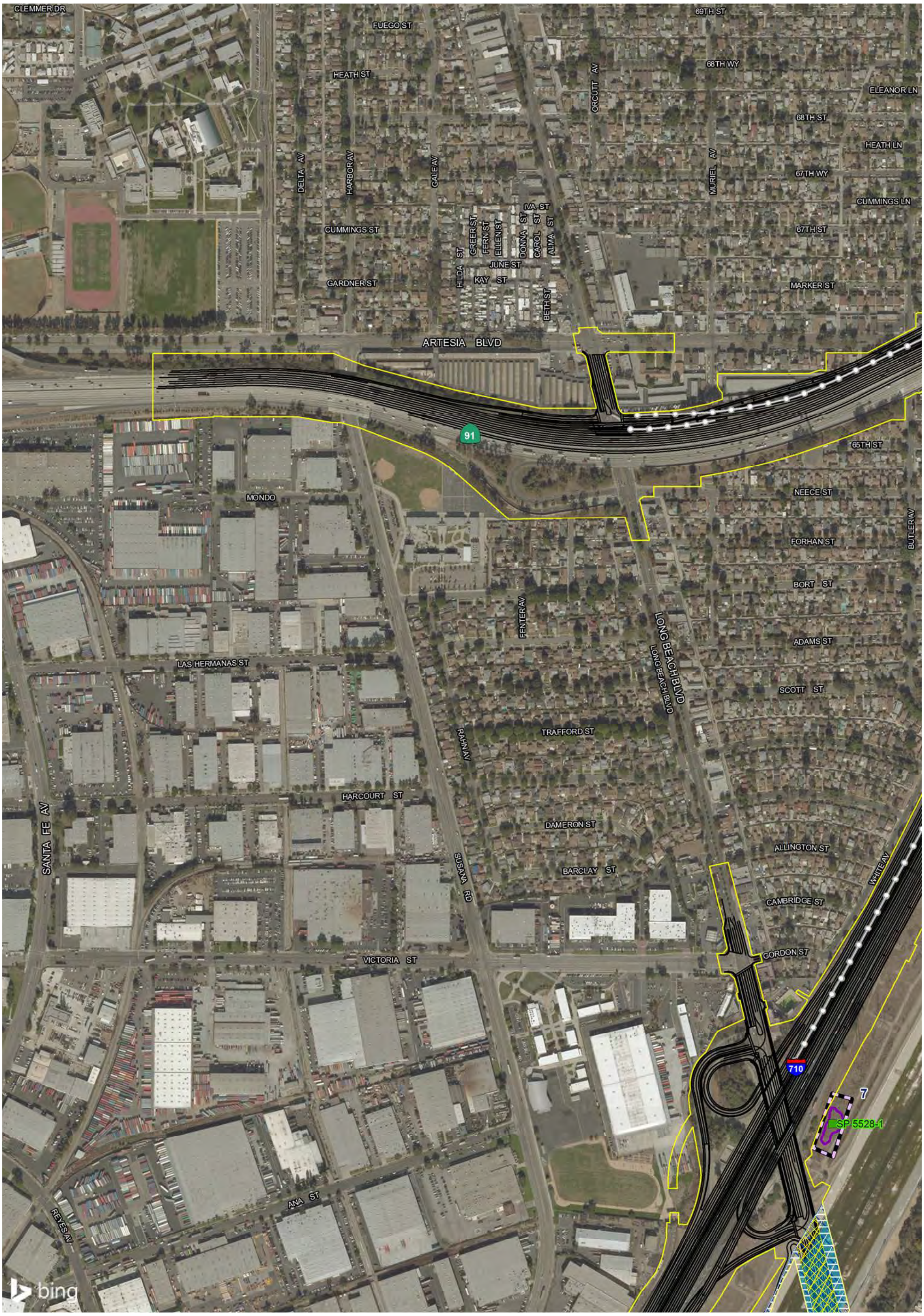

Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
Permanent Indirect Impacts
Temporary Impacts
Alternative 7/DO 1B and 3B Geometrics
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

0 250 500
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SOURCE: Bing Maps (2014); AECOM (2016)

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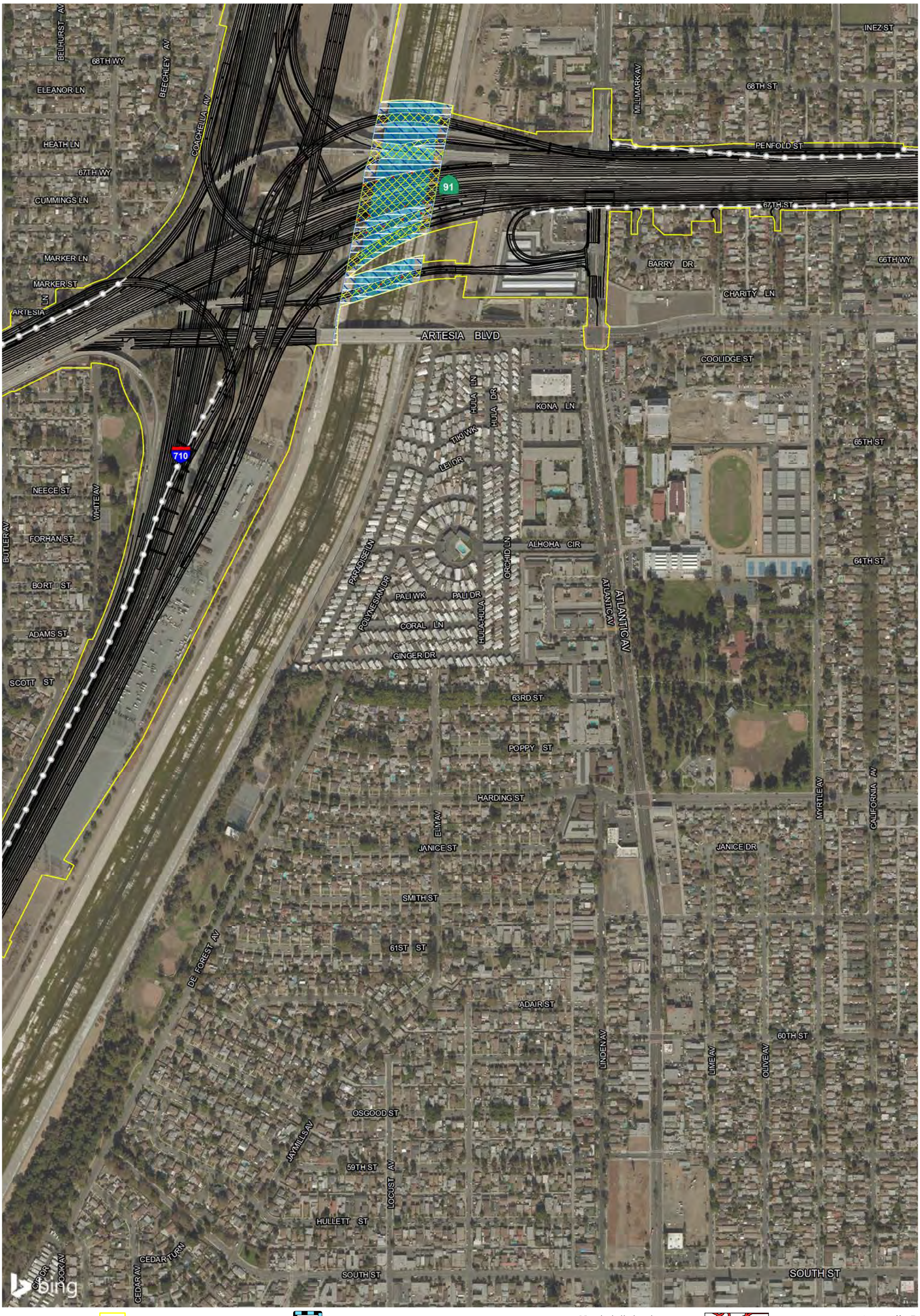
I-710 Corridor Project RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
Permanent Direct Impacts
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Alternative 7/DO 1B and 3B Geometrics
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

N

0 250 500
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SOURCE: Bing Maps (2014); AECOM (2016)

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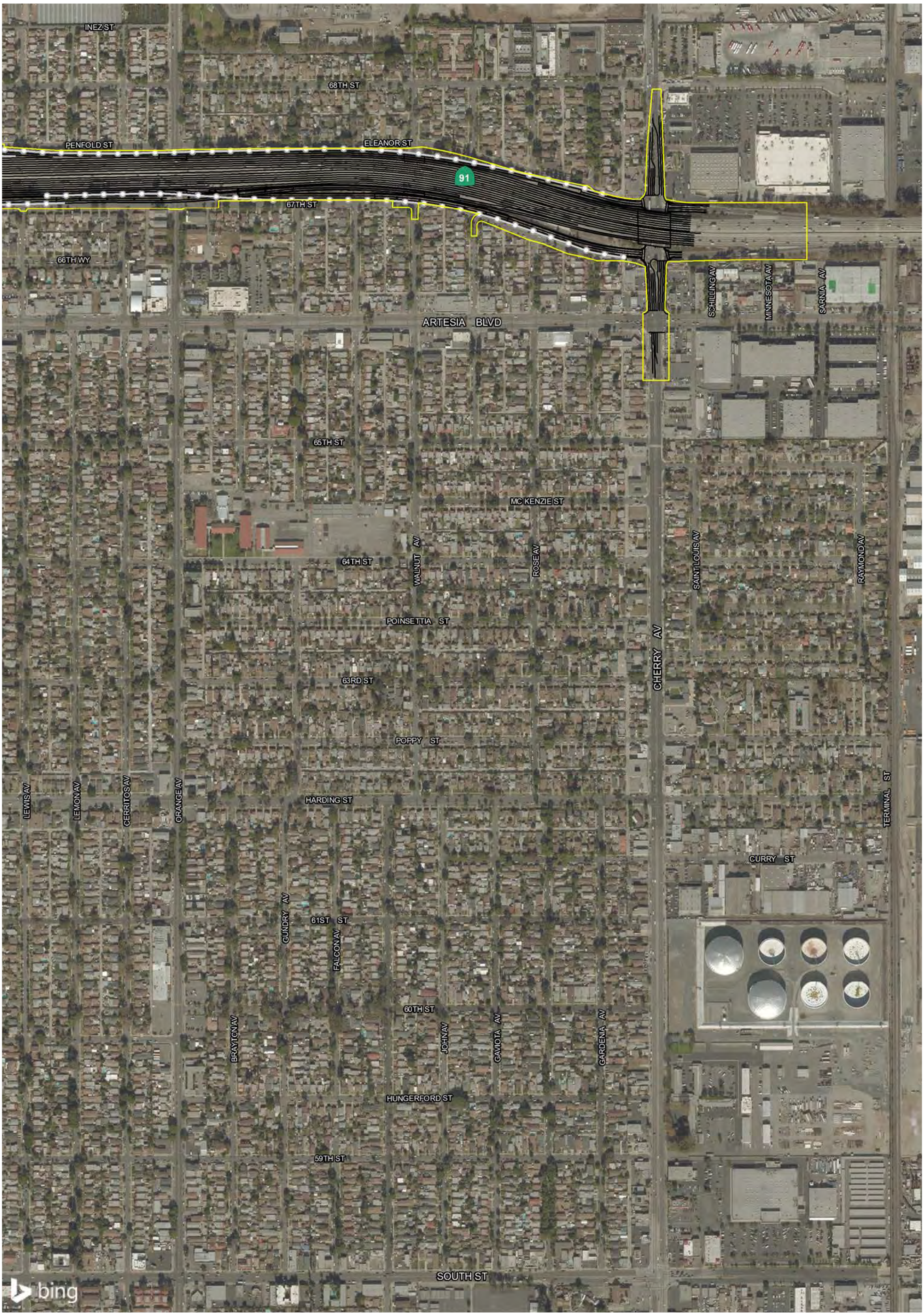
I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
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USACE Section 404 Jurisdictional Wetland Waters
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Non-jurisdictional Non Wetland Waters
Non-jurisdictional Wetland Waters
Sample Point (2012)
Coastal Zone

0 250 500
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SOURCE: Bing Maps (2014); AECOM (2016)

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I-710 Corridor Project
RDEIR/SDEIS
Impacts to Jurisdictional Waters Alternative 7 and Design Options
07-LA-710- PM 5.4/24.5
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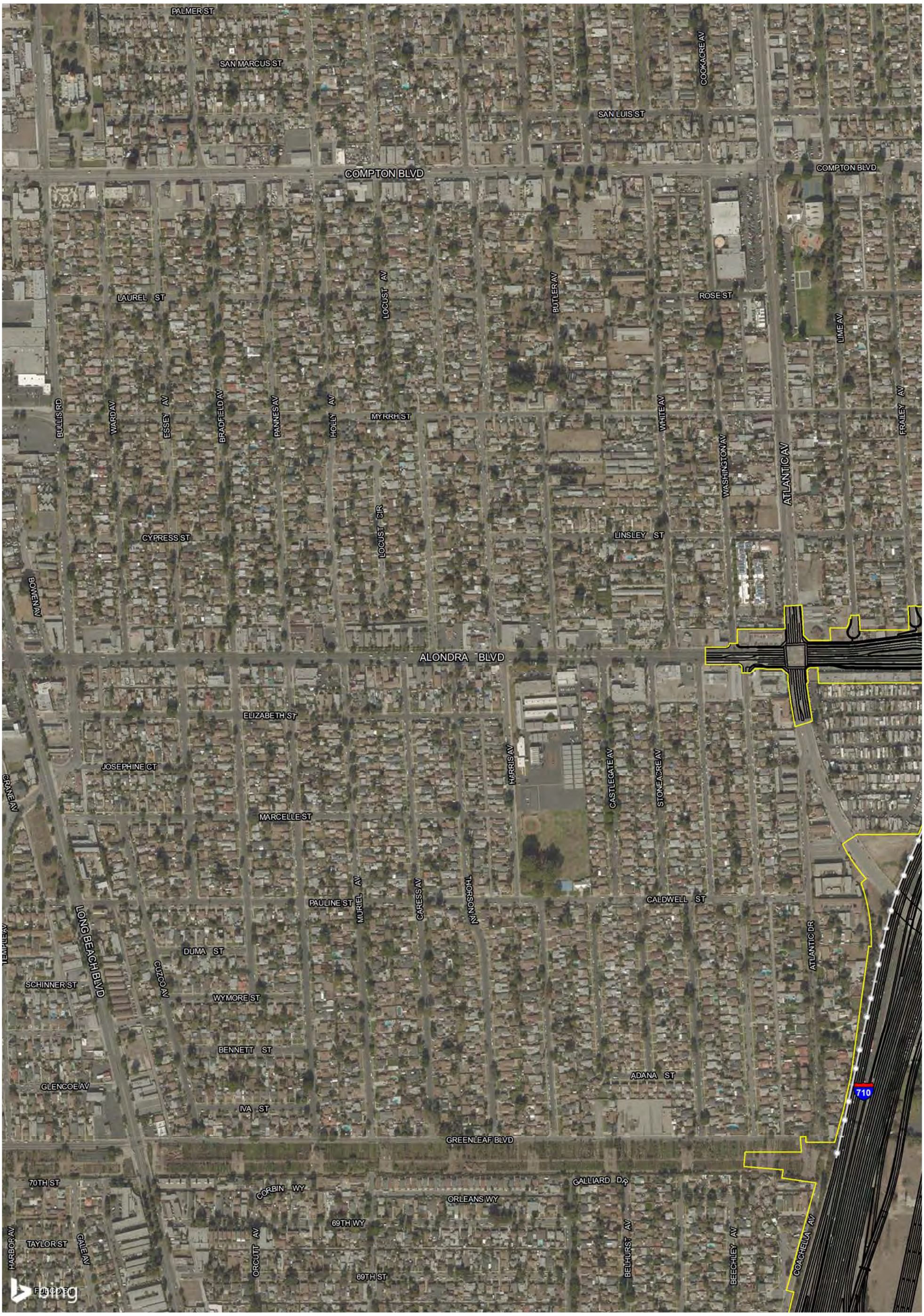

Alternative 7/DO 1B and 3B Footprint
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Permanent Indirect Impacts
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Sample Point (2012)
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SOURCE: Bing Maps (2014); AECOM (2016)

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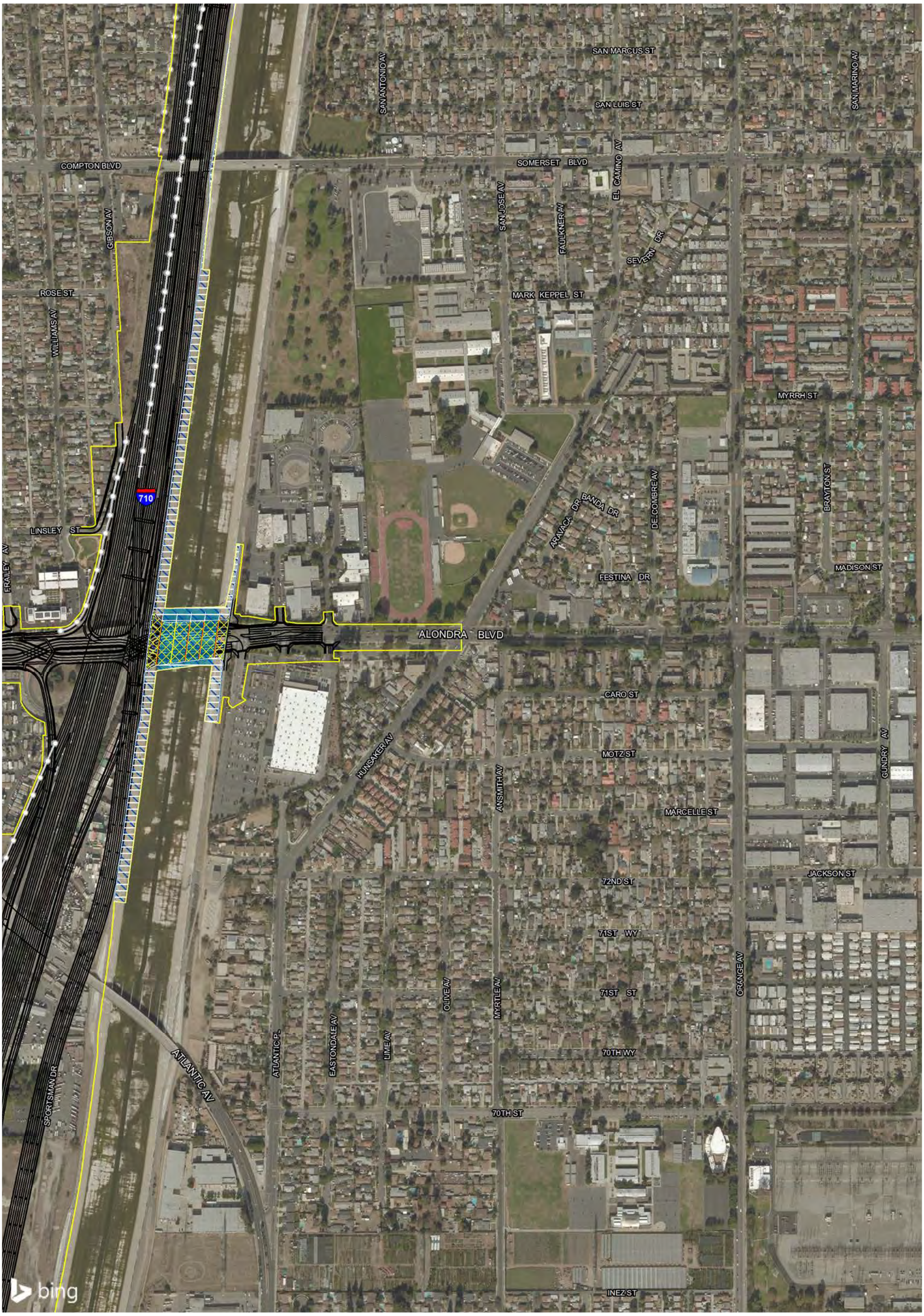
07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443



Alternative 7/DO 1B and 3B Footprint
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Permanent Indirect Impacts
Temporary Impacts
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Potential Sound Walls
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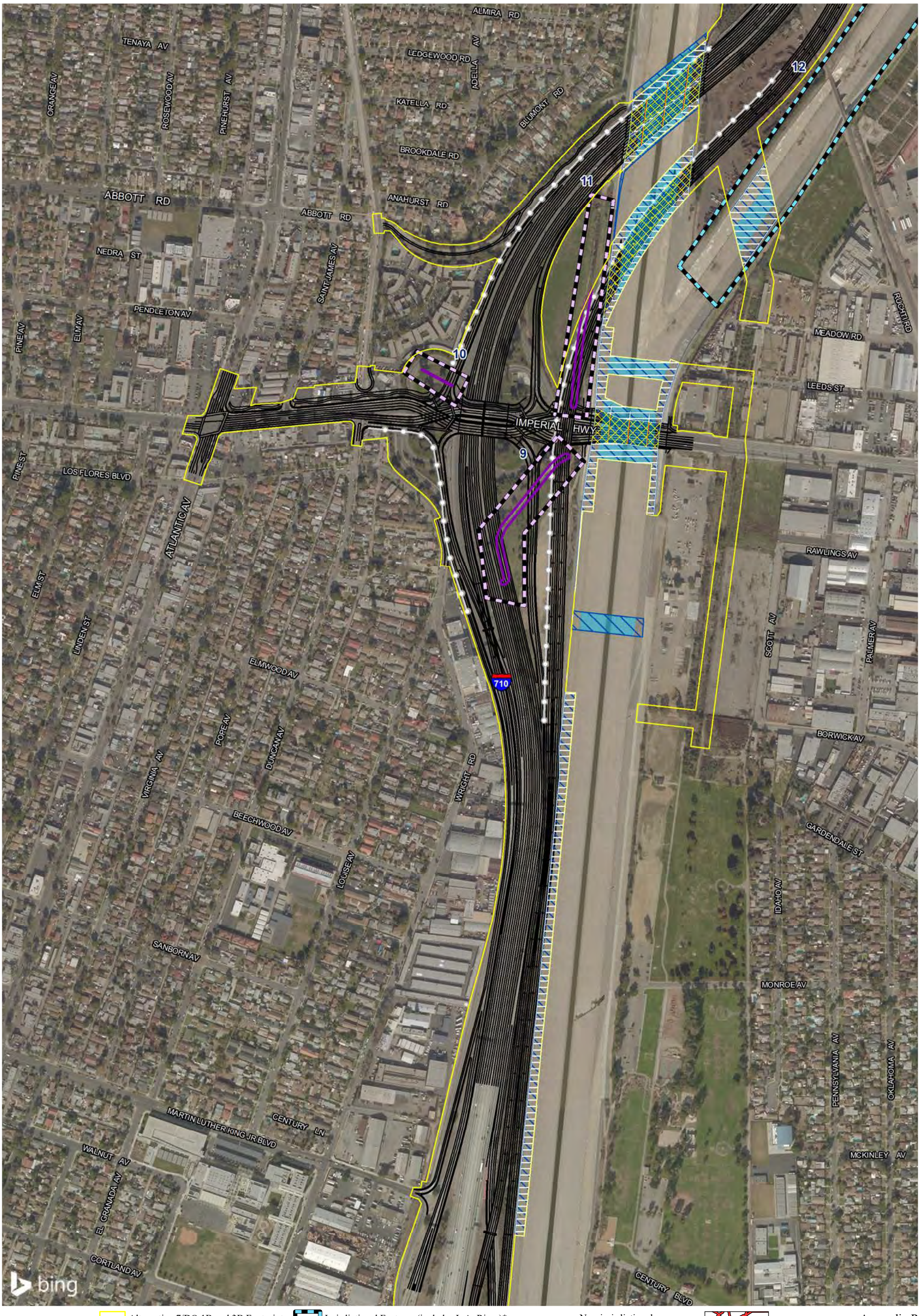

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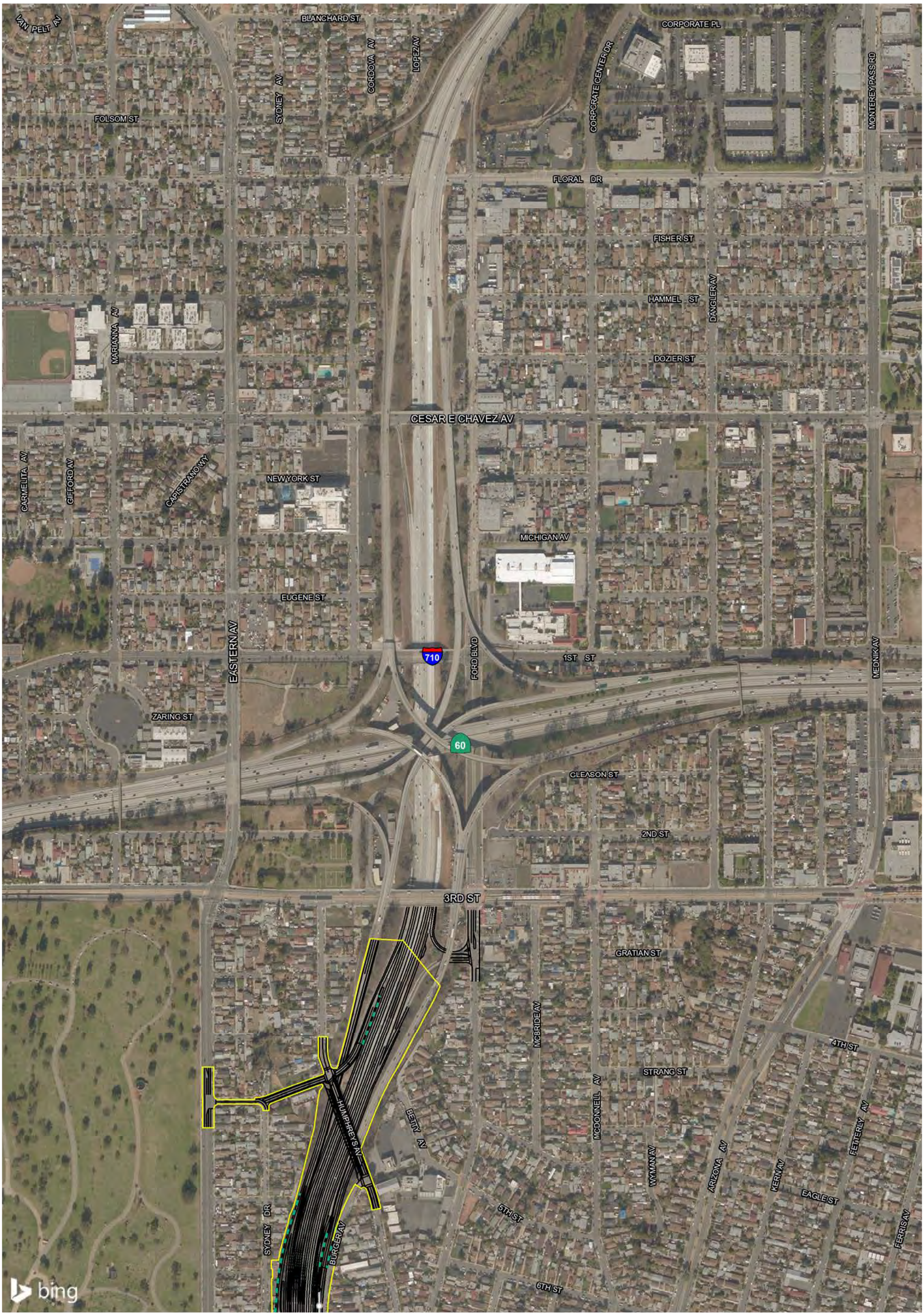

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Appendix S RESPONSE TO COMMENTS

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F.1.1 FEDERAL AGENCY COMMENTS

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F-1

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052

FEMA

July 2, 2012

Ronald Kosinski RK
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, California 90012

Dear Mr. Kosinski:

This is in response to your request for comments on Notice of Public Hearings and Availability of Environmental Impact Report/Statement for the I-710 Corridor Project in Los Angeles County, California.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Los Angeles (Community Number 065043), Maps revised September 26, 2008. Please note that the County of Los Angeles, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

F-1-1

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.

- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any ***development*** must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm.

F-1-1

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Los Angeles County floodplain manager can be reached by calling George De La O, Senior Civil Engineer, at (626) 458-7155.

F-1-2

If you have any questions or concerns, please do not hesitate to call Michael Hornick of the Mitigation staff at (510) 627-7260.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
George De La O, Senior Civil Engineer, Los Angeles County
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources, Southern Region Office
Michael Hornick, NFIP Planner, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

F-1-1

The September 26, 2008, Flood Insurance Rate Map (FIRM) maps noted in this comment were reviewed as part of the hydrology study as cited in Section 3.8.2.1, Floodplains, of the RDEIR/SDEIS. As discussed in the subsection titled “Risks to Life and Property,”

> “Construction of the improvements discussed above within the 100-year floodplain is not anticipated to substantially increase the base flood elevation. At this time, it is anticipated that a Conditional Letter of Map Revision (CLOMR) would be required. No revisions to the FEMA FIRM maps (Letter of Map Revision [LOMR]) are anticipated.”

F-1-2

During the preliminary design phase, the Interstate 710 (I-710) Corridor Project team contacted the Los Angeles County floodplain manager regarding any required local floodplain management building requirements to assess whether those requirements are the same as, or more or less restrictive than, the applicable Federal standards.

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United States Department of the Interior
OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
1849 C Street, NW – MS2462-MIB
Washington, D.C. 20240

9043.1
PEP/NRM
~~June 28~~July 13, 2012

REVISED ELECTRONIC MAIL MEMO

To: Assistant Secretary, Indian Affairs
Director, Fish and Wildlife Service
Director, Geological Survey
Director, National Park Service {lead}
Director, Bureau of Land Management
Commissioner, Bureau of Reclamation

From: Team Leader, Natural Resources Management
Office of Environmental Policy and Compliance

Subject: Draft Environmental Impact Statement for a Improvements to Interstate 710 from Ocean Boulevard to State Route 60, Los Angeles County, CA
(ER12/0466) Agency Due Date: August ~~13~~27, 2012

Revised due dates based on EPA *Federal Register* notice at http://www.gpo.gov/fdsys/pkg/FR-2012-07-13/pdf/2012-17188.pdf.

The Federal Highway Administration has published a draft environmental impact statement (DEIS) for the subject project. The *Federal Register* notice of availability may be viewed at http://www.gpo.gov/fdsys/pkg/FR-2012-06-27/pdf/2012-15641.pdf. The document is available at http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/.

Please have your appropriate field-level office review the document from its particular jurisdiction or special expertise and provide its comments **or indicate "no comment"** to the National Park Service, Pacific West Region (PWR) San Francisco CA c/o alan_schmierer@nps.gov by **August ~~2~~16, 2012.**

The PWR will prepare the Department's comments and forward them through channels so that a reply may arrive at the Office of Environmental Policy and Compliance, Regional Environmental Officer (REO), San Francisco, CA by **August ~~8~~22, 2012.**
The NPS is requested to supply all comments to the REO.

Related review: ER08/0876 (NOI)

/s/06/28/12
/s/07/13/12
Dave Sire

cc: REO/San Francisco
OEPC Staff Contact: Dave Sire, (202) 208-6661; David_Sire@ios.doi.gov

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F-2-1

This letter is an internal notification within the United States Department of the Interior regarding the deadline for departments to provide comments on the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). No response is required.

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United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Pacific Southwest Region
333 Bush Street, Suite 515
San Francisco, CA 94104

IN REPLY REFER TO:
(ER 12/466)

Filed Electronically

15 August 2012

Garrett Damrath
Senior Environmental Planner
Department of Transportation, District 7
100 South Main Street, MS 16-A
Los Angeles, CA 90012

Subject: Draft Environmental Impact Statement for a Improvements to Interstate 710 from Ocean Boulevard to State Route 60, Los Angeles County, CA

Dear Mr. Damratch:

The Department of the Interior has received and reviewed the subject document and has no comments to offer. F-3-1

Thank you for the opportunity to review this project.

Sincerely,

Patricia Sanderson Port

Patricia Sanderson Port
Regional Environmental Officer

cc:
Director, OEPC

ENVIRONMENTAL REVIEW CLOSEOUT WORKSHEET

Date: 8/15/2012

ER # 12/466

BUREAU	PERSON RESPONDING	DATE OF RESPONSE		COMMENTS PROVIDED
		WRITTEN	ORAL	
BLM				
BIA				
BOR	Theresa Taylor	X		N/A
FWS				
USGS				
NPS	Alan Schmierer	X		N/A
OSM				

Date received from lead Bureau: 06/28/2012

REO signature date: 08/13/2012

Agency comment due date: 08/02/2012
** Key to comment abbreviations:

E = Editorial
S = Substantive comment (additional information/analysis)
M = Recommend additional mitigation, project modification, and/or different alternative

F-3-1

The project team acknowledges that the United States Department of the Interior, Office of Environmental Policy and Compliance, has no comments on the Interstate 710 (I-710) Corridor Project Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

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United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Pacific Southwest Region
333 Bush Street, Suite 515
San Francisco, CA 94104

IN REPLY REFER TO:
ER# 12/466

Electronically Filed

22 August 2012

Ronald Kosinski
Deputy District Director
Attn: Garrett Damrath
Environmental Planning
Caltrans, District 7
100 South Main Street
Los Angeles, CA 90012

Subject: Draft Environmental Impact Statement for Improvements to Interstate 710 from Ocean Boulevard to State Route 60, Los Angeles County, CA

Dear Mr. Kosinski:

The Department of the Interior has received and reviewed the subject document and has the following comments to offer.

The US Fish and Wildlife Service (the Service) is a Participating Agency, as defined in 23 USC 139 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), for this project.

The Service's primary concern and mandate is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq*.).

The California Department of Transportation (Caltrans) has assumed the Federal Highway Administration's (FHWA) responsibilities with regard to National Environmental Policy Act (NEPA) compliance for this project in accordance with Section 6005 of SAFETEA-LU, as described in the NEPA Delegation Pilot Program Memorandum of Understanding between FHWA and Caltrans (effective July 1, 2007), and codified in 23 U.S.C. 327(a) (2) (A).

The project as proposed would increase capacity on I-710 through the addition of two general purpose lanes as well as a separated four-lane freight movement facility for trucks between the Port of Long Beach to the south and State Route 60 to the north, following the Los Angeles River. The Service offers the following comments to assist Caltrans in avoiding, minimizing, and providing adequate conservation to offset project-related impacts to fish and wildlife resources:

General Comments

The Service's main concern regarding the proposed project is its potential to impact migratory birds and their habitats, including the federally endangered California least tern (*Sternula antillarum browni*), and the federally threatened western snowy plover (*Charadrius alexandrinus nivosus*). The Los Angeles River, from its mouth to Interstate 105, and to a lesser extent to State Route 60, is the premier spot in Los Angeles County for migrant shorebirds with single day counts numbering up to 15,000 individual birds (pers. comm. Kimball Garrett, Ornithologist, Natural History Museum of Los Angeles County, 09-23-08).

According to the U.S. Shorebird Conservation Plan (Page and Shuford 2000, page 31), "Once part of one of the largest flood plains in the United States, the Los Angeles River is now entirely channelized and operated primarily as a flood control facility by the Los Angeles Department of Water and Power and the U.S. Army Corps of Engineers. Within the intertidal portion of the river, extending inland from the mouth about 2.6 miles to the Willow Street crossing in Long Beach, are approximately 234 acres of wetlands, which provide shorebird habitat when water levels are low. Although the river upstream of Willow Street has a cement bottom, a 4-mile stretch, equivalent to about 40 acres of river channel, annually holds thousands of shorebirds during migration (L. Hays pers. comm.)."

F-4-1

The Service notes that the DEIS (Table 3.8.1, page 3.8-7 and Figure 3.4-4, page 3.4-29) includes the proposed relocation of utilities into the Los Angeles River channel, which will result in the removal of approximately 15 acres from the channel and the conversion of the existing concrete trapezoidal channel to a vertical channel wall along part of the river.

On page 3.8-15, the DEIS states, "Alternatives 6A/B/C would require relocation of the DWP towers to within the Los Angeles River channel. However, the water surface elevation and capacity of the Los Angeles River during a 100-year storm event would be comparable to the existing condition. Because the new piers would mimic the existing pier configurations upstream and downstream, there would be no substantial effects to the water surface elevation, velocity of flood flows, sedimentation, or scour in the vicinity of the new piers. Because there are no substantial effects at the location of the modification, there are no substantial effects to downstream locations."

The Service requests that the DEIS be revised to provide a more comprehensive analysis and explanation for the conclusion that removal of 15 acres from the river channel would have no substantial effect on river hydraulics. The Service recommends that the revised analysis make use of NEPA terminology (significant / not significant).

F-4-2

The Service remains concerned that the proposed modifications to the river channel could increase the velocity of flood flows, reducing sedimentation and increasing scour in the downstream area. Further, the Service is concerned that the proposal to divide flows between the main channel and the series of box culverts that will support the utility towers could cause sediments carried by flood flows to drop out in the utility relocation area. F-4-2

The resulting sediment-hungry waters could cause increased scour in the sensitive wetland habitats in the downstream portion of the river that are used by migratory and federally endangered bird species.

Project Alternatives 6A/B/C include the construction of a four-lane elevated truck facility with an electrified overhead catenary system directly adjacent to, and north of, the Los Angeles River (Figures 2.3-2 and 2.3-3) in an area with single day counts numbering up to 15,000 migratory birds. On page 3.19-25, the DEIS states that the freight corridor "will be highly visible and essentially continuous, reducing the likelihood of direct strikes."

The document also states that "Because the overhead cables would be in line with, and directly over, the freight corridor traffic, at an approximate maximum height of 20 feet, which is a few feet above maximum truck heights, the overhead catenary system will likely not be an attractive perching structure for raptors or other native migratory birds, and thus, not a substantial electrocution hazard."

The potential impacts of an elevated transportation facility with electrified overhead cables on thousands of migratory birds in the adjacent sensitive wetland habitat should not be discounted based on the characteristics described above. The structure will create an impediment to north-south movement of migratory birds. There is great potential for direct mortality of migratory birds through vehicle strikes, collision with the overhead catenary system, and electrocution. F-4-3

In addition, frequent vehicle collisions with migratory birds could create a significant safety hazard to the travelling public. The Service requests that the DEIS be revised to provide a more comprehensive analysis of these concerns F-4-4

Specific Comments

Page 3.16-10. The Service appreciates the commitment (measure NC-1) to restore temporary impact areas and to offset the permanent impacts of the project to native habitats at a minimum 2:1 ratio. According to Table 3.16-2, the permanent indirect impacts of the project resulting from bridge and freight corridor shading will be substantial. Shading from transportation infrastructure has been documented to affect estuarine habitats by reducing the density and diversity of benthic invertebrates (Struck et al. 2004), which could affect foraging by migratory and endangered bird species. As the proposed shading impacts of the project are permanent impacts, the Service understands that they will be offset in accordance with measure NC-1. F-4-5

Page 3.19-27. The Service appreciates the incorporation of measure AS-1, which will ensure that new and renovated bridges associated with the project will be designed to reduce vehicle- F-4-6

caused bird mortality through the incorporation of bridge fencing or other structural features that will direct birds over traffic. F-4-6

Page 3.20-12. In reference to western snowy plover, the DEIS states that, "occasional visitors are seen along the lower Los Angeles River" but then concludes that the species is absent from the project area. As the plover is known to use the habitat within the Los Angeles River that may be affected by the project, the Service recommends that the DEIS be revised to address potential impacts to this species. F-4-7

Page 3.20-13. The DEIS states that the federally endangered Least Bell's vireo (*Vireo bellii pusillus*), "Has recently been recorded at DeForest Park and the ponds south of Del Amo Ave," but then concludes that the species is absent from the project area. The project will include improvements to Long Beach Boulevard, which is directly adjacent to the occupied habitat. If the project will result in any permanent, temporary, or indirect effects to habitats known to be occupied by the vireo, the Service recommends that the DEIS be revised to address potential impacts to this species. F-4-8

Page 3.20-16. The DEIS states that measures are being incorporated to avoid and minimize effects to the western snowy plover and states that the project is "not likely to adversely affect this species." The Service recommends that consultation be conducted with our agency to refine and memorialize the measures that will be incorporated into the project to avoid impacts to this species. F-4-9

Page 3.20-18. Threatened and Endangered Species – Environmental Consequences - Western snowy plover should be addressed in this section. F-4-10

Questions pertaining to our draft comments should be directed to Sally Brown (Sally_Brown@fws.gov) of the Carlsbad Fish and Wildlife Office at 760-431-9440, extension 278.

Thank you for the opportunity to review this project.

Sincerely,

Patricia Sanderson Port
Regional Environmental Officer

Cc:
Director, OEPC
Dave Sire, OEPC staff contact

Sally Brown, FWS staff contact

References Cited:

Struck, Scott D., Christopher B. Craft, Stephen W. Broome, Michael D. Sanclements, John N. Sacco. 2004. Effects of Bridge Shading on Estuarine Marsh Benthic Invertebrate Community Structure and Function. Environmental Management Vol. 34 No. 1 pp 99-111.

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F-4-1

Consistent with views expressed in the United States Fish and Wildlife Service's (USFWS) comments on the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS), the California Department of Transportation (Caltrans) acknowledges that the USFWS' main concern regarding the proposed project is its potential impact to migratory birds and their habitats. Discussion of potential impacts to migratory birds has been updated in Section 3.19.3.1 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS).

With regard to the California least tern and western snowy plover, as shown in Table 3.20-2, Threatened and Endangered Animal Species Potentially Occurring or Known to Occur in the Biological Study Area, nesting habitat for California least tern and western snowy plover is absent from the Biological Study Area (BSA). However, it is possible for California least tern and western snowy plover to utilize the Los Angeles River for foraging. Due to the lack of nesting habitat, the infrequency of foraging activity, and measures for avoidance and minimization of construction impacts on foraging habitat, the proposed project is not expected to adversely affect the California least tern or the western snowy plover. In addition, Measure AS-1 is included in Section 3.19, Animal Species, to address the potential for birds to strike proposed overhead bridges. A reference to this measure has been added to Section 3.20.4, Avoidance, Minimization, and/or Mitigation Measures.

F-4-2

Section 3.8, Hydrology and Floodplain, in the RDEIR/SDEIS, describes the hydrology of and floodplains in the project Study Area. The regulatory setting, affected environment, and the environmental consequences of the build alternatives related to hydrology and floodplains are described in that section. As discussed in Section 3.8 and the supporting technical analyses, the project and the proposed floodway modifications as part of the build alternatives would not substantially alter the existing floodplains in the Study Area. Modifications to floodways are necessary to mitigate risks associated with new and modified structures in the project alternatives that are located within floodways. Floodways in the project Study Area include the Los Angeles River, the Rio Hondo, and Compton Creek. All the project-related floodway modifications will require approval of a Section 408 from the United States Army Corps of Engineers (USACE).

Proposed project-related floodway modifications include transverse encroachments (bridges that cross over floodways) and longitudinal encroachments (structures that are aligned along and inside floodways). Typical design mitigation for transverse encroachments are site-specific bridge pier designs, bridge site channel invert modifications, and/or bridge site channel wall modifications. These design mitigations will ensure that existing base flood elevations are

maintained. The base flood elevation is the water surface elevation of the base flood required by the USACE. Analysis of the base flood elevation is a critical factor in determining the design of a bridge crossing. Because typical design mitigations are employed in bridge designs, the project-related transverse encroachments would not pose a significant risk to the floodplains in the Study Area.

Longitudinal encroachments are potentially more significant than transverse encroachments because the floodways would be affected over longer distances, rather than at discrete “spot” locations like the bridges in transverse encroachments. For longitudinal floodway encroachments, the preliminary project designs for the build alternatives in the Draft EIR/EIS were advanced beyond a conceptual level to assess design mitigations required to maintain base flood elevations at those locations. Hydraulic analyses (Hydrologic Engineering Center’s River Analysis System [HEC-RAS] model simulations) were conducted following USACE modeling criteria. Those analyses showed that channel wall modifications are required upstream, downstream, at, and between proposed encroachments to ensure base flood elevations are maintained. These modifications were incorporated as required features in the build alternatives. Because the designs of these floodway modifications were advanced and supported by hydraulic analyses, it was demonstrated that the project-related longitudinal encroachments do not pose a significant risk to the floodplain.

Because there are modifications to the flood control system incorporated in the project, a CLOMR will be required to document those changes. This letter is prepared prior to completion of final design and approved by the Federal Emergency Management Agency (FEMA). Because the proposed project modifications would not alter base flood elevations, no revisions to the FEMA Flood Insurance Rate Maps (FIRMs) would be required as a result of the project.

Due to changes in design, Alternative 5C and Alternative 7 do not result in longitudinal encroachments in the Study Area floodways. The build alternatives would result in some transverse encroachments requiring design mitigation and permit approval from the USACE. In general, the revised set of build alternatives would have a minimal effect on water velocity in the Los Angeles River, and this will be addressed in more detail upon the identification of a preferred alternative.

F-4-3

An overhead catenary system is not under consideration at this time. If such a system is considered in the future, pertinent studies will be conducted and potential impacts will be analyzed in a supplemental document.

F-4-4

The potential for bird-vehicle collisions and the potential risk to the traveling public as a result of bird-vehicle collisions cannot be quantified but are recognized as potentially significant effects. In general, changes to the flow of traffic parallel to the Los Angeles River in what is already a heavily used traffic corridor (as well as transmission corridor) are not expected to result in an increase in bird-vehicle collisions. However, the free movement of birds up and down the river is of critical importance and, thus, special attention must be paid to any changes to existing bridges over the river. For this reason, the avoidance and minimization measure, below, and described in Section 3.19.4, addresses this issue.

- New and renovated bridges will be designed to ensure the safety of birds flying up and down the Los Angeles River. Suitable fencing or other structural features on the sides of bridges would direct flying birds up and out of the way of traffic, as well as restrict litter and debris from falling into the Los Angeles River during regular operation.

Specific bridge designs will only be adopted after consultation with the USFWS and the California Department of Fish and Wildlife (CDFW).

F-4-5

Measure NC-1, along with other measures, was developed through personal communication with Sally Brown from the USFWS. Exact impact-to-mitigation ratios will continue to be developed through coordination with the various resource and regulatory agencies but will be at a minimum 2:1 ratio for permanent impacts and a minimum 1:1 ratio for temporary impacts.

F-4-6

Measure AS-1, along with other measures, was developed through personal communication with Sally Brown from the USFWS. Because the exact design of new and renovated bridges is not known at this time, fencing or other structural features to direct birds over traffic will be provided to reduce vehicle-caused bird mortality to the best extent feasible. In addition, any bridge designs or features being added to a bridge will be coordinated with Caltrans design/structures team during final design. Subsequent visual or aesthetic impacts may occur depending upon the final bride design and will be evaluated at that time consistent with the requirements of CEQA and NEPA.

F-4-7

At this time, no additional mitigation measures beyond Measures NC-1 (for habitat loss) and AS-1 (for bird mortality due to vehicle strikes) are proposed. However, once a preferred

alternative is identified, Caltrans will conduct Section 7 consultation with the USFWS regarding additional measures that would address potential impacts to snowy plover.

F-4-8

Two areas were found to overlap the limits of the BSA. The BSA boundaries of all alternatives overlap with the DeForest Park Restoration Project, and Alternative 7 is expected to potentially result in direct permanent impacts to 9.41 acres of riparian/riverine natural communities (including 5.34 acres of open water in the Dominguez Gap and DeForest Treatment Wetlands). However, Measure FP-2 would ensure a suitable replacement that would provide equal to or greater capacity than that currently provided by the impacted portion of the Dominguez Gap. Therefore, the I-710 Corridor Project is not expected to result in any permanent, temporary, or indirect effects to habitats known to be occupied by vireo.

F-4-9

At this time, no additional mitigation measures beyond Measures NC-1 (for habitat loss) and AS-1 (for bird mortality due to vehicle strikes) are proposed. However, once a preferred alternative is identified, Caltrans will conduct Section 7 consultation with the USFWS regarding additional measures that would address potential impacts to snowy plover.

F-4-10

See Response to Comment F-4-9.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

SEP 28 2012

OFFICE OF THE
REGIONAL ADMINISTRATOR

Michael Miles, Director
California Department of Transportation – District 7
100 South Main Street, Suite 100
Los Angeles, California 90012

Subject: Comments on the Draft Environmental Impact Statement for the Interstate 710 Corridor Project from Ocean Boulevard to State Route 60 Los Angeles County, California (CEQ# 20120229)

Dear Mr. Miles:

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement (Draft EIS) for the proposed Interstate 710 (I-710) Corridor Project (Project). EPA's comments are directed to Caltrans per assumption of National Environmental Policy Act (NEPA) responsibility as described in the *Memorandum of Understanding Between the Federal Highway Administration (FHWA) and Caltrans Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program.* Our review and comments are provided pursuant to NEPA, the Council on Environmental Quality (CEQ) Regulations (40 CFR Parts 1500-1508), and our review authority under Section 309 of the Clean Air Act (CAA).

EPA applauds Caltrans for declaring that "[improving] air quality and public health" is one of the key purposes and goals for the proposed I-710 expansion. We recognize that critical improvements are needed along the I-710 corridor to address traffic safety, congestion, and the increasing demand for moving goods from the Ports of Los Angeles and Long Beach to intermodal terminals and beyond. The solution to moving freight in southern California must also balance the need to protect human health and the environment and we appreciate Caltrans recognizing this. The Ports of Long Beach and Los Angeles receive more than 40 percent of all goods imported to the U.S. from Asia and have also positioned themselves as leaders in controlling air pollution from cargo transport with efforts such as the San Pedro Bay Ports Clean Air Action Plan. Complementing the Ports' efforts, a zero-emission freight corridor along the I-710 would serve as a catalyst for other large scale zero-emission technologies for Southern California, and would provide a precedent-setting model for achieving economic, environmental, and health objectives. We note that Southern California Association of Governments' 2012 Regional Transportation Plan includes the establishment of a regional zero-emission freight system. We commend LA Metro and Caltrans for considering a zero-emission freight corridor as a component of some of the alternatives in the Draft EIS. EPA is ready to work with Caltrans and other project partners to ensure the project can reduce a sizable contribution of conventional truck emissions in the I-710 corridor and ultimately meet its goal of "[improving] air quality and public health."

A well-planned and executed zero-emission freight corridor would contribute to improved air quality and reduced public health impacts for the already heavily burdened, low income and minority communities along the I-710 Corridor and for people throughout the Southern California Air Basin. Vulnerable populations (such as older adults, children, and those with pre-existing cardiovascular and

respiratory conditions), and people with "low socioeconomic status" are all particularly susceptible to PM2.5-related health impacts.[1] The project is within the South Coast Air Basin which has among the worst air quality in the United States, with the highest observed ozone concentrations in the country. South Coast Air Quality Management District's Multiple Air Toxics Exposure Study (MATES) found that air toxics-related cancer risks had increased 17% in the Ports of Los Angeles and Long Beach area between the MATES II (1998-99) and MATES III (2005) study periods, even when air toxics-related cancer risks in the Los Angeles area declined 8% during that same time period.[2] Numerous studies have examined air quality around the I-710, Ports of Los Angeles and Long Beach. A recent 2012 South Coast Air Quality Management District Study indicates that concentrations of primary PM2.5 and elemental carbon are elevated near the I-710 freeway, relative to background levels monitored at neighborhood or urban scale monitoring locations.[3] In addition, near-roadway exposure to air pollution is linked to a variety of adverse health outcomes including asthma and adverse birth and childhood outcomes.[4]

While the zero-emission freight corridor feature of this project appears to be a promising step towards reducing diesel emissions from the corridor, the Draft EIS's analysis of all of the build alternatives does not adequately assess air quality impacts of the proposed project, nor does it adequately assess possible benefits of the zero-emission alternatives. The air quality modeling, specifically the source characterization part of the modeling inputs, has major flaws which are further discussed in our detailed comments. F-5-1

The Draft EIS does not describe mitigation for air quality impacts, phasing of project construction/operation (and associated impacts in interim years), and quantification of construction impacts. F-5-2

For the largest public health impact from the project, PM2.5 emissions, the Draft EIS does not adequately present or discuss the potential concentration increases, nor are related mortality and morbidity impacts quantified. F-5-3

We note that Caltrans has not yet completed a project level conformity analysis that meets the requirements of the federal transportation conformity rule, which will be required before the NEPA process is completed. F-5-4

The Draft EIS does not have adequate information on the project's proposal to relocate major transmission lines within the Los Angeles River which could influence choice of alternatives. F-5-5

We also note that all build alternatives include expanding the existing I-710 facility with additional general purpose lanes, which would contribute to increased vehicle emissions along the I-710 corridor and, for zero-emission alternatives (6B and 6C), possibly counter emission benefits expected from the zero-emission technologies. For those alternatives that include a zero-emissions component (6B/6C), due to the inadequacies of the document described above, we are unable to determine if expected emission reductions associated with the proposed zero-emission feature would be fully realized. The Draft EIS should more fully describe the magnitude of the benefits to distinguish between alternatives. For these and the above reasons, we are rating the zero-emission alternatives, Alternatives 6B and 6C, as "3" – Inadequate Information (see enclosed "Summary of Rating Definitions). F-5-6

[1] See Chapter 8 of EPA's Integrated Science Assessment for Particulate Matter (December 2009; http://oaspub.epa.gov/eims/eimscomm.getfile?p_download_id=494950).

[2] Based on photochemical modeling of air toxics emissions in the Los Angeles Area: South Coast AQMD's MATES III report, Page 4-16, http://aqmd.gov/prdas/matesIII/MATESIIIFinalReportSept2008.html

[3] Polidori, A.; Fine, P.M. (2012) Ambient concentrations of criteria and air toxic pollutants in close proximity to a freeway with heavy-duty diesel traffic. Final report, South Coast Air Quality Management District. [Online at http://aqmd.gov/tao/AQ-Reports/I710Fwy_Study.pdf]

[4] Padmanabhan, N. & Glenn, B. August 2009. *EPA Research Focus on Health Effects of Near-Roadway Air Pollution.* Air and Waste Management Association, EM Magazine.

We are rating Alternatives 5A and 6A as "EU-3" – Environmentally Unsatisfactory; Inadequate Information. This rating is based on the inadequacies as previously described, as well the additional impacts of adding capacity and encouraging additional conventional truck traffic without an aggressive solution to reduce diesel emissions, such as zero-emission technology, in a corridor that already carries tens of thousands of heavy duty diesel trucks daily. This expansion will result in increases in roadway-related MSAT and criteria pollutant emissions without the benefit of any foreseeable relief from diesel truck emissions. While the Draft EIS identifies that all build alternatives are projected to generally increase mobile source air toxic and criteria pollutant emissions within the I-710 study area relative to the no-build, most notably total PM2.5 emissions, the largest increases are from alternatives without proposed zero-emission technology (Alternatives 5A and 6A).[5] Increased emissions are likely to make it more difficult for the South Coast Air Basin to attain the National Ambient Air Quality Standards (NAAQS), and increases in PM2.5 or ozone in this area is a concern from a public health perspective. PM2.5 increases may lead to potential increases in heart attacks, pre-term birth, asthma attacks, and mortality among the already burdened low income and minority communities located throughout the corridor. Evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity.[6] The proposed project may disproportionately impact low-income, minority communities where there are existing asthma burdens and disparities for minority children. The communities will continue to be impacted with other port expansion and transportation projects, including the 710 expansion; these additional impacts along this corridor would be significant, given existing community vulnerabilities and disparities.

F-5-7

F-5-8

F-5-9

Because all of the build alternatives include increasing lanes along 710, potentially harming public health at many locations throughout the I-710 corridor, we recommend that Caltrans analyze a modified Zero-emission Freight Corridor Alternative, with no I-710 widening, as a way to reduce predicted increases in total PM2.5. EPA notes that an earlier alternatives screening assessed a similar alternative that did not include all of the arterial and freeway congestion relief and safety features of the other build alternatives, and as a result, did not perform as well for mobility and safety during screening. By including these additional congestion relief and safety features, this new alternative could address the substantive environmental issues identified through your analysis presented in the Draft EIS while also providing a solution to increasing safety and mobility. Circulating a revised or supplemental Draft EIS including this alternative, while also including the information identified above, will address the current inadequacies of the document and allow decision-makers and the public to be fully informed prior to the issuance of any decision regarding the project.

F-5-10

We look forward to Caltrans and partners implementing zero-emission technology as part of a solution to regional goods movement challenges that can also benefit neighboring communities along the I-710 Corridor. In our roles as a Participating Agency, a Cooperating Agency pursuant to NEPA, and a previous member of the Air Agency Technical Working Group (AATWG), EPA has offered technical support to Caltrans over the last four years for this project and we continue to be available to resolve the issues that we have identified here and in the attachment. Please send one hard copy of a revised or supplemental Draft EIS and three CD ROM copies to this office at the same time it is officially filed

F-5-11

[5] There are noted beneficial differences for the zero-emission alternatives (6B/6C): exhaust emissions of PM2.5, diesel PM, and NOx -- critical for ozone and secondary PM2.5 formation in the Los Angeles Area – are predicted to decrease for the zero-emission alternatives (6B/6C) from operations along the I-710 and within the project area of interest, in contrast to Alternatives 5A and 6A, where exhaust emissions of PM2.5, diesel PM, and NOx are expected to increase for operations along the I-710 compared to the no-build (Draft EIS p. 3.13-41 and Tables 3.13-21 and 3.13-23).

[6] See EPA's website on health effects of ozone, see http://www.epa.gov/airquality/ozonepollution/health.html .

with our Washington, D.C. Office. If you have any questions, please contact me at 415-947-8702, or Susan Sturges, the lead reviewer for this Project. Susan can be reached at 415-947-4188 or sturges.susan@epa.gov. F-5-11

Sincerely,

Jared Blumenfeld

Enclosures:
(1) Summary of Rating Definitions
(2) EPA's detailed comments on the Interstate 710 Corridor Project Draft EIS

cc via email: Malcolm Dougherty, Caltrans
Ron Kosinksi, Caltrans
Robert Pieplow, Caltrans
Vince Mammano, FHWA
Doug Failing, Metro
Colonel R. Mark Toy, U.S. Army Corps of Engineers, Los Angeles District
Dr. Barry Wallerstein, South Coast Air Quality Management District
James Goldstene, California Air Resources Board
Arsenio Mataka, California Environmental Protection Agency
Karen Goebel, U.S. Fish and Wildlife Service
LB Nye, Los Angeles Regional Water Quality Control Board
Bryant Chesney, NOAA Fisheries
Jerry Wood, Gateway Cities COG
Geraldine Knatz, Port of Los Angeles
J. Christopher Lytle, Port of Long Beach
Hasan Ikhrata, Southern California Association of Governments
Ronald Litzinger, Southern California Edison
Ron Nichols, Los Angeles Department of Water and Power
Ken Alex, Office of Planning and Research
Dr. Paul Simon, Los Angeles County Department of Public Health

SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

U.S. DOT Commitments, Air Quality, Health Risk, and Environmental Justice Setting

Caltrans, in its NEPA-delegated lead role and as a recipient of Federal funds, should carefully consider all U.S. Department of Transportation commitments which are relevant for this project, including: 1) August 2011 Memorandum of Understanding (MOU) on Environmental Justice (EJ) and Executive Order 12898, and 2) the selection of the LA River Watershed as one of only seven National Urban Waters Federal Partnership[1] pilots. The EJ MOU reinforces the Federal government's commitment to environmental justice and applies to actions such as the I-710 Corridor project through its focus on NEPA, goods movement, and Title VI of the Civil Rights Act. Subsequent U.S. DOT and FHWA EJ Orders[2] clarify U.S. DOT and FHWA will, in part, identify and evaluate public health effects of proposed activities and propose measures and consider alternatives that would avoid, minimize and/or mitigate disproportionately high and adverse public health effects so as to identify and avoid discrimination and avoid disproportionately high and adverse effects on minority and low income populations. Further, given the Caltrans July 2010 Title VI policy statement, LA Metro's recent Title VI compliance review[3], and renewed national EJ policy commitments, Caltrans should work with all project proponents to avoid or further mitigate the project's likely disproportionate high and adverse impacts and increased health risks to nearby overburdened communities. Caltrans should also commit to working with stakeholders to ensure project compatibility with LA River Watershed revitalization efforts, and should confirm the project will not hinder partnership goals or other revitalization efforts described in existing master plans. A well-planned and well-coordinated project with thoughtful design and mitigation would likely best meet transportation, air quality, community, and LA River watershed needs in the corridor.

F-5-12

The Interstate 710 corridor is flanked with densely populated communities, predominantly minority and low income, which are negatively impacted by pollution from goods movement and industrial activity. EPA is strongly supportive of the need to improve air quality and public health. Air quality throughout the South Coast Air Basin remains one of the worst in the country, and the direct and indirect air pollutant emissions resulting from goods movement from the Ports of Los Angeles and Long Beach along the I-710 are a major contributor to this poor air quality.

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[1] On June 24, 2011, leaders of twelve federal agencies, including U.S. DOT, announced the formation of the Urban Waters Federal Partnership and committed to "revitalize urban waters and the communities that surround them, transforming overlooked assets into treasured centerpieces and drivers of urban renewal." The LA River Watershed pilot involves over 30 organizations, known as "Los Angeles River Watershed Urban Waters Partnership" with EPA as lead agency. Urban Waters Federal Partnership, including the LA River pilot project can be found at http://urbanwaters.gov/.

[2] Final U.S. DOT Environmental Justice Order dated May 2, 2012 available online at: http://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/order_56102a/ and FHWA Order *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* dated June 12, 2012 available on-line at: http://www.fhwa.dot.gov/legsregs/directives/orders/664023a.htm.

[3] LA Metro's Final Title VI Determination Memorandum, April 23, 2012: http://www.fta.dot.gov/documents/LACMTA_4-23-12.pdf.

The most significant impacts from the project are likely to be caused by increases in PM2.5 emissions, based on Los Angeles area and national air quality studies.[4] While we have concerns about the accuracy of the modeling that was performed, the analyses in the Draft EIS and technical reports (Air Quality and Health Risk Assessment and EPA analysis of PM2.5 modeling files provided upon request) predict that all of the build alternatives would result in off-site locations with PM2.5 concentration increases. Well over half of the study area will experience increases in annual average PM2.5 for all of the build alternatives, with Alternative 6A predicted to cause the largest area of impact.[5] Areas of PM2.5 increase may lead to potential increases in heart attacks, pre-term birth, asthma attacks, and mortality among the already burdened low income and minority communities located throughout the corridor.

EPA acknowledges the effort of the Draft EIS to address the impacts on communities by examining minority, income, and age, in accordance with Executive Order 12898. The Draft EIS provides evidence that low income and minority communities bordering the I-710 are already heavily burdened as a result of exposure to air pollution from transportation-related activities. The communities will continue to be impacted with the many projects planned in the Region, including the I-710 expansion. There is a growing body of evidence that low income and minority communities are more vulnerable to pollution impacts than other communities.[6] Thus, certain subpopulations may be more likely to be adversely affected by a given stressor than the general population.[7] Near-roadway exposure to air pollution is linked to a variety of adverse health outcomes including asthma and adverse birth and childhood outcomes.[8] The communities bordering the I-710, on average, have a higher minority composition and are lower income than Los Angeles County. It is likely that those living within a closer range to the I-710, who are at a higher risk of near-roadway exposure, are also disproportionately low-income and minority.

Executive Order 13045 on Children's Health and Safety directs each Federal agency to make it a high priority to identify and assess environmental health and safety risks which may disproportionately affect children, and ensure that its policies, programs, activities, and standards address these risks. Analysis and disclosure of these potential effects under NEPA is necessary because some physiological and behavioral traits of children render them more susceptible and vulnerable than adults to environmental exposures and safety risks. Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed and their growing organs are more easily harmed.

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[4] For health impacts analyses of PM2.5, see for example EPA's Regulatory Impact Analysis for the Proposed Revisions to the National Ambient Air Quality Standards for Particulate Matter, http://www.epa.gov/ttn/ecas/regdata/RIAs/PMRIACombinedFile_Bookmarked.pdf, Ch. 5.7, or South Coast AQMD's 2007 Air Quality Management Plan (AQMP) and associated Socioeconomic Report, https://www.aqmd.gov/aqmp/07aqmp/07AQMP_socio.html.

[5] Based on the PM2.5 dispersion modeling performed for the AQHRA. EPA is concerned about the accuracy of the modeling in terms of ability to predict the magnitude of impacts, described further below, but the model results predicting a large spatial extent of impacts are likely accurate .

[6] Symposium on the Science of Disproportionate Environmental Health Impacts, March 17 - 19, 2010, see the fourteen scientific reviews commissioned by EPA and published in the American Journal of Public Health at: http://www.epa.gov/compliance/ej/multimedialalbums/epa/disproportionate-impacts-symposium.html.

[7] Sacks, Jason D. et al. 2010. Particulate Matter-Induced Health Effects: Who Is Susceptible? Environmental Health Perspectives 119(4).

[8] Padmanabhan, N. & Glenn, B. August 2009. *EPA Research Focus on Health Effects of Near-Roadway Air Pollution.* Air and Waste Management Association, EM Magazine. Available at: http://www.epa.gov/ord/ca/pdf/2009padmanabhan.pdf.

Caltrans should thoroughly identify mitigation measures, developed with support from the community, to further protect residents from the likely disproportionate and adverse health impacts of the proposed project. Because children can be more susceptible to mobile source air pollution and generally experience higher exposures to air pollution than adults, a revised or supplemental Draft EIS should further address the potential direct, indirect, and cumulative impacts of the proposed project on children's health, including consideration of prenatal exposures (exposures that may be experienced by pregnant women). Considering buffers and identifying mitigations to protect sensitive receptors and populations living in close proximity to the I-710 could improve the environmental and public health implications of the project. F-5-13

In light of the setting and magnitude of the potential impacts of this project, EPA recommends implementing the following (as further described per numbers identified in remainder of this letter) for full public review at a draft stage in either a revised or supplemental Draft EIS: F-5-14

1. ***Assess New Modified Zero-emission Freight Corridor Alternative (i.e., Alternative 6B and/or 6C <u>without</u> I-710 widening)*** Caltrans should fully analyze an alternative that includes a zero-emission freight corridor and all of the congestion relief and safety features of Alternatives 6B and 6C without the addition of general purpose lanes.

2. ***Include Plans for Project Phasing and Zero-Emissions Technology Implementation***
   Caltrans should identify a schedule of possible construction or operational phasing, and associated "phased" impacts, since the Draft EIS lacks a schedule for the zero-emission technology implementation and project construction and operation will likely be phased concurrently with funding availability. Construction and implementation of zero-emission features should be prioritized. F-5-15

3. ***Provide a Complete Picture of PM2.5 Impacts, including Mortality and Morbidity, and Address Deficiencies in the Air Quality Modeling and Transportation Conformity Analysis***
   It is critical that a revised or supplemental EIS fully analyze, disclose, and provide mitigation for PM2.5 impacts in the context of annual regional PM2.5 anticipated at 2035 and in interim years throughout the project construction window. EPA is available to discuss the methodology for assessing air quality impacts, especially with respect to potential errors in source characterization in the dispersion modeling inputs. Caltrans must also address the substantial deficiencies that EPA identified with respect to the existing transportation conformity analysis and provide an analysis that complies with EPA's Transportation Conformity Requirements. F-5-16

4. ***Quantify Construction Impacts, Including for Interim Years***
   Caltrans should quantitatively evaluate construction-related criteria pollutant and MSAT emissions, changes in ambient concentration, MSAT risk, and PM2.5 mortality and morbidity, including for interim project years. F-5-17

5. ***Include and Commit to Substantial Mitigation to Further Reduce Emissions, Reduce Exposure to Emissions, and Compensate for Significant Near-Roadway Health Impacts***
   EPA strongly recommends more mitigation for construction and operational air quality impacts, given that Caltrans has only identified one mitigation measure (providing funding for four new air quality monitors). EPA anticipates, particularly after additional analysis requested above, that substantial mitigation will be necessary to reduce the burden of this project on neighboring communities from construction and interim and long term operations of the project. F-5-18

6. ***Provide Additional Information on Impacts to LA River Flood Control Project***
EPA recommends Caltrans confirm constructability of project features and all associated connected actions that will impact the LA River and clarify descriptions, locations and impacts for those connected actions. F-5-19

EPA also recommends that Caltrans address additional issues prior to public circulation of the Final EIS (Section 7).

1. Zero-Emission Freight Corridor Alternative (i.e., Alternative 6B and/or 6C <u>without</u> I-710 widening) and Alternatives Analysis

As highlighted in our September 26, 2008 scoping comments, February 2009 follow-up comments, and March 2012 Administrative Draft EIS comments, the EIS will need to explore and objectively evaluate a range of reasonable alternatives, including the no action alternative, and briefly discuss the reasons for eliminating some alternatives from further evaluation (40 CFR 1502.14). EPA provides the following comments regarding the No Action and Build Alternatives.

Zero-Emission Freight Corridor Alternatives
<u>New Alternative – I-710 Modernization[9] plus Freight Corridor (Zero-Emission Vehicles) without I-710 Widening</u>
While EPA is encouraged by the proposed zero-emission freight corridor component of Alternatives 6B and 6C, currently, all of the build alternatives in the Draft EIS include widening of the existing I-710, as further described below. EPA believes Caltrans should analyze a modified build alternative that incorporates the zero-emission technologies presented in Alternatives 6B and 6C while excluding expansion of the general purpose roadway (i.e., no widening of existing I-710). We previously provided similar recommendations to explore alternatives which incorporate zero-emissions technology and do not expand highway capacity (EPA correspondence dated October 1, 2009, August 20, 2010, and March 22, 2012). While the project's 2009 alternatives screening analysis assessed a previous Goods Movement Enhancement by Rail and/or Advanced Technology Alternative, which could include battery/electric trucks, it did not include all of the arterial and freeway congestion relief and safety features of the other build alternatives, and as a result, did not perform as well for mobility and safety during screening. The screening did identify the alternative was superior for air quality, estimating an eliminated 20% of port truck trips and showing the greatest reduction in diesel PM emissions (reduction of 25 lbs/day, while the expansion alternatives all showed increases in diesel PM).

In addition, Figure 2.2-1 in the Draft EIS briefly notes several alternatives that were considered prior to identifying an I-710 Major Corridor Study Locally Preferred Strategy.[10] While the Draft EIS describes the final set of alternatives that came out of that major corridor study, earlier alternatives that were explored to specifically address environmental or community considerations, or would have resulted in meaningfully fewer environmental or community impacts, should also be briefly summarized with an explanation on why these alternatives were not carried forward in the Draft EIS.

[9] As described in Chapter 2 of Draft EIS, in brief, this would modernize I-710 geometrics and include Transportation Systems Management/Transportation Demand Management, transit, and arterial system improvements; Intelligent Transportation Systems application; and improvements associated with the no-build.
[10] The Locally Preferred Strategy as identified in the November 2004 I-710 Major Corridor Study.

Recommendation:

- Assess a new, modified I-710 Modernization Plus Freight Corridor (Zero-Emission Vehicles) alternative that does not widen I-710. This build alternative should include an implementation schedule for the zero-emission truck corridor that prioritizes construction and implementation of zero-emission technologies, as well as design features that minimize community exposure to the PM2.5 exhaust and entrained dust emissions associated with the operational phase of the project. F-5-20

- A revised or supplemental Draft EIS should fully justify the elimination of previous alternatives that would result in meaningfully fewer environmental and/or community impacts than what was identified as alternatives per the Locally Preferred Strategy. F-5-21

Alternatives 6B and 6C

All build alternatives in the Draft EIS add two general purpose lanes to the existing six to eight lane 18-mile freeway with an additional four trucks-only lanes for the freight corridor alternatives (either a conventional truck freight corridor (Alternative 6A) or a zero-emission freight corridor (Alternatives 6B/6C), for a total of six new lanes, which could potentially counter emission benefits expected from the zero-emission freight corridor. We also want to highlight that emissions would substantially increase for Alternative 6C (tolled freight corridor) if tolling is allowed for conventional trucks. We reiterate that the Draft EIS states Alternative 6C includes all the components of Alternative 6B (zero-emission freight corridor) and for analytical purposes, tolling has only been evaluated for Alternative 6B.

Recommendation:

- Address in a revised or supplemental Draft EIS whether added capacity from two new general purpose lanes and/or possible induced demand from additional capacity in the existing lanes once trucks are relegated to a separate zero-emission freight corridor would counter the emission benefits expected from implementation of zero-emission technologies. As noted above, construction and implementation of zero-emission technologies should be prioritized. If significant impacts are identified, include measures to reduce emissions, reduce exposures to emissions, or mitigate impacts from increased emissions or exposure in a revised or supplemental Draft EIS. F-5-22

No Build Alternative

While we recognize that the No Build Alternative should assume some percentage of demand not being realized per the lack of additional lane-miles available for moving cars and trucks, we believe the traffic estimates should be verified for the No Build Alternative. The No-Build Alternative assumes only approved and planned projects included in SCAG's 2008 Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). The Draft EIS also notes that for purposes of the environmental analysis, including travel demand forecasting, the Southern California International Gateway (SCIG) project was not included as an assumed project, since there was uncertainty regarding future proposed near-dock rail expansion projects (see page 1-29 of the Draft EIS). However, the Cumulative Impacts section identifies construction for the SCIG project started in 2011 (see Table 3.25-1 in Draft EIS).

Recommendation:

- Confirm that traffic demand estimates evaluated in the Draft EIS are still valid when taking into consideration changes associated with the SCAG's 2012 RTP, latest RTIP and any approved, foreseeable projects affecting truck traffic. We recommend updating the traffic demand per the F-5-23

SCAG 2012 RTP. A revised or supplemental DEIS should also provide the most current status of the SCIG project, and any other project that would affect truck traffic volumes on I-710. Revise the No Build Alternative traffic estimates if needed and adjust the estimated benefits achieved by the Build Alternatives. If a high estimate of trucks and autos are assumed to exist with the No Build Alternative, it could artificially inflate the benefit of the Build Alternatives. F-5-23

2. Project Phasing – Construction and Operations

Caltrans should allow the public an opportunity to review at a draft stage any possible plans to phase the construction or operations of this significant project. The Draft EIS contains very limited information on construction staging in Chapters 2 and 3.24 and does not assess construction or operational impacts for interim years. If phasing is required for this project, the operational and construction impacts, including any expected emissions that are not currently assessed in the Draft EIS, should be fully disclosed and assessed in a revised or supplemental Draft EIS. The Draft EIS does not include a schedule for implementation of zero-emission technology even though it acknowledges development and deployment of this technology involve research, development, demonstration, pre-production and early production deployments and assessments (p. 2-23). EPA is also aware that the project has secured approximately a little over half a billion dollars for project construction, which is only a fraction of total project costs estimated up to $5.3 billion (see Table 2.1-1 of the Draft EIS). We understand the project may have other potential revenue sources, such as a possible public-private partnership or the tolling option of Alternative 6C as a way to help fund the construction and operation of the project.

Recommendations:

- Include in a revised or supplemental Draft EIS any plans to phase the project's construction or operations. If the project will be phased, assess how phased construction or operations would impact air quality and the surrounding communities and include measures to avoid, minimize, or mitigate any significant impacts. F-5-24 F-5-25

- Include the latest information regarding the availability and deployment strategy of zero-emission technology for this project and disclose whether project phasing would be required to implement zero-emission technologies. For example, if Alternatives 6B or 6C were selected with the Zero-Emission Freight Corridor, disclose whether Caltrans would move forward with other aspects of the project, such as constructing and operating the general purpose lanes, or even allowing conventional trucks to use the freight corridor until such time that the zero-emission technology is available. EPA recommends prioritizing the construction and implementation of the zero-emission features of the project. F-5-26

- Disclose how project funding availability may influence decisions to phase construction and operations. F-5-27

- When determining phasing of construction activities, consider where schools, child care centers, and other sensitive receptors are located since construction could also affect children's travel to schools, preschools, day care centers, and parks. Once phasing, staging areas, and truck routes are established for the project, EPA recommends that Caltrans notify the schools, child care centers, and residences located near construction sites and/or along proposed truck routes of the construction activities, schedule, and increase in truck traffic. F-5-28

3. Air Quality Impacts

EPA believes the analysis of the air quality impacts in the Draft EIS and in the AQHRA Technical Study is inadequate (Draft EIS; June 2012; AQHRA; February 2012). We reiterate recommendations that we have made on the Administrative Draft EIS, prior protocols, and analysis as part of this project through correspondence identified in the cover letter.[11] In addition, we recognize the errata for the Draft EIS dated August 10, 2012 prepared by Caltrans appears to move the section addressing risks associated with air toxics from sub-section 3.13.3.2 Public Health Considerations to Chapter 4 California Environmental Quality Act (CEQA) Evaluation of this joint NEPA/CEQA document. EPA notes that Caltrans indicates in the notice that this erratum does not change the analysis or conclusions of the Draft EIR/EIS. EPA agrees with this statement, however we further note that moving analysis into a CEQA Chapter does not change a lead agency's responsibility to disclose potentially significant impacts under NEPA, including the project's contribution to public health impacts. As such, we continue to provide comments on air toxics and risk and recommend including the analysis, and additional analyses recommended below, in the NEPA portion of the document or definitively stating that the CEQA analysis is relevant for NEPA and informing federal decisions. F-5-29

Most significantly, we note that the analysis presented in both the Draft EIS and the AQHRA predicts that all of the project build alternatives will result in adverse air quality impacts (Alternatives 5A, 6A, 6B, and 6C) compared to the no-build alternative (Alternative 1). Specifically, with respect to emissions from the I-710, all of the build alternatives are predicted in Caltrans' analysis to increase CO, PM10, PM2.5, benzene, acetaldehyde, formaldehyde, 1,3-butadiene, and acrolein along the I-710 compared to the no-build, and Alternatives 5A and 6A are predicted to increase ROG, NOx, SO2, and Diesel PM compared to the no-build, (see Tables 3.13-23 and 3.13-21 of the Draft EIS). Also, to the extent that ambient concentrations were modeled, all of the build alternatives predicted increases in PM10, PM2.5, and Diesel PM within the I-710 study area. EPA is concerned with the modeling used to support the conclusions presented, and we recommend revising the modeling in a revised or supplemental EIS.

The magnitude of modeled ambient PM2.5 impacts presented in the Draft EIS may be unrealistic, given the apparent errors in the characterization of the sources in the model. The Draft EIS modeling approach is based on AERMOD, which is an appropriate model for this application, and the roadway emissions are simulated by a series of volume sources, which is an appropriate approach. However, the characteristics of the volume sources used as AERMOD model inputs, such as the location and number of volume sources, the release heights, and the initial sigma y and sigma z, are not clearly justified and appear to be inappropriate. These errors may contribute to overestimating ambient PM2.5 concentrations by understating the initial dilution of mobile source emissions due to vehicle-induced turbulence.[12] Each volume source may be more concentrated than it would have been with the correct characterization of the volume sources, and this may result in over prediction of ambient PM2.5 concentrations at some receptor sites. The initial dispersion parameters (sigma y and sigma z) appear to be too small, which may also result in over prediction of ambient PM2.5 concentrations at some receptor sites.

[11] Scoping (September 26, 2008); Air Quality and Health Technical Report Methodology (February 5, 2009); Purpose and Need (October 2009); Children's Health, Environmental Justice, Health and Air Quality (August 2010); Restating EPA Concerns with Project (March 2011); and Administrative DEIS (March 9, 2012).

[12] For example, a review of all sources in 2008 modeling files shows that links were on average just under 50m long, but the average roadway width used 14.7m. This is an effective area of 216 m^2, when the roadway represented had an area of 735 m^2.

Several features of the receptor grid need further clarification and revision. The receptor grid was apparently made in small rectangular sections, with regular spacing between the grid points. The result from this grid placement means that the receptors are not regularly spaced from the roadway. An appropriately spaced receptor grid should use a constant distance from the roadway, so receptors should be added that follow the roadway more consistently. In addition, there appears to be a number of receptors that were included in the modeling, but excluded from the analysis. Clarification should be given to specify which receptors were excluded and why. An examination of the included and apparently excluded data points revealed a number of receptors that seemed to be included in the analysis, but had questionable placement. Thus, the whole receptor grid generally needs to be more carefully described and justified than has been done. Furthermore, we are concerned that many of the assumptions made in the Draft EIS may underestimate impacts from the build alternatives. In particular, as discussed above, the assumption of full goods movement traffic for all build alternatives would cause an overestimate of the impacts of the no-build alternative, which then makes the impacts of the build alternative look smaller in comparison. Similarly, the Draft EIS does not contain adequate analysis of construction impacts, nor does it quantify PM2.5-related mortality and morbidity, both of which cause systematic underestimation of risks for the I-710 at interim stages between 2008 and 2035.

PM2.5 Impacts

PM2.5 impacts may be the largest public health impact from the proposed I-710 Corridor Project.[13] The Draft EIS and the AQHRA do not quantify the associated mortality and morbidity impacts related to predicted increases in PM2.5. Furthermore, the discussion of PM2.5 concentration changes in the Draft EIS focuses mainly on comparisons to current conditions (Pages 3.13-54 and -55), which may be misleading to the public and decision-makers when all of the build alternatives show areas of PM2.5 increase in comparison to the no-build alternative (Figures 4.55 through 4.57 of the AQHRA), meaning that the actual project decision is predicted by Caltrans to worsen air quality and public health for some geographic areas. The PM2.5 dispersion analysis also predicts significantly greater air quality impacts from Alternative 6A, and possibly 5A, compared to Alternatives 6B and 6C, which is not adequately discussed in the Draft EIS, but may be important for deciding between alternatives.

The AQHRA includes maps showing concentration contours of annual PM2.5 impacts for build alternatives versus Alternative 1. However, only the maps for Alternatives 6B and 6C are brought forward into the Draft EIS Appendix R (Figures 19-22; the reference to Figures 4.54 through 4.57 on the Draft EIS page 3.13-55 being in Appendix R is incorrect), and the corresponding discussion of these critical dispersion modeling results in Chapter 3.13 of the Draft EIS is inadequate for both public disclosure and decision-making. The maps can be misleading due to the focus on only changes above or below 1 and 5 $\mu g/m^3$. Increases in PM2.5 concentration in this area, which has some of the highest PM2.5 concentrations in the U.S., are of substantial concern and inconsistent with the stated purpose of the project to improve air quality. F-5-30

Recommendations:

- Revise or supplement the Draft EIS for this project to thoroughly discuss both 24-hour and annual PM2.5 impacts from all alternatives compared to both current conditions (2008) and the no-build alternative (2035), as well as interim years (discussed below). Tables 3.13-24 through 3.13-28 should be updated to present annual PM2.5 incremental impacts, which likely represent F-5-31

[13] Using EPA methodology, California ARB estimates that there are 8,400 deaths per year (estimated range of 5,400 - 11,000) in California associated with PM2.5 concentrations above 5.8 $\mu g/m^3$., with over half of the deaths due to high PM2.5 levels in the South Coast air basin (http://www.arb.ca.gov/research/health/pm-mort/pm-report_2010.pdf). Air pollutant emissions due to goods movement is a major contributor to PM2.5 concentrations throughout the state.

the largest adverse air quality and public health impacts from the proposed project. Similarly, Tables 3.13-24 through 3.13-28 should additionally include comparisons of the build alternatives to the no-build (Alternative 1) in 2035 for all pollutants. Contour maps for changes in PM2.5 concentrations for all alternatives should be included in the main text of a revised or supplemental Draft EIS, and more policy relevant cut-points (e.g. ±0.1, ±0.5, ±1, ±2, μg/m^3 etc.) should be represented in the maps. F-5-31

- Revise or supplement the Draft EIS for this project to thoroughly discuss, modify as necessary, and justify the model inputs to the AERMOD. The revised or supplemental Draft EIS should modify and justify source characteristics, including the release height, initial sigma-y, and initial sigma-z values for the roadway volume sources. EPA Transportation Conformity Guidance for Quantitative Hot-spot Analyses,[14] and appropriate AERMOD guidance[15] may be a useful basis for characterizing sources. Follow appropriate modeling protocols and coordinate with EPA and other appropriate agencies as the modeling is revised. F-5-32

- The receptor grid needs to be more carefully described and justified. Clarify which receptors were excluded and why. Use an appropriately spaced receptor grid with a constant distance from the roadway, so that the receptors follow the roadway more consistently. F-5-33

- A revised or supplemental Draft EIS should also quantitatively evaluate PM2.5 mortality and morbidity throughout the project area and air basin as a result of changes in PM2.5 emissions from the proposed project. EPA has previously offered a methodology for completing such an analysis and would work with project sponsors in the future to further scope the analysis, if needed. Examples of such analysis are readily available, especially for goods movement and mobile source-related impacts nationally and in California,[16] as well as analysis specific to the South Coast Air Basin.[17] F-5-34

Disproportionate PM2.5 Impacts – Vulnerable Populations

The Draft EIS does not adequately consider the likely increased disproportionate air quality impacts on vulnerable populations, including children and low income, minority communities. For example, older adults, children, those with pre-existing cardiovascular and respiratory conditions (specifically asthma), people with "low socioeconomic status" and "low educational attainment" are all particularly susceptible to PM2.5-related health impacts.[18] Page 3.3-42 of Chapter 3.3 states that some areas with higher concentrations of minority, low-income, young, and disabled populations could have a higher cancer risk under the build alternatives compared to Alternative 1. Although Table 3.13-23 of Chapter 3.13 shows that incremental criteria pollutant emissions, including total PM10 and total PM2.5, are

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[14] *Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas,* EPA, December 20, 2010. EPA-420-B-10-040. Available on-line at: http://www.epa.gov/otaq/stateresources/transconf/policy.htm#project.

[15] User's Guide for the AMS/EPA Regulatory Model - AERMOD EPA-454/B-03-001,September 2004. See also AERMOD Implementation Guide available on-line at: http://www.epa.gov/scram001/7thconf/aermod/aermod_implmtn_guide_19March2009.pdf

[16] As examples, see EPA's Regulatory Impact Analysis for the 2007 Heavy-Duty Highway Rule, www.epa.gov/otaq/highway-diesel/regs/2007-heavy-duty-highway.htm, or California ARB's "Estimate of Premature Deaths Associated with Fine Particle Pollution (PM2.5) in California." www.arb.ca.gov/research/health/pm-mort/pm-report_2010.pdf .

[17] For PM2.5 mortality and morbidity analysis related to the 2007 Air Quality Management Plan for South Coast Air Quality Management District, see www.aqmd.gov/aqmp/07aqmp/07AQMP_socio.html.

[18] See Chapter 8 of EPA's Integrated Science Assessment for Particulate Matter (December 2009; http://oaspub.epa.gov/eims/eimscomm.getfile?p_download_id=494950).

predicted to be higher within the I-710 study area for the build alternatives compared to Alternative 1, this is not explained in the community impacts discussion of Chapter 3.3. In addition, as discussed above in the air quality section and in the August 2010 letter from EPA to Caltrans, EPA recommends a quantitative assessment of PM2.5 mortality and morbidity. The AQHRA, however, has a qualitative assessment and does not fully discuss PM2.5 mortality and morbidity among vulnerable populations, including children and environmental justice groups. The addition of such an assessment would better inform the I-710 Corridor Project decision-making process of the potential health impacts to children and surrounding communities.

Recommendation:

- Add a more thorough discussion to Chapter 3.3 of a revised or supplemental Draft EIS that discloses the potential air quality impacts that would result from the build alternatives compared to the No-Build Alternative, and how these impacts would affect vulnerable populations, including children and environmental justice communities. F-5-35

- A revised or supplemental Draft EIS should quantitatively evaluate changes in ambient PM concentrations and MSAT-associated risk with respect to minority status, income, older and younger populations, and other vulnerability factors. At a minimum, a revised or supplemental Draft EIS should include tables with the following information for each of the build alternatives compared to the no build alternative: F-5-36

PM2.5 (annual average) Concentration Change	Population Exposed Within Concentration Range						
	Total	%<18 years	%>64 years	% Minority	<2*Poverty Level	% over 25 without high school diploma	% linguistically isolated households
<-5 $\mu g/m^3$							
-5 to -2 $\mu g/m^3$							
-2 to -1 $\mu g/m^3$							
-1 to -0.5 $\mu g/m^3$							
-0.5 to -0.1 $\mu g/m^3$							
-0.1 to 0 $\mu g/m^3$							
0 to 0.1 $\mu g/m^3$							
0.1 to 0.5 $\mu g/m^3$							
0.5 to +1 $\mu g/m^3$							
+1 to +2 $\mu g/m^3$							
+2 to +5 $\mu g/m^3$							
>+5 $\mu g/m^3$							

- A revised or supplemental Draft EIS should have similar tables for mobile source air toxic (MSAT)-related risks (recommended cut points of 0-10, 10-50, 50-100, 100-200, and 200+ in a million risk), MSAT-related hazard index, 24-hour PM2.5, and PM10 concentrations. F-5-37

- Provide a quantitative assessment of PM2.5-related morbidity and mortality among vulnerable populations, including children and low income, minority populations. F-5-38

- Include an analysis of the population that lives within a 500 foot buffer of the existing I-710, and also a 500 foot buffer from the roadway where the proposed project will be completed (as stated in our August 20, 2010 letter) in a revised or supplemental Draft EIS. F-5-39

- Because children and older adults are more susceptible to environmental exposures, identify schools, daycares, and senior centers within this buffer. Chapter 3.3 discusses community impacts, with pages 3.3-12 through 3.3-18 identifying community facilities (e.g., schools, libraries, and places of worship) within 0.5 mile of the I-710 mainline and interchange improvements. Create a list of these facilities similar to Tables 3.3-5 and 3.3-6. In addition, add the location of these facilities to Figure 3.3-1. If there is a disproportionate and adverse impact within the buffer, a revised or supplemental Draft EIS should identify additional mitigations for protecting the vulnerable populations, including children, seniors, low income, minority populations, and other sensitive receptors. F-5-40

Childhood Asthma and Asthma Disparities

Research has demonstrated that traffic-related air pollution can exacerbate asthma and may be associated with the onset of childhood asthma.[19] In a prior letter sent to Caltrans (August 20, 2010), EPA recommended that the AQHRA protocol consider existing asthma rates and asthma severity among children and the general community within the project area. EPA recommended that the Risk Characterization, Cumulative Impacts Analysis, and Environmental Justice Analysis identify impacts of the proposed project on asthma rates and severity in children near the project site and quantify the costs associated with these impacts, to the extent feasible.

Chapters 3.3 of the DEIS (Community Impacts), 3.13 (Air Quality), and 3.25 (Cumulative Impacts), and the AQHRA does not identify any discussion of existing asthma rates among children and the surrounding community nor a discussion of how the proposed project may impact asthma morbidity.

Poor and minority children are disproportionately impacted by asthma burdens. Nationally, the prevalence of asthma among non-Hispanic African American children is 16%, which is almost twice as high as the prevalence among non-Hispanic white children (8.2%). In addition, African-American children with asthma are twice as likely to be hospitalized and four times more likely to die due to asthma than white children. The President's Task Force on Environmental Health Risks and Safety Risks to Children released the Coordinated Federal Action Plan to Reduce Racial and Ethnic Asthma Disparities in May 2012, which presents strategies and priority actions to help address asthma disparities.[20]

According to the California Environmental Health Tracking Program Asthma Data Query,[21] asthma disproportionately affects minority children in Los Angeles County. In 2009, young African-American children (less than five years old) had much higher rates of asthma-related emergency department visits (more than four times higher) and hospitalizations (more than 2.5 times higher) than White children; and

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[19] HEI Panel on the Health Effects of Traffic-Related Air Pollution. 2010. *Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects.* HEI Special Report 17. Health Effects Institute, Boston, MA.

[20] President's Task Force on Environmental Health Risks and Safety Risks to Children. 2012. *Coordinated Federal Action Plan to Reduce Racial and Ethnic Asthma Disparities.*
http://www.epa.gov/childrenstaskforce/federal_asthma_disparities_action_plan.pdf.

[21] http://www.ehib.org/page.jsp?page_key=24.

young Latino children had an emergency department visit rate that was 1.5 times the rate of young White children.[22]

Recommendation:

- Because the proposed project may disproportionately impact low-income, minority communities where there are existing asthma burdens and disparities, as well as air quality concerns, a revised or supplemental Draft EIS should assess existing asthma rates and asthma severity among children and the general community within the project area. To the extent feasible, identify the impacts of the proposed project's construction and operation on asthma rates and severity in children near the project area, and quantify the costs associated with these impacts in a revised or supplemental Draft EIS. F-5-41

Consideration of Roadway Proximity and Potential Children's Health Impacts

Caltrans used AERMOD to assess air quality and health risk impacts at 1,173 sensitive receptors (e.g., schools, senior centers, child care centers, etc.).[23] The AQHRA states that the incremental cancer risk, chronic hazard index, and acute hazard index for all 2035 Alternatives compared to the 2008 baseline decrease at all sensitive receptors located within five kilometers of the I-710 freeway centerline. It is unclear whether health risk impacts to children at schools and child care facilities were determined using child-specific exposures.

Because children can be both more susceptible to mobile source air pollution and experience generally higher exposures from air pollution than adults, EPA recommended in its August 20, 2010, letter to Caltrans that the health risk assessment assess the impacts of the project on children's health, including consideration of prenatal exposures (exposures that may be experienced by pregnant women). EPA recommended that the health risk assessment characterize children's exposures and susceptibilities to pollutants of concern and incorporate child-specific exposure factors in the analysis of exposures at schools, daycares, and parks.

Recommendation:

- Discuss in a revised or supplemental Draft EIS the known and expected risks to children living, playing, or going to school near the project sites EPA in the risk characterization. F-5-42

Air Quality Conformity

General Comment on Transportation Conformity Analysis

The Draft EIS currently includes a qualitative PM hot-spot analysis for the I-710 project. EPA has submitted several comments on previous drafts of the qualitative PM hot-spot analysis pursuant to EPA and FHWA current guidance on such analyses.[24] EPA has identified substantial deficiencies in the current draft analysis, which does not meet transportation conformity requirements. Further details on several issues are included below.

[22] California Department of Public Health, California Environmental Health Tracking Program Asthma Hospitalization and Emergency Department Visits Query. Available at: http://www.ehib.org/page.jsp?page_key=124. Accessed on July 27, 2012.

[23] Sensitive receptors defined as: long-term health care facilities, rehabilitation centers, retirement homes, schools, and child care centers on page D-6 of the Air Quality and Health Risk Assessments Technical Study Appendix D (February 2012).

[24] See http://www.epa.gov/otaq/stateresources/transconf/policy/420b06902.pdf.

In addition, Caltrans has not adequately explained how its qualitative PM hot-spot analysis meets Clean Air Act conformity requirements to not worsen NAAQS violations or delay timely attainment, when its draft quantitative modeling analysis included in other parts of the Draft EIS predicts air quality concentrations higher than the PM NAAQS.

Finally, despite text to the contrary, the qualitative PM hot-spot analysis discussion, data, and conclusions included in Chapter 3.13 of the Draft EIS do not match those of the analysis it references in Appendix I of the February 2012 AQHRA, which appears to be a previous version of the analysis.

Recommendation:

- Caltrans needs to explain in a revised or supplemental Draft EIS how its qualitative PM hot-spot analysis for the selected alternative meets CAA conformity requirements for the annual PM2.5 NAAQS, the 24-hour PM2.5 NAAQS, and the PM10 NAAQS, in light of the draft modeling analysis of alternatives included in the Draft EIS. In the transportation conformity discussion, Caltrans should also more clearly explain and document how the qualitative analysis complies with the EPA/FHWA qualitative PM hot-spot guidance and applicable requirements. The technical documentation of the qualitative hot-spot analysis included in the AQHRA should be updated so that it is consistent with the methods, data, discussion, and conclusions included in Chapter 3.13 of any future analysis that meets conformity requirements. Completing a quantitative PM hot-spot analysis that meets applicable requirements and guidance and is fully documented for EPA and public review is an option that continues to be available.[25] Note that EPA has submitted comments on the ambient modeling included in the document and those comments would also need to be addressed. F-5-43

Including Chosen Alternative in a Conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP)

Alternative 6C is currently included in SCAG's RTP as "I-710 Corridor user-fee backed capacity enhancement – widen to 5 mixed flow plus 2 dedicated lanes for clean technology trucks [each direction], and interchange improvements". If another alternative is chosen as the preferred alternative, SCAG would need to revise their RTP/TIP to include the new alternative before the conformity documents for the project could be approved.

Recommendation:

- EPA recommends that Caltrans continue to work closely with SCAG and the Transportation Conformity Working Group to ensure that transportation conformity of the chosen alternative and the RTP/TIP. F-5-44

Analysis Year

A revised or supplemental Draft EIS needs to clearly state why 2035 was chosen as the year of peak emissions for this analysis. The Draft EIS only states that the corridor will meet the design goals by 2035 and that an opening year analysis was not completed. The Draft EIS did not state why that year is expected to have the peak emissions from the project and existing sources in the various alternatives. This statement also makes it unclear if 2035 is indeed the opening year of the project.

[25] See http://www.epa.gov/otaq/stateresources/transconf/policy/420b10040.pdf) for details on completing such analyses and potential mitigation and control measures.

Recommendation:

- To help demonstrate conformity, EPA recommends including the rationale used in determining that 2035 should be the year of peak emissions for the conformity analysis in a revised or supplemental Draft EIS.[26] F-5-45

Construction Emissions

In addition, the draft qualitative PM hot-spot analysis discussion in Chapter 3.13 does not address whether transportation-related construction emissions should be, or were, included in the PM hot-spot analysis. The qualitative conformity analysis indicates that construction would not occur at any one location for more than five years. Therefore, construction-related emissions are considered temporary and were not included in the hot-spot analysis. It is correct that construction-related PM emissions due to a particular project are not required to be included in a hot-spot analysis, if such emissions are considered temporary as defined in 40 CFR 93.123(c)(5) (i.e., emissions which occur only during the construction phase and last five years or less at any individual site). However, it is not clear how the construction schedule is being phased at different sites and over time for this large project. Note that this comment for conformity purposes is separate from EPA's significant comments in this letter on considering construction emissions for NEPA purposes.

Recommendation:

- Due to the extended construction phase of the I-710 project, Caltrans needs to explain and document that 40 CFR 93.123(c)(5) is met both over time and at different construction sites throughout the project area. F-5-46

Re-entrained Road Dust

EPA is concerned that certain aspects of the road dust method used in the Draft EIS are inappropriate for project-level analyses. This application results in no change in fugitive dust emissions between alternatives, which underestimates the impacts associated with several of the alternatives.

EPA understands that Caltrans has estimated re-entrained road dust using a new methodology that CARB hopes to apply in the next PM2.5 State Implementation Plan (SIP) for the South Coast, but EPA and CARB agree that this revised AP-42 methodology should not be used for a project-specific application. According to the revised document, the CARB revised methodology for estimating future year re-entrained road dust was used instead of AP-42 in this analysis. This alternate method:

1) Uses lower silt loading in LA County for non-freeway roadways,
2) Uses a 15% PM2.5/PM10 ratio rather than the 25 % ratio in AP-42, and
3) Calculates future re-entrained road dust emissions for all road types to be proportional to increases in centerline miles, not vehicle miles traveled (VMT).

According to 40 CFR 93.123(c)(3), "Hot-spot analysis assumptions must be consistent with those used in the regional analysis." Both items 1 and 2 above are consistent with assumptions made in the regional conformity analysis, and EPA believes they are therefore acceptable for use for this project. However, EPA believes the AP-42 equation -- instead of the proportional centerline approach used by Caltrans in this analysis -- should be used to estimate future year re-entrained road dust for the analysis years of project-level hot-spot analyses, including this analysis of the I-710 alternatives. Use of centerline roadway miles is a method, rather than an assumption, and therefore EPA does not believe it must be consistent with the method used for estimating dust in the SIP. EPA has discussed the use of

[26] See EPA's July 2004 final conformity rule for further details (69 FR 40056-40058).

the modified version of AP-42 with the CARB contacts that Caltrans provided, and CARB agrees that calculating road dust proportional to increases in centerline miles rather than VMT is inappropriate for project-level analyses. Please refer to comments EPA provided Caltrans in May 2012 ("Comments on Revised PM Hot Spot Conformity Analysis for I-710 Corridor") for additional details.

Recommendation:

- Revise the hot-spot analyses to use AP-42 equations as approved by EPA for project-level use in a revised or supplemental Draft EIS. F-5-47

Air Quality Health Risk Assessment – Detailed Comments and Recommendations

EPA has the following detailed comments on the I-710 Corridor Project Draft EIS and AQHRA to include in a revised or supplemental Draft EIS:

- (AQHRA, ES and Chapter 4) In addition to comparisons to 2008, all tables in the AQHRA should include a corresponding comparison between the build alternatives in 2035 and the no-build alternative (Alt. 1) in 2035, since this comparison is most relevant for the NEPA decision. Specifically, the following tables should be updated to reflect this change: ES.1, ES.2, ES.3, ES.4, ES.5, 4.3a, 4.3b, 4.3c, 4.4, 4.6b, 4.6c, 4.6d, 4.6e, 4.7b, 4.7c, 4.8d, 4.8e, 4.8a, 4.8b, 4.8c, 4.9, 4.10a, 4.10b, 4.10c, 4.10d, and 4.10e. These revised figures should be accompanied with an updated discussion in each corresponding section of impacts relative to the no-build scenario. F-5-48

- (AQHRA, Section ES.7) The cumulative impact of the construction emissions in addition to other operational emissions need to be presented and discussed in Section ES.7, including modifications to Table ES.6. F-5-49

- (AQHRA, Sections 4.2 and 4.3) Chapter 4 includes a separate section for construction (4.2) and operational (4.3) impacts, but should include a section that describes cumulative impacts of construction and operations during interim periods. This discussion should also include a discussion of particular impacts to sensitive and environmental justice populations. F-5-50

- (AQHRA, Section 4.3.4) Section 4.3 should include an analysis of annual average PM2.5 concentrations throughout the project area, as well as near-roadway (Section 4.3.4). All tables with modeled impacts for PM2.5 should include annual average in addition to 24-hour averaging time, specifically: Tables 4.7a, 4.7b, 4.7c, 4.7d, and 4.7e. Also, EPA does not agree that the CEQA thresholds are appropriate for comparison in these tables for NEPA purposes, as any increase of PM2.5 or PM10 in this area may be considered unacceptable and certainly counter to the stated purpose of the proposed project of improving air quality. F-5-51

- (AQHRA, Section 4.8) The statement that "it is not expected that changes to PM2.5 and PM10 emissions levels associated with the proposed project would result in new violations of the federal air quality standards" is not sufficiently supported. As noted in our March 2012 comments on the AQHRA, the assumptions on background changes in the AQHRA are incorrect and this statement should be removed. Similarly, the first two bullets on Page 54 are incorrect and should be removed. The final two bullets can be similarly misinterpreted, since any increase of PM10 or PM2.5 emissions compared to the no-build scenario (comparing 2035 to 2035) may either delay attainment of the NAAQS or could cause new violations. F-5-52

- (AQHRA, Appendix E) Appendix E (Health Risk Assessment) should, at a minimum, provide all the results for the six MSAT included in this study, as well as all of the interim calculations for the results presented in Tables 4.10a-e. F-5-53

- (Draft EIS, Pages 3.13-21 through 3.13-25) In addition to the need for interim year analysis noted above, the section on "Traffic Changes Due to the Proposed Project" should also include an analysis of interim years, specifically Tables 3.13-8, 3.13-9, 3.13-10, 3.13-11, 3.13-12, and 3.13-13. F-5-54

- (Draft EIS, Pages 3.13-26, 3.13-33 through 3.13-41) Traffic volumes for the proposed build alternatives are predicted to increase near 50% for most segments compared to the no-build alternative (see Pages 3.13-21 and 3.13-22), but MSAT (see Page 3.13-33) and criteria pollutant (see Pages 3.13-36 through 3.13-39) emissions are predicted to increase at most 20% and sometimes decrease. A revised or supplemental Draft EIS should thoroughly explain why emissions do not increase proportional to traffic, presumably due to speed effects, and the uncertainty associated with these results. F-5-55

- (Draft EIS, Page 3.13-28 through 3.13-34) The MSAT Analysis should include a presentation of emissions by roadway segment or segment groupings, expanding upon Tables 3.13-20 and 3.13-21. F-5-56

- (Draft EIS, Page 3.13-52) Table 3.13-29 should include a comparison of build alternatives to the no-build alternative (Alternative 1) for 2035, which is most relevant to the NEPA decision. F-5-57

4. Construction Impacts

Quantification of Construction Impacts

The Draft EIS contains no meaningful discussion of construction-related air quality impacts, which is likely to be significant for a project of this magnitude. It is likely that construction impacts from this project will negatively impact both air quality and public health. Limited analysis of construction impacts was previously performed for the proposed project. The AQHRA quantifies worst-case, project-wide construction emissions, but does not quantitatively evaluate construction-related changes in criteria pollutant ambient concentrations, MSAT risk, or PM2.5 mortality and morbidity. Construction impacts should be quantitatively evaluated in a revised or supplemental Draft EIS.

Recommendations:

- A revised or supplemental Draft EIS should quantitatively evaluate construction-related criteria pollutant and MSAT emissions, changes in ambient concentration, MSAT risk, and PM2.5 mortality and morbidity, including for interim project years. Construction impacts should be added to operational impacts for interim years, including the peak construction years and ideally every five years between the current year and final build year. F-5-58

- EPA recommends quantitatively predicting construction-related impacts at this stage using the following two approaches: First, the revised or supplemental Draft EIS should estimate the project-wide magnitude of construction impacts by using simple assumptions of emissions occurring throughout the linear project and spread out over the build years. This would provide a first-cut estimate of impacts throughout the project area. Second, the revised or supplemental Draft EIS should consider an example construction phase and quantitatively evaluate the likely F-5-59

impacts for a model segment. More detailed assumptions should be possible for this segment, including improvements on assumptions for construction phasing, proximity to populated areas, and duration of impacts. For this more detailed example, EPA recommends evaluating a geographic area that is more highly populated and/or in closer proximity to construction activities. F-5-59

- A revised or supplemental Draft EIS should provide more information on how the construction will be phased over time at the different locations around the facility. This information is needed to inform the decision to remove construction impacts from the transportation conformity hot spot analysis and to evaluate whether 2035 has the maximum expected emissions. The information would also be helpful for SCAG as they include the emissions from the various construction phases into the regional conformity analysis for the appropriate years; dust from road construction has already been included in the PM10 and PM2.5 motor vehicle emission budgets for the area. F-5-60

Disproportionate Construction Impacts – Vulnerable Populations

The environmental justice analysis provided in the Final Community Impact Analysis (March 2012) does not fully take into account construction-related impacts on the community. Section 6.3.1.2 of the Final Community Impact Assessment states that it is not possible to analyze specific impacts on populations of concern from an environmental justice perspective. Chapter 3.24 (Construction Impacts) of the Draft EIS, however, indicates that construction activities will primarily affect environmental justice populations and would generate temporary noise increases and air emissions. In addition, a review of Chapter 3.13 and the AQHRA did not identify a complete discussion of the air quality impacts from construction activities on children's health and the surrounding community. The addition of such an assessment and discussion would provide a more complete understanding of the potential health impacts for the entire duration of the project.

Recommendation:

- More fully disclose in a revised or supplemental Draft EIS potential construction-related impacts on vulnerable populations, including children and environmental justice communities, bordering the I-710. If there are disproportionate and adverse construction related impacts, identify mitigations for these impacts. Please refer to the recommendation in our "Air Quality" comments under "Quantification of Construction Impacts" to identify a methodology for measuring potential construction related air quality impacts. Identify the impacts of the proposed project's construction on asthma rates and severity in children near the project area, and quantify the costs associated with these impacts. F-5-61

5. Mitigation

EPA does not agree with the general statement in Section 3.13.4 of the Draft EIS that states "...the build alternatives will improve air quality and reduce public health risk in the South Coast Air Basin and the I-710 AOI [area of influence]". As noted above, the existing analysis in the Draft EIS and AQHRA predicts an increase in adverse air quality impacts for all alternatives, and we have serious concerns that the existing analysis is inaccurate. Identifying mitigation is particularly important given that the Draft EIS indicates that disproportionate and adverse impacts are identified and would have to be mitigated. Additional impacts may be unintended or difficult to characterize without a methodology that comprehensively looks at the health of a population and the distribution of those effects within the population.

We note that EPA provided extensive feedback concerning the validity of the scope and methodology of the health impact assessment (HIA) being completed as part of the Gateway Cities Air Quality Action in the I-710 Corridor Project.[27] Although EPA's critique of that process reflects concerns that were not addressed, that process may result in identified mitigation measures. While Section 7 of the Community Impact Assessment presents the research questions for the separately prepared HIA, this discussion is not as robust as a fully completed HIA and it is unclear how the information presented here links with the HIA process. The recommendations for mitigation, either developed from the HIA that is being conducted as part of the Gateway Cities Air Quality Action Plan or through collaborations with citizens, could be funded through a creative method like one of the programs implemented by the ports. The Ports of Long Beach and Los Angeles have developed creative solutions to mitigate community impacts from port-related activities that are not addressed in project EISs. The Port of Long Beach developed a Mitigation Grant Program to offset the impacts of port-related operations in the community through three programs to address health-care and senior facilities, schools, and greenhouse gas reductions programs.[28] The Port of Los Angeles developed a non-profit, the Harbor Community Benefits Foundation, to carry out mitigation and other public benefit projects that assess, protect, and improve health, quality of life, and the natural environment, with a focus on near-port communities.[29]

Recommendations: EPA strongly recommends a more aggressive approach for identifying air quality mitigation, and mitigation for other resource impacts, as described below, in a revised or supplemental Draft EIS. Caltrans should specifically identify where these impacts may disproportionately affect vulnerable populations (including children, seniors, low income, minority populations, and other sensitive receptors) and identify how these impacts will be reduced. F-5-62

- EPA continues to recommend that further mitigation measures be developed through open, collaborative processes that include the public and affected citizens. Page 3.3-23 states that the build alternatives have been developed through an extensive community outreach process that involves input from multiple public agencies and stakeholders, and build alternatives have been refined to address the community. A review of community involvement activities as well as an explanation of how the proposed build alternatives address community concerns, including air quality concerns, should be added to Chapter 3.3. F-5-63

- For impacts to schools and child care centers near the I-710 mainline, include measures identified in the voluntary EPA School Siting Guidelines (http://www.epa.gov/schools/siting/download.html), and Draft State School Environmental Health Program Guidelines (http://www.epa.gov/schools/ehguidelines/index.html). EPA's Office of Children's Health Protection has also posted a compilation of scientific data and methods to help improve the scientific understanding of children's environmental health concerns at: http://yosemite.epa.gov/ochp/ochpweb.nsf/content/whatwe_scientif.htm. This site contains information on risk assessment, toxicity and exposure assessment, and other information to help better understand potential environmental impacts on children's health. F-5-64

[27] Gateway Cities Council of Governments and Los Angeles County Metropolitan Transportation Authority. April 2011. *The Gateway Cities Air Quality Action Plan Fact Sheet.* Available at: http://www.metro.net/projects/gcaqap/gcaqap-fact-sheet/.
[28] Port of Long Beach Mitigation Grant Program: http://www.polb.com/environment/grants/default.asp.
[29] Harbor Community Benefit Foundation: http://www.hcbf.org/.

- Programs similar to the Port of Long Beach's Mitigation Grant Program or the Port of Los Angeles's Harbor Community Benefits Foundation could be implemented as potential instruments for supporting mitigation measures that provide a more holistic approach to protecting health. Some specific measures include:
    - Fund proactive measures to improve air quality in neighboring homes, schools, and other sensitive receptors (i.e., anti-idling policies near schools and child centers, implementing school indoor air programs or other school environmental health programs).
    - Provide the public educational nutrition[30] programs and programs on environmental health impacts to better enable residents to make informed decisions about their health and community (i.e., asthma management training). F-5-65
    - Engage in proactive measures to train and hire local residents for construction or operation of the project to improve their economic status and access to health care.
    - Reduce asthma-related illness disparities for residents along the I-710 by working with the community to identify asthma-related mitigation measures.
    - To the extent that the separately completed HIA can inform mitigation measures, Caltrans should identify all feasible measures in a revised or supplemental Draft EIS.

- To further reduce air quality impacts, EPA recommends that Caltrans:
    - Meet and ideally go beyond CARB requirements for in-use diesel engines and equipment, particularly for non-road construction fleets.
    - Through December 31, 2014, ensure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. EPA Tier 3 standards for non-road engines. F-5-66
    - From January 1, 2015 onward, ensure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. EPA Tier 4 standards for non-road engines.
    - Include a commitment to comply with CARB's anti-idling rule, which prohibit diesel truck idling in excess of five minutes (see http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm).

- To reduce construction-related air quality impacts, EPA recommends that Caltrans integrate the following modifications to mitigation measures CON-16 through CON-29 in Chapter 3.24:
    - CON-23 states that Environmentally Sensitive Areas for sensitive air receptors will be established and construction activities involving idling of diesel equipment will be prohibited to the extent feasible. EPA recommends that a strong anti-idling policy be implemented at *all* construction sites for this project. F-5-67
    - CON-37 states that contractors and their employees will be educated about noise impact problems and noise control methods. EPA recommends that contractors and their employees also receive training on air quality impacts from construction activities and potential health risks to nearby receptors, and ways to reduce emissions (e.g., no idling, using PM filters, using alternative fuels, etc.).

[30] See Chapter 8 of EPA's Integrated Science Assessment for Particulate Matter (December 2009; http://oaspub.epa.gov/eims/eimscomm.getfile?p_download_id=494950).

- To reduce near-roadway community exposure to PM2.5 exhaust and entrained dust emissions, EPA recommends that Caltrans commit to specific design features, including, but not limited to:

  - Planting of shade trees along the I-710 Corridor,
  - Barriers that inhibit fugitive PM2.5 emissions from leaving the roadway, and
  - Use of materials that absorb entrained dust.

F-5-68

- To ensure a commitment for use of most advance impact-reducing technology, EPA recommends the following additional mitigation measures:

  - *MM-AQ1: Deploy Best Available Control Technology (BACT)*
    Project must require BACT during construction and operation of projects, meeting the most stringent alternatives available (e.g., CARB's in-use diesel off-road BACT requirements; EPA's most stringent non-road Tier standards available), including but not limited to:

    a) Soliciting bids that include use of energy and fuel-efficient fleets;
    b) Soliciting preference construction bids that use BACT, particularly those seeking to deploy zero-emission technologies (see MM-AQ2 below for more specific guidance on construction equipment deployment);
    c) Employing the use of alternative fueled vehicles;
    d) Using lighting systems that are energy efficient, such as LED technology;
    e) Using the minimum feasible amount of greenhouse gas (GHG)-emitting construction materials that is feasible;
    f) Use of cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;
    g) Use of lighter-colored pavement where feasible;
    h) Recycling construction debris to maximum extent feasible; and
    i) Planting shade trees in or near construction projects where feasible.

F-5-69

  - *MM-AQ2: Electric Power during Construction*
    Project sponsors will ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators.

6. Transmission Towers and Utilities

Relocation of Los Angeles Department of Power and Water (DPW) Transmission Towers and Flood Risks in the LA River Watershed

The Draft EIS references additional design and environmental reviews needed for a U.S. Army Corps of Engineers (Corps) Major Section 408 Permit (33 U.S.C. § 408) to relocate transmission line towers within the Los Angeles (LA) River, a Federal Flood Control Project, in order to construct freight corridor alternatives. EPA recommends additional analysis and conclusions related to the relocation of DPW transmission towers. This request is consistent with statements made in the Corps' April 26, 2012 letter (Draft EIS, Appendix J) to LA Metro identifying issues with potential impacts of the proposed project on the hydraulic functioning of the LA River channel system and the potential for future modifications and improvements to the LA River. The Corps' letter states that ensuring that the current design flood 133-year discharge would be maintained requires a numerical model (HEC-RAS) substantiated by a physical model, followed with a second numerical model, adjusted to the results of the physical model. Section 3.8 of the Draft EIS states that HEC-RAS modeling results indicate that

localized channel modifications for Alternatives 6A/B/C transmission tower relocation would maintain existing base flows and that flood flows would be contained in the LA River channel. The Draft EIS does not appear to make reference to any physical model or to an adjusted numerical model based on the results of the physical model. Further, while Section 3.8 mentions that localized channel modifications would be required to maintain existing channel hydraulic capacity, the Draft EIS does not describe the specific channel modifications to address impacts from the proposed towers in the LA River and whether these modifications will result in additional impacts to waters of the U.S.

Based on an August 1, 2012 conversation with Corps LA District staff, it appears that Caltrans analysis to date has not provided the level of information necessary to determine potential flooding risk impacts. The proposed project, including relocation of the transmission towers, and the proposed bridge structures and modifications, have not been modeled as required by the Corps, and therefore it remains uncertain whether the proposed alternatives will potentially increase flood risks. This information should be disclosed for consideration by the public and decision makers.

Recommendations:

- Caltrans should consider alternatives that would avoid having to relocate the power towers in such a way that would encroach on the LA River channel. Possibilities could include using tubular steel single pole transmission towers that require less right of way or placing the power lines underground to reduce right of way requirements. EPA recognizes that Metro's June 8, 2012 response to the Corps, included in Appendix J of the Draft EIS, briefly mentions earlier alternatives considered, such as "double decking" the freeway, that were not carried forward due to community opposition. The appendix also includes a January 2003 Final Set of Alternatives in conjunction with Metro's letter. If these alternatives are determined to be unfeasible, reasons should be summarized in a revised or supplemental Draft EIS. Including summaries of other previously considered alternatives would be particularly informative when considering possible likely trade-offs between impacts to communities and impacts to the LA River from alternatives that include the freight corridor components and transmission tower relocations. F-5-70

- A revised or supplemental Draft should include results of the hydraulic modeling prescribed by the Corps and verify that the project is capable of being constructed, with support from the Corps. Caltrans should also provide supporting information to demonstrate that the proposed project alternatives will not affect flood capacity of the LA River and tributaries. F-5-71

- Clarify in a revised or supplemental Draft EIS if Table 3.17-3 in the Wetlands section also includes direct and indirect impacts from the transmission line towers proposed for placement in the LA River. In describing the project footprint, the Environmental Consequences discussion in the Draft EIS currently does not mention utilities, including the towers. Table 3.17-3 should also reflect any additional impacts to waters of the U.S. resulting from other channel modifications necessary to address hydraulic capacity impacts from the proposed towers in the LA River. Include the location and design of these channel modifications in a revised or supplemental Draft EIS. F-5-72

- Clarify in a revised or supplemental Draft EIS the proposed design of the towers within the LA River. The Draft EIS appears to have conflicting information regarding the design of the transmission line towers proposed in the LA River. For example, the Executive Summary (p. 10) has an example figure on platforms and pilings with free flow water beneath structure. Appendix S-2 has figures that indicate 'bump out' areas into the LA River as permanent fill areas which F-5-73

appear to be the locations of the proposed towers. Appendix O shows proposed 'retaining walls', which would imply complete fill, in areas which appear to be the relocated towers in the LA River. F-5-73

Wayside Electric Power Distribution System and Electrical Substations
The document states that Alternatives 6B and 6C include a wayside distribution system and electrical substation as an element of the freight corridor. However, the specific technology for power distribution is not yet determined, though according to the Draft EIS "for purposes of analyses, an overhead catenary distribution system is assumed (Page 3.15-8)."

Recommendations:

- Caltrans should further describe the proposed technology and design, and placement of the electrical substations, including impacts to resources from siting such substations. F-5-74

- Describe in a revised or supplemental Draft EIS measures to avoid, minimize, and mitigation impacts to neighboring residences and environmental resources. F-5-75

7. Other Recommendations to Address Prior to Issuance of a Final EIS

Residential Relocations – Disproportionate Impacts
The Final Community Impact Assessment demonstrates that the relocations under each build alternative would disproportionately occur in low-income, minority communities. Page 3.3-50 of the Draft EIS states: "If any of the build alternatives are selected, a majority of the relocations would occur in areas where minority, low-income, disabled/mobility-limited, and young residents reside." It is unclear what process Caltrans followed to help ensure that the build alternatives and design options presented in the Draft EIS result in minimal relocations.

Recommendations:

- Provide a discussion in Chapter 3.3 (Community Impacts) that explains what steps were taken to minimize the number of relocation impacts to low-income, minority communities. F-5-76

- Provide a discussion in Chapter 3.3 that clarifies why the estimated number of relocations substantially increased in the Draft EIS compared to earlier estimates, such as those provided in the Administrative Draft EIS. Please explain whether the procedure used to estimate the number of relocations for the Administrative Draft EIS is different from the procedure used for the Draft EIS. If the procedure is the same, then clarify whether the proposed build alternatives and design options were modified in a way that requires additional relocations. F-5-77

Impacts to Water Quality in the LA River and Tributaries
The proposed project is located adjacent to water quality-impaired reaches of the LA River and LA River tributaries[31] and should maximize all opportunities to reduce inputs of pollutants resulting from the project. The proposal will add 110 to 326 acres of new impervious surface area, resulting in increased stormwater runoff that will contain pollutants common to roadways, such as heavy metals, oils and grease. The Draft EIS describes six measures to treat these pollutants but further clarification should be provided in the Final EIS. For example, Section 3.9 of the Draft EIS, based largely on the 2011 *Water Quality and Stormwater Runoff Study*, states that site-specific best management practices (BMPs) will

[31] Table 3.9-2 Expected and Approved Total Maximum Daily Loads lists the status for twenty-six TMDLs in reaches of the LA River, Compton Creek, Rio Hondo, and Dominguez Channel.

treat up to 83 percent of the total surface water runoff under Alternatives 6A/B/C, but lacks any mention of a similar treatment target for Alternative 5A. In addition, while the Draft EIS references the draft Caltrans Municipal Separate Storm Sewer Systems (MS4) permit, it does not discuss how the requirements would address potential runoff from the proposed project.

Recommendations:

- Discuss how BMPs will result in compliance with Total Maximum Daily Load allocations for reaches of the LA River and tributaries affected by the proposed project. F-5-78

- Confirm that adequate space is available and/or obtainable for constructing sufficient stormwater treatment BMPs throughout the 18-mile project reach to avoid any adverse impacts to receiving waters. Because this is a highly urbanized region, acreage needed to locate and adequately size treatment BMPs may be a challenge for Caltrans. Discuss contingency measures if adequate land is unavailable. F-5-79

- Clarify what is meant by the statement that BMPs will "treat up to 83 percent of the total surface water runoff" including whether this is a percentage from only new or all post-project impervious surface area and whether this also applies to Alternative 5A. The Final EIS should also explain whether this amount is intended to be consistent with federal and state regulatory requirements. F-5-80

- Commit to following the order of preference for treatment BMPs identified in the draft Caltrans MS4 permit and first, infiltrate, harvest and re-use, and/or evapotranspire the stormwater runoff, and second, capture and treat.[32] The sizing criteria for treatment BMPs shall be based on the 85th percentile, 24-hour storm. The Final EIS should describe to what extent Caltrans will be able to implement treatment BMPs in this order of preference. F-5-81

Support for Los Angeles River Watershed Revitalization Efforts

The goals of the Los Angeles River Watershed Urban Waters Partnership include supporting local watershed revitalization efforts, such as enhancing flood protection, improving water quality through green infrastructure, enabling safe public access, and restoring ecosystems. Many efforts are underway to revitalize the LA River Watershed, and it is critical that the project be designed in such a way to not prevent implementation of such efforts. The Draft EIS makes reference to cooperative planning efforts of community and government groups to revitalize the LA River, such as the Los Angeles River Master Plan and the Los Angeles River Revitalization Master Plan, but appears to lack any discussion of how project alternatives would limit the implementation of these master plans or other efforts. We were unable to find any mention in the Draft EIS of outreach efforts on behalf of the project to work with these groups to ensure that implementation of LA River revitalization efforts are not obstructed in the project reach. Issues to consider in the Final EIS should include whether and how the proposed Freight Corridor and transmission tower relocation would limit future efforts to improve public access to open space and recreational amenities, and improve water quality and ecological restoration.

The Draft EIS identifies potential impacts to several parks and trails near the LA River, including the 8.6-acre Parque Dos Rios at South Gate that is planned for construction in 2012. The Los Angeles River Watershed Urban Waters Partnership identified the planned Parque Dos Rios as an on-going partnership activity which many organizations have invested in. Parque Dos Rios would provide a variety of

[32] Section E.2.d.2.b) Numeric Sizing Criteria for Storm Water Treatment Control BMPs from the Second Revised Draft Tentative Order, April 27, 2012.

benefits including native riparian habitat restoration, public education, and passive recreational use at a unique parcel located at the confluence of the LA River and Rio Hondo. The proposed project would relocate the I-710 and place the Freight Corridor directly through the Parque Dos Rios site rendering it unusable as a park. Section 3.1 discusses impacts and mitigation measures but does not consider alternatives that would avoid the park.

Recommendations:

- Caltrans should meet with groups that are actively involved with revitalization efforts, in reaches of the LA River Watershed that fall within the project footprint, including the Los Angeles River Watershed Urban Waters Partnership, to discuss potential impacts to future revitalization efforts. The Final EIS should include results of these discussions, including identification of any priority revitalization areas within the project footprint. Caltrans should commit to ongoing coordination during the design of a final alternative to ensure revitalization efforts are adequately considered. F-5-82

- Alternative alignments should be evaluated that would avoid or minimize impacts to Parque Dos Rios and preserve the habitat and other amenities planned for the site. If it is determined that there are no other options for realigning the project, the Final EIS should discuss what was considered and why Parque Dos Rios avoidance options are not practicable. F-5-83

- Any impacts to the Parque Dos Rios should be mitigated in advance of the actual impacts and should take into account the unique setting of the current site at the confluence of the LA River and Rio Hondo. If acquisition and grading of the site happens several years from the implementation of the current design plan (to be constructed in 2012), then the temporal loss of established habitat should be compensated for. F-5-84

Impacts to Jurisdictional Waters

The Draft EIS lacks a clear discussion of measures to avoid and minimize impacts to waters of the U.S. and instead focuses on proposed mitigation measures. Section 3.17 of the Draft EIS describes the Corps' Clean Water Act (CWA) Section 404 requirements to approve only the least environmentally damaging practicable alternative, but Section 3.17.4, Avoidance, Minimization and/or Mitigation only references Measure NC-1 described in Section 3.16, Natural Communities. Measure NC-1 briefly describes the proposed compensatory mitigation approach to prepare a Habitat Mitigation Monitoring Plan. As stated in the CWA Section 404(b)(1) Guidelines and in the Draft EIS, no discharge of dredged or fill material shall be permitted if there is a practicable alternative that would have less adverse impact to the aquatic resource. The Draft EIS has not clearly demonstrated what avoidance and minimization measures have been considered that would further avoid impacts to the LA River and tributaries.

Recommendation:

- Clearly identify steps to avoid and minimize impacts to waters of the U.S. F-5-85

Noise Impacts

Chapter 3.14 discusses the project's noise impacts primarily by comparing estimated project impacts to Noise Abatement Criteria (NAC) or a substantial increase of 12 dBA. To meet noise reduction design goals, an abatement measure must be acoustically feasible of reducing noise levels by 5 dBA and meet a design goal to reduce noise by 7 dBA to at least one receptor. Additionally, abatement measures consider reasonableness, by comparing abatement costs to a reasonable allowance per benefited receptor, in this case $55,000 per person.

As explained in FHWA guidance, "the NAC are based upon noise levels associated with interference of speech communication and that the NAC are a compromise between noise levels that are desirable and those that are achievable."[33] The NAC was not intended to address "annoyance, sleep, and task interference or disturbance." In *Technology for a Quieter America*, the National Academy of Sciences recommended a multidisciplinary study to evaluate recent European studies linking noise and health impacts. These studies resulted in a joint World Health Organization and European Commission Joint Research Center report estimating that the disease burden from environmental noise is second only to air pollution among environmental factors.[34]

EPA recommends supplementing the noise analysis to also address EO 13045 *Protection of Children from Environmental Health Risks and Safety Risks*, which directs federal agencies to make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and to ensure that their policies, programs and activities address these risks. EPA believes that speech interference in schools should be considered when determining disproportionate impacts. Children's ability to learn in school is very important to their development and future success. Studies have shown that classroom noise lowers performance on standardized tests,[35] and academic achievement has a well documented effect on health.

Currently, the Draft EIS only identifies one school, Vista High School, as feasible for interior noise abatement. At a cost of less than $55,000 per student, retrofitting classrooms may achieve the American National Standards Institute (ANSI) design standard of 35 dBA. This seems particularly relevant for schools where sound walls were not used because they did not provide the minimum noise reduction of 5 dBA for acoustical feasibility and 7 dBA noise reduction to at least one receptor.

Another concern about the noise analysis is the quantity used to determine a substantial increase to the existing noise level, 12 dBA. FAA regulations at 23 CFR 772 (f) state: Highway agencies shall define substantial noise increase between 5 dBA to 15 dBA over existing noise levels. Because a 12 dBA increase is more than twice as loud to the human ear, and this highway is through a dense urban corridor, for this project, we suggest considering a lower threshold for a substantial noise increase.

Finally, Caltrans Project EA 202100 (which is clarified to be the I-710 Pavement Rehabilitation Project in the January 2012 Traffic Noise Study Report) is referenced in the Noise section and briefly mentioned in the Cumulative Impacts section, but the Draft EIS does not appear to discuss the rationale for repaving a road and building soundwalls shortly before expanding the road and requiring those sound walls to then be removed. EPA recommends the Final EIS explain how the construction of both EA 202100 and this project are being coordinated. The Draft EIS also seems to have conflicting information regarding whether soundwalls were constructed/will be constructed for the I-710 Pavement Rehabilitation Project, as Table 3.25-1 on page 3.25-5 indicates that noise barriers were originally planned to be included with the project but were withdrawn from the project scope due to the lack of funding. The Noise section of the Draft EIS indicates that several of the soundwalls associated with project EA 202100 are assumed to be existing and would be removed as a part of this project. Additionally, it's unclear in text of the Draft EIS whether existing, or soundwalls presumed to be existing, will be reconstructed, once removed, with this project.

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[33] Noise Policy FAQs, http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm#note15.

[34] Burden of Disease from Environmental Noise, Quantification of Health Life Years Lost in Europe, World Health Organization and European Commission Joint Research Center, 2011. http://www.euro.who.int/__data/assets/pdf_file/0008/136466/e94888.pdf .

[35] See the studies referenced by ANSI/ASA S12.60-2002 (R2009) American National Standard Acoustical Performance Criteria, Design Requirements, and Guidelines for Schools.

Recommendations:

- Update the noise analysis to consider children's health and learning-related noise impacts, and the quantity used to determine a substantial noise increase. If significant impacts are identified, commit to additional interior noise abatement measures, such as retrofitting impacted classrooms with acoustic insulation. F-5-86

- Explain the coordination of construction of both EA 202100, which is referenced in the Noise section, and this project in an appropriate section of the Final EIS. Also verify whether noise barriers/soundwalls associated with EA 202100 I-710 Pavement Rehabilitation Project referenced in the noise analysis were actually constructed/are planned for construction. Clarify as a summary in the text which existing soundwalls will not be replaced for this project, if that is the case. While the sheets for Figure 3.14-1 identify locations, the text describing removal of existing soundwalls is confusing since some indicate feasible noise abatement, but do not further identify if they will be replaced. F-5-87

Cumulative Impacts

The Council on Environmental Quality's (CEQ) regulations for implementing NEPA define cumulative effects as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-federal) or person undertakes such other actions (40 CFR Part 1508.7). The Draft EIS lists projects to consider regarding potential cumulative impacts, but the list appears to have some outdated information and no information noted for some of the projects. We recommend that Caltrans update the status of the cumulative impacts project list to reflect current project status, included, but not limited to the following specific suggestions. In addition, EPA recommends that Caltrans also include the latest information regarding the potential to create/extend other new, clean truck-only lanes/freight corridors, such as the proposed East-West Freight Corridor near SR 60, as identified in the 2012 SCAG RTP/Sustainable Communities Strategy (SCS), or potentially the SR-710 Project, intended to close the gap between the northerly terminus of I-710 and I-210. It is critical to understand the full scope of the construction and timing of operation for the multiple ongoing projects.

Recommendations:

- Include a summary in the Cumulative Impacts section regarding the latest information on other possible zero-emission freight corridors in proximity to this project, such as the East-West Freight Corridor Project or potentially the SR-710 Project. F-5-88
- On Page 3.25 -14 through 3.26-20, provide updates to reflect current project status in order to better inform an assessment of cumulative impacts and identify if mitigation is warranted.
    - Project P-2, San Pedro Waterfront Project. The Draft EIS states "construction was expected to begin in 2009 and be completed by 2014". With updated information considered, are there cumulative impacts that can be mitigated?
    - Project P-6, Berths 136-147 [TraPac] Container Terminal Project (west basin development). The Draft EIS states an EIS Addendum was prepared in June 2012, but does not identify anticipated construction window. With updated information considered, are there cumulative impacts that can be mitigated? F-5-89
    - Project P-9, Crescent Warehouse Relocation. The Draft EIS states a Draft EIS was recirculated in April 2008. Include potential cumulative impacts.
    - Projects P-28 (Mitsubishi Cement Corporation Facility Modifications) and P-29 (Cemera Long Beach Aggregate Terminal) are presented with no descriptions or status for P-29.

Greenhouse Gas Emissions

The State of California continues to increase its focus on potential climate change and impacts of increasing GHG emissions. Specifically, the Global Warming Solutions Act of 2006 and the Governor's Executive Order S-3-05 recognize the impact that climate change can have within California and provide direction for future reductions of greenhouse gases. As a major transportation corridor in Southern California, this Project will garner significant attention as a source of GHGs.

Recommendations:

- EPA recommends that Caltrans identify and commit to specific mitigation measures needed to 1) protect the project from the effects of climate change, 2) reduce the project's adverse air quality effects, and/or 3) promote pollution prevention or environmental stewardship. Caltrans and the project proponents should incorporate all relevant, feasible air quality and GHG mitigation measures listed in Appendix G of the 2012 SCAG RTP/SCS Program Environmental Impact Report (PEIR). F-5-90

F-5-1

The *Air Quality/Greenhouse Gas/Health Risk Assessment Technical Study* (AQ/GHG/HRA) (June 2017) technical report and, thus, the air quality analysis included in the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) are consistent with State and Federal requirements related to the California ambient air quality standards (CAAQS) and national ambient air quality standards (NAAQS). The source parameters for the air quality analyses chosen by the California Department of Transportation (Caltrans) are consistent with other similar goods movement projects (Port of Long Beach [POLB] Middle Harbor, POLB Trapac) EIR/EISs that were completed from 2008–2009. For the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), the revised AQ/GHG/HRA technical protocol was prepared that incorporates the latest regulatory guidance and models and explains the source parameters used in the analysis.

F-5-2

Please refer to Section 3.13.4 of the RDEIR/SDEIS for a discussion of proposed air quality mitigation measures. In the RDEIR/SDEIS, Alternative 7 includes a zero emission/near zero emission (ZE/NZE) freight corridor component. As discussed in Section 3.13 of the RDEIR/SDEIS, other than a few localized hot spots, both alternatives reduce operational emissions of criteria pollutants and mobile source air toxics (MSATs) compared to the No Build Alternative; therefore, no additional mitigation measures for operational impacts are proposed.

At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction; however, until project funding is secured, any phasing or staging plans should be considered preliminary and conceptual in nature. Full funding has not been identified for the project. The construction phasing, daily equipment, daily haul trucks, and duration needed to conduct the construction-related analysis of criteria pollutants and MSATs are currently unknown. Therefore, as stated in the AQ/GHG/HRA technical report and Section 4.13 of the Draft EIR/EIS, the worst-case construction emissions of some criteria pollutants and GHG for each preliminary segment or staging area were estimated using the Sacramento Metropolitan Air Quality Management District (SMAQMD) Construction Emission Model (Version 6.3.2). Any estimate of the health risk, particulate matter (PM) mortality/morbidity, or daily construction impacts would be speculative, inaccurate, and misleading. The construction emissions scenario was estimated by using a hypothetical staging plan that was developed assuming all funding has been programmed and is available to construct the full project at the start of construction. Its main purpose is to prove that the alternatives can physically be constructed, that the freeway facility

can continue to operate during construction, and that a logical order of construction can be defined, thereby minimizing the throw-away cost of built elements. It does not represent a realistic or example emissions scenario, and should not characterize impacts as such.

F-5-3

Caltrans is not aware of any specific rules, guidance, or court decisions that establish criteria for ”adequacy” of a particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) analysis.

Regarding premature mortality and morbidity, as stated in the 2012 AQ/HRA technical report and Section 4.13 of the Draft EIR/EIS, the methods of quantifying the $PM_{2.5}$ mortality/morbidity are subject to significant uncertainty. Therefore, the analysis of PM mortality and morbidity is a qualitative assessment based on comparative analysis of total $PM_{2.5}$ emissions for the various alternatives.

The change in $PM_{2.5}$ concentration impacts were plotted and presented in the Draft EIR/EIS in Appendix R (Figures 4.22 through 4.26 and Figures 4.9 through 4.53) and have been updated in the RDEIR/SDEIS based on the revised AQ/GHG/HRA. Caltrans believes that the mortality and morbidity impacts cannot be quantified because any quantitative calculation of project-related health endpoint impacts includes several steps and inputs that have significant uncertainties and using $PM_{2.5}$ as a surrogate is the best available method to assess the mortality/morbidity impacts on a qualitative basis (i.e., comparing how the build alternatives perform compared to 2012 existing conditions and 2035 No Build conditions).

F-5-4

A Conformity Analysis and Checklist will be submitted to the Federal Highway Administration (FHWA) prior to the approval of the Final EIS and Record of Decision.

F-5-5

Due to changes in design, Alternative 5C and Alternative 7 do not result in longitudinal encroachments in the Study Area floodways, including the Los Angeles River. The build alternatives would result in some transverse encroachments requiring design mitigation and permit approval from the USACE.

F-5-6

The estimates of vehicle emissions for Alternatives 6B and 6C in the Draft EIR/EIS included emissions of the non-zero emission vehicles traveling on I-710. Therefore, the emissions reported for each alternative are indicative of the magnitude of the net benefits associated with

the zero emission freight corridor components in Alternatives 6B and 6C. Furthermore, based on updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been evaluated in the revised AQ/GHG/HRA. Project-funded ZE/NZE trucks along the I-710 are included in both Alternative 5C and 7, and a dedicated ZE-only freight corridor is a design option for Alternative 7. Based on the revised AQ/GHG/HRA report, both build alternatives show the air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for nitrogen oxides (NO_X) and diesel particulate matter (DPM).

F-5-7

The Environmental Protection Agency (EPA) rating of "EU-3" for the project is noted. Please refer to Responses to Comments F-5-1 through F-5-90 regarding the commenter's specific concerns. As described in Section 2.2.1 in the RDEIR/SDEIS, based on community and agency comments, project-funded ZE/NZE trucks along the I-710 Corridor are a component of both Alternatives 5C and 7, and a ZE/NZE freight corridor is a component of Alternative 7. Alternatives 5A and 6A, which did not have ZE/NZE components, have been withdrawn from further consideration. In addition, Alternative 7 does not add any general purpose lanes to the I-710 mainline.

F-5-8

This comment expresses concerns regarding the increases in emissions reported in the Draft EIR/EIS for Alternatives 5A and 6A, compared to the No Build Alternative. As described in Section 2.4.2 in the RDEIR/SDEIS, Alternatives 5A and 6A have been withdrawn from further consideration and a revised set of build alternatives (Alternative 5C and 7) are being carried forward in the RDEIR/SDEIS. Project-funded ZE/NZE trucks along the I-710 Corridor are a component of both Alternatives 5C and 7, and Alternative 7 includes a ZE/NZE freight corridor. Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_X and DPM compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 Baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (an over three times greater increase than Alternative 5C). This is due to the vehicle miles traveled (VMT)-related increases of entrained road dust and, to a lesser extent, brake and tire wear. (In 2035, exhaust emissions would be a very small fraction of overall $PM_{2.5}$ traffic emissions.)

F-5-9

This comment raises general concerns regarding the potential for the project to disproportionately impact low income and minority communities within the I-710 Corridor.

Section 3.3.3 of the RDEIR/SDEIS provides an updated analysis of potential disproportionate project impacts to low income and minority communities, and Section 3.25.4.3 provides an updated analysis of potential disproportionate cumulative impacts to low income and minority communities.

F-5-10

As described in Section 2.3.2.3**,** the RDEIR/SDEIS includes Alternative 7, which provides for a four-lane ZE/NZE freight corridor without the addition of any general purpose lanes.

F-5-11

Caltrans appreciates the EPA's ongoing availability for consultation as the National Environmental Policy Act (NEPA) process continues. Not only has the RDEIR/SDEIS been submitted to the EPA for formal review, but as described in Section 5.2, the EPA was provided a copy of an Administrative Draft of the RDEIR/SDEIS prior to public release of the RDEIR/SDEIS on June 22, 2017. Although this did not include the entire Appendix S, Responses to Comments on the 2012 Draft EIR/EIS, Caltrans has provided responses to EPA's comments on the 2012 Draft EIR/EIS. Caltrans also provided a draft of the updated AQ/GHG/HRA Protocol to the EPA for review in 2015, and many of the EPA's comments (received November 18, 2015) were incorporated into the revised protocol.

F-5-12

The Draft EIR/EIS, the RDEIR/SDEIS, and its supporting technical studies have taken into consideration both the August 2011 Memorandum of Understanding on Environmental Justice and Executive Order 12898 by identifying and evaluating public health effects of the proposed project activities. In addition to the standard environmental impacts discussed in the various sections within Chapter 3.0, these sections also include a Public Health Considerations section, which discusses relevant health impact pathways. Section 3.3, Community Impacts, identifies measures to avoid, minimize, and/or mitigate any adverse impacts to the community, including environmental justice populations. The *Community Impact Assessment* (CIA) (July 2017) for the I-710 Corridor Project found the following potential impacts to environmental justice populations:

- Air Quality/Health Risk: There are some disproportionate adverse impacts to minority and low-income census tracts. These impacts include projected increases in emissions of particulate matter less than 10 microns in size (PM_{10}) and in concentrations of PM_{10} (annual and 24-hour average) for all project alternatives, and projected increases in 24-hour average concentrations of $PM_{2.5}$ for Alternative 7. These census tracts are primarily located immediately to either side of the I-710 right-of-way. However, decreases in

cancer risk and most vehicle exhaust emissions compared to the 2035 No Build Alternative were identified for all I-710 Corridor Project alternatives. These beneficial effects of the proposed project would apply to all residents of the I-710 Corridor, including the environmental justice populations that are prevalent throughout the area.

- Noise: Based on a preliminary evaluation of sites where noise increases are projected to approach or exceed the Noise Abatement Criteria (NAC) or increase substantially, and the proposed abatement measures (soundwalls), disproportionate and adverse noise impacts would occur to environmental justice populations in the Cities of Long Beach and Paramount, and the community of East Los Angeles.
- Traffic - Intersection Impacts: The analysis examined four intersections where projected impacts could not be mitigated due to right-of-way constraints. Three of these, located in the City of Long Beach, are in census tracts that exceed the County of Los Angeles average percentages of minority and low-income residents and would, therefore, be considered disproportionate adverse impacts.

- The analysis indicates that the main impact of relocations would be the displacement of two social-service agencies, the Bell Shelter and the Long Beach Multi-Service Center under Alternative 7. Under Alternative 5C, neither of these facilities would be relocated, but impacts to the nearby Resource Bank would occur, which could affect operations at the Bell Shelter. Both of these impacts would be regarded as environmental justice impacts due to their location or to the nature of the clients they serve. Additionally, the majority of full parcel acquisitions requiring relocation would occur within environmental justice communities, and these impacts would, therefore, be considered disproportionate and adverse.

In general, adverse effects identified have the potential to be mitigated, which would reduce the potential for these effects to be considered adverse and disproportionate. Please refer to the revised *Community Impact Assessment* (July 2017) and Section 3.3.3 of the RDEIR/SDEIS, which provides an updated analysis of potential disproportionate project impacts to low income and minority communities.

Caltrans is supportive of the Los Angeles River Watershed revitalization efforts, and as discussed in Chapter 2.0, Project Alternatives; Section 3.8, Hydrology and Floodplains; and Section 3.25.4.8, Cumulative Impacts to Hydrology and Floodplains, Caltrans is committed to ensuring project compatibility with the Los Angeles River Watershed revitalization efforts.

F-5-13

This comment raises concerns regarding the project's compliance with Executive Order 13045 on Children's Health and Safety, requesting both additional analysis and mitigation. Executive Order 13045 directs, in part, that Federal agencies make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children and to ensure that their policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks. It further directs Federal agencies to protect children from environmental health and safety risks in carrying out their missions. For each "covered regulatory action" (e.g., any substantive action in rule making that is likely to result in a rule that is economically significant [Executive Order 12866] or rule making that an agency has reason to believe may disproportionately affect children) submitted to the Office of Management and Budget Office of Information and Regulatory Affairs pursuant to Executive Order 12866, Federal agencies should include an evaluation of the effects of the planned regulation on children and why it is preferable. The RDEIR/SDEIS incorporates an assessment of the potential impacts of the proposed project on all populations, including children. Based on the analysis in the RDEIR/SDEIS, Caltrans does not believe that the proposed alternatives would disproportionately affect children. In addition, the proposed alternatives described in the RDEIR/SDEIS are not regulatory in nature. Sensitive receivers for air quality are already included in the air quality analyses in accordance with State and Federal guidance, and these include schools, hospitals, and daycare centers, among others.

Funds would be provided, in addition to those already committed in the Community Health Benefit Program, in order to fund projects intended to enhance children's health and safety. Under either build alternative, additional funds would be provided within the Community Health Benefit Program to specifically reduce localized PM emissions by providing grants to businesses, residents, and municipalities to implement targeted improvements. Eligible projects could retrofit diesel school buses, replace wood-burning stoves, upgrade heating, ventilation, and air conditioning (HVAC) systems, and plant trees outside of the State right of way.

F-5-14

Please refer to Response to Comment F-5-10, above.

F-5-15

Please refer to Response to Comment F-5-2 regarding construction phasing and associated impacts. Section 2.3.2.1, under subheading Zero Emission/Near Zero Emission Truck Technology Deployment Program in the RDEIR/SDEIS, provides more specificity regarding the process of developing and deploying zero emission truck technology (including the schedule,

technology, and incentives for such deployment) based on the zero emission truck commercialization study conducted by the Gateway Cities Council of Governments (Gateway Cities COG).

F-5-16

Please refer to Response to Comment F-5-3 regarding $PM_{2.5}$ impacts, including mortality and morbidity. With regard to the transportation conformity analysis requested in this comment, in accordance with the EPA's *Transportation Conformity Regulations*, this analysis will be prepared for the preferred alternative and completed prior to Caltrans' approval of the Final EIS and Record of Decision.

F-5-17

Please refer to Response to Comment F-5-2 regarding phasing and construction impacts.

F-5-18

In the RDEIR/SDEIS, project-funded ZE/NZE trucks along the I-710 Corridor are a component of both Alternatives 5C and 7, and Alternative 7 includes a ZE/NZE freight corridor component. As discussed in Section 3.13 of the RDEIR/SDEIS, other than a few localized areas, these build alternatives generally reduce operational emissions of criteria pollutants and MSATs compared to the No Build Alternative; therefore, no additional mitigation measures for operational impacts are proposed. PM_{10} emissions do increase in certain locations along the I-710 Corridor compared to the No Build Alternative; Alternative 7 has the greatest increase in PM_{10} emissions (an over 3.5 times greater increase than Alternative 5C, compared to No Build conditions) because of VMT-related increases of entrained road dust.) Please note that the proposed project also includes a Community Health Benefits Grant Program, which can be used to fund improvements that would reduce pollutant exposure in areas along I-710. To address these impacts to those areas near roadway, an expanded program of mitigation measures is provided in Section 3.13.4 of the RDEIR/SDEIS. In addition, an expanded program of construction-related air quality mitigation measures is provided in Section 3.24.4.13 of the RDEIR/SDEIS.

F-5-19

As noted above in the Response to Comment F-5-5, the build alternatives have been re-designed to avoid relocation of the Los Angeles County Department of Water and Power (LADWP) transmission lines into the Los Angeles River. The project features in the revised set of build alternatives were reviewed by Caltrans and the engineering consultant team to confirm that they are constructible.

F-5-20

Please refer to Response to Comment F-5-10 regarding inclusion of a ZE/NZE freight corridor that does not add general purpose lanes to I-710 in Alternative 7.

F-5-21

Section 2.4 in Chapter 2.0 of the RDEIR/SDEIS provides additional discussion of the basis for elimination of alternatives from further study.

F-5-22

The estimates of vehicle emissions for Alternatives 6B and 6C in the Draft EIR/EIS included emissions of the non-zero emission vehicles traveling on I-710. Therefore, the emissions reported for each alternative were indicative of the magnitude of the net benefits associated with the zero emission freight corridor components in Alternatives 6B and 6C. Please note that neither Alternative 6B nor 6C remain under consideration in the RDEIR/SDEIS.

F-5-23

Section 1.2.1.4 in Chapter 1.0 of the RDEIR/SDEIS provides a detailed description of the revised traffic forecasting assumptions used to analyze the modified set of build alternatives (Alternatives 5C and 7), including the use of the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan (RTP) model socioeconomic data, and the inclusion of both the Southern California International Gateway (SCIG) and Intermodal Container Transfer Facility (ICTF) expansion project as being operational by the 2035 horizon year.

F-5-24

Please refer to Response to Comment F-5-2 regarding construction phasing.

F-5-25

Please refer to Response to Comment F-5-2 regarding phasing and construction impacts.

F-5-26

Please refer to Response to Comment F-5-15 regarding implementation and schedule for the ZE/NZE freight corridor under each build alternative.

F-5-27

Please refer to Response to Comment F-5-2 regarding phasing and funding. Upon identification of a preferred alternative and assessment of available funding, phasing options will be evaluated. Once a fundable phase has been identified, staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction; however, until project funding is secured, any phasing or staging plans should be considered preliminary and conceptual in nature.

F-5-28

Measure CON-U&ES-1 (Section 3.24.4.4) was expanded to include local coordination with local schools as well as emergency services providers, as follows (changes shown in *italics*):

> "**CON-U&ES-1 FIRE, LAW ENFORCEMENT AND EMERGENCY SERVICES*, AND SCHOOL DISTRICTS*.** Prior to and during construction, Caltrans and the construction contractor will coordinate all temporary ramp closures and detour plans with fire, emergency medical, and law enforcement providers to minimize temporary delays in emergency response times as part of the TMP, including the identification of alternative routes and routes across the construction areas for emergency vehicles, developed in coordination with the affected agencies.
>
> *In addition, as part of the TMP, prior to and during construction, Caltrans and the construction contractor will coordinate all temporary ramp closures and detour plans with local school districts and individual schools as identified by the school districts to minimize temporary delays to school bus services and to minimize effects on students who walk to school, including ensuring that pedestrian detours are safe for student use. This coordination will include the identification of alternative bus and pedestrian travel routes including routes to and around construction areas to and from individual schools.*"

Measure CON-U&ES-1 (Section 3.24.4.4) requires the preparation and implementation of the Transportation Management Plan (TMP) cited in Measure CON-TR-1.

The TMP will include extensive public outreach including information on current and upcoming project construction activities, lane and other closures, detours, and other information to assist residents, students, visitors, and business patrons to more effectively travel around and in the vicinity of active construction areas.

F-5-29

The significant effects identified in the California Environmental Quality Act (CEQA) analysis provided in Chapter 4.0 in the Draft EIR/EIS were limited to a small number of receptors that showed increases in health risks, compared to a much larger number of receptors that showed decreases in health risks. “Significance” under NEPA is based on the effects of the whole of the action and considers the context and intensity of the effects; therefore, under NEPA, impacts on public health related to air quality are not significant in an overall context given that the benefited receptors far outnumber those that would experience an adverse effect.

As described in Section 2.4.2 in the RDEIR/SDEIS, Alternatives 5A and 6A have been withdrawn from further consideration and a revised set of build alternatives (Alternative 5C and 7) are being carried forward in the RDEIR/SDEIS. Project-funded ZE/NZE trucks along the I-710 Corridor are a component of both Alternatives 5C and 7, and Alternative 7 includes a ZE/NZE freight corridor. Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_X and DPM, compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 Baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (an over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake and tire wear. (In 2035, exhaust emissions would be a very small fraction of overall $PM_{2.5}$ emissions.)

As it relates to the modeling comments, volume source specifications are presented in Table 3-10, Section 3.2.6, of the draft AQ/GHG/HRA Revised Protocol (AQ/GHG/HRA Report, Appendix A), including volume source width, initial lateral dimension, initial vertical dimension, and release height. The Protocol also notes that, “EPA Conformity guidance [is used] to calculate the source parameters.” This section also states that the volume sources are placed adjacent to each other at the center of each direction of travel, which is also consistent with the EPA *Transportation Conformity Guidance* (2013). Lastly, the revised AQ/GHG/HRA uses a roadway-following receptor grid, as suggested by the commenter. Responses to comments on construction impacts and quantified mortality/morbidity are made in responses to those specific issue comments.

F-5-30

In Appendix Q of the RDEIR/SDEIS, maps showing the results of the $PM_{2.5}$ analysis are presented for Alternatives 1, 5C, and 7. As these maps show, there are a small number of receptors that showed increases in $PM_{2.5}$ emissions, compared to a much larger number of receptors that showed decreases in $PM_{2.5}$ emissions.

F-5-31

See Response to Comment F-5-30. Incremental annual and 24-hour $PM_{2.5}$ concentrations have been assessed, and contour maps are presented in the AQ/GHG/HRA report; the information has been summarized in Section 3.13 of the RDEIR/SDEIS. Contour maps of the changes in $PM_{2.5}$ concentrations for all alternatives included in the AQ/GHG/HRA have also been revised to indicate more relevant cut points. It should be noted that these "maximum incremental impacts" cannot be used in any "hot-spot" analysis because the modeling was not done to satisfy quantitative "hot-spot" guidance. Currently, the AQ/GHG/HRA does not include a comparison of pollutant concentrations between the build alternatives and the 2035 No Build Alternative in tabular format; that information has been included in graphical format so as to more precisely illustrate the location and severity of any impacts.

F-5-32

The source parameters used for the I-710 AQ/GHG/HRA modeling was consistent with the AQ/GHG/HRA Protocol that was prepared in 2008–2009. The EPA *Transportation Conformity Guidance* was released in early 2012, after all of the air dispersion modeling for the AQ/GHG/HRA was completed. For the updated AQ/GHG/HRA technical report prepared in support of Section 3.13 in the RDEIR/SDEIS, the qualitative project-level PM conformity analysis was revised to be consistent with the more recent guidance. A quantitative project-level PM conformity analysis will be prepared for the preferred alternative and included in the Final EIR/EIS. **F-5-33**

For the revised AQ/GHG/HRA, a freeway-following receptor grid was used as suggested in the comment. This receptor grid network had a fine grid spacing near the freeway (50-meter grid compared to the previous 100-meter grid). Only a few receptors within freeway right of way were excluded from the criteria pollutant analyses. Descriptions of the revised receptor grid and reasons for excluding receptors from analysis have been documented in the updated AQ/GHG/HRA technical report and added to Section 3.13.3 in the RDEIR/SDEIS.

F-5-34

Please refer to Response to Comment F-5-3 regarding $PM_{2.5}$ impacts, including mortality and morbidity.

F-5-35

This comment requests additional discussion of $PM_{2.5}$ impacts on vulnerable populations, including children and environmental justice communities. Figures illustrating the locations and severity of $PM_{2.5}$ impacts with respect to the location of environmental justice populations have

been added to Section 3.3. Additionally, information from the Gateway Cities COG Air Quality Action Plan (AQAP) addressing these types of impacts on vulnerable populations has been added to Section 3.13 in the RDEIR/SDEIS.

F-5-36

Although the analyses requested in this comment could certainly be performed, this would require substantial analytical effort that would yield little new information in terms of either public disclosure or providing information to aid in the selection of a preferred alternative. Given the presence of low income and minority populations throughout much of the I-710 Corridor, the air quality and health risk effects (including the substantial benefits related to overall reduction of cancer risk and most vehicle exhaust emissions within the I-710 Corridor) documented in the revised AQ/GHG/HRA and RDEIR/SDEIS would apply to those populations as well. A more detailed discussion of impacts to environmental justice populations has been included in Section 3.3, Community Impacts, of the RDEIR/SDEIS.

F-5-37

Complete contours/isopleths showing the change in cancer risk were presented in the AQ/GHG/HRA technical report and were included in Appendix R of the Draft EIR/EIS; adding tables will not add any further value to the analyses.

F-5-38

Please refer to Response to Comment F-5-3 regarding analysis of mortality/morbidity.

F-5-39

As illustrated in the AQ/GHG/HRA technical report, and in Section 3.13.3.2 and Appendix Q of the RDEIR/SDEIS, both the health risks and the criteria pollutant impacts would generally decrease in the residential areas within 500 feet of both the existing and proposed I-710 with the exception of some locations wherein PM_{10} and/or $PM_{2.5}$ would increase solely due to paved road dust. Separate environmental justice and community impacts analyses inclusive of these air quality impacts were also conducted and are included in Section 3.3 of the RDEIR/SDEIS.

F-5-40

The updated AQ/GHG/HRA receptor grid includes individual ‘sensitive’ receptors. As noted in the revised AQ/GHG/HRA, “[b]esides the freeway-following grid, 748 discrete sensitive receptors were placed at exact locations of known ‘sensitive’ receptors such as schools, day care centers, hospitals, and other health care centers located within 3,000 meters of the I-710

freeway." In addition, a separate environmental justice analysis, included as part of the *Community Impact Assessment* and incorporated into Section 3.3, Community Impacts, of the RDEIR/SDEIS, includes an analysis of potentially disproportionate and adverse impacts.

F-5-41

This comment requests focused analysis of the effects of project construction and operation on asthma rates and severity on children in the project area, along with quantifying the costs of these impacts. Such a quantitative assessment of project-level impacts on asthma or other morbidity metrics would be highly uncertain and unreliable because a project-level comparison, as opposed to a regional (all sources) comparison between different time periods or the effect of regional controls, would have compounding uncertainties that would overwhelm any "signal" of morbidity differences. FHWA's policy on health risk assessments for roadway projects (September 2009 FHWA Interim Guidance Update on Mobile Source Air Toxic Analyses and the December 6, 2012 Memorandum, "Interim Guidance on Mobile Source Air Toxics Analysis for NEPA Documents") are pertinent to the quantitative assessment of health endpoint impacts, as well as transportation project health risk assessments. For example:

- The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science.
- Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision-makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, which are better suited for quantitative analysis.

The mortality and morbidity analysis conducted for the Gateway Cities COG AQAP includes a regional (not project) comparison and discussion of uncertainties**.** This information from the AQAP has been added to Section 3.13.3.2 for informational purposes**.**

F-5-42

The analysis of AQ/GHG/HRA impacts presented in Section 3.13 of the Draft EIR/EIS discusses both the health risks and the criteria pollutant impacts within 500 feet of I-710. These impacts would also apply to children living, playing, or going to school near I-710. The latest Office of Environmental Health Hazard Assessment (OEHHA) methodology, which incorporates the latest

science for children into the residential risk calculations, was used in assessing health risk in the revised AQ/GHG/HRA technical report. Based on the revised AQ/GHG/HRA report, both build alternatives show air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_X and all health risks (including cancer risk from DPM), compared to the No Build Alternative. For example, the maximum modeled cancer risk in 2012 is 1,421 in one million; the maximum cancer risk in the 2035 No Build Alternative, Alternative 5C, and Alternative 7 is 57, 45, and 30 in one million, respectively. Projected carbon monoxide (CO) and nitrogen dioxide (NO_2) concentrations for the build alternatives are all less than health standard levels in all locations (incremental modeled results added to background levels). $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 Baseline, and incremental $PM_{2.5}$ concentrations are less than the South Coast Air Quality Management District (SCAQMD) significance criteria except for Alternative 7. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (an over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake and tire wear. (In 2035, exhaust emissions would be a very small fraction of overall $PM_{2.5}$ traffic emissions.) In those areas near the roadway a few locations under Alternative 7 within 50 meters of the edge of the roadway would experience 24-hour average $PM_{2.5}$ air quality impacts greater than 2.5 micrograms per cubic meter ($\mu g/m^3$) compared to the No Build Alternative; no areas in Alternative 5C would experience 24-hour average $PM_{2.5}$ air quality impacts greater than 2.5 $\mu g/m^3$ compared to the No Build Alternative.

F-5-43

The PM analysis included in Section 3.13.3.1 of the Draft EIR/EIS was based on the March 2012 $PM_{2.5}$ and PM_{10} Analysis. The maps, included in the appendix to the Draft EIR/EIS, are dated February 2012. Section 3.13.3.1 of the RDEIR/SDEIS provides the results of the updated CO project-level air quality conformity analysis. Caltrans will comply with the interagency coordination requirement for conformity by first presenting the draft quantitative PM project-level conformity analysis protocol to the Transportation Conformity Working Group (TCWG) for review and comment; then, once a preferred alternative has been identified, the quantitative PM project-level conformity analysis will be presented to the TCWG for review and approval.

F-5-44

As documented in Section 3.13.3.1 of the RDEIR/SDEIS, Caltrans has continued to work closely with SCAG and the TCWG to ensure the project-level transportation conformity of the I-710 Corridor Project relative to plan/program conformity of the RTP and Federal Transportation Improvement Program (FTIP) and will continue to do so as the project development proceeds towards the Record of Decision.

F-5-45

Section 3.13.3.1 of the RDEIR/SDEIS has been expanded to clarify why 2035 was used as the peak emission year for the project. Based on the potentially available and realistic funding opportunities, the year 2035 also represents the soonest that either of the build alternatives could be fully constructed. Therefore, 2035 was identified as the peak emission year, which is also consistent with the traffic modeling performed for the project. However, please note that full funding has not been identified for the project, and more information on project phasing and staging can be developed upon selection of a preferred alternative.

F-5-46

This comment requests documentation for how the project meets the requirements of 40 Code of Federal Regulations (CFR) 93.123(c)(5), which states: "CO, PM_{10}, and $PM_{2.5}$ hot-spot analyses are not required to consider construction-related activities which cause temporary increases in emissions. Each site which is affected by construction-related activities shall be considered separately, using established ''Guideline'' methods. Temporary increases are defined as those which occur only during the construction phase and last five years or less at any individual site."

At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Please refer to Response to Comment F-5-2 for information regarding construction phasing. However, upon identification of a preferred alternative, phasing and staging concepts will be developed and evaluated, and upon evaluation, construction emissions will be considered in the hot-spot analysis if the activities are determined to last more than five years at any individual site.

F-5-47

As noted in the revised AQ/GHG/HRA report and in Section 3.13 of the RDEIR/SDEIS, the EPA's AP-42 methodology was used to estimate the entrained dust emissions, which assumes an infinite volume of silt reservoir. As noted in the AQ/GHG/HRA report, the California Air Resources Board (CARB) revised the silt loading factor for freeways to a lower value (approximately 25 percent lower). Initial analyses indicate that this reduces freeway entrained $PM_{2.5}$ and PM_{10} incremental emissions for all I-710 Corridor Project build alternatives as compared to CEQA/NEPA baselines.

F-5-48

This comment requests that all tables in the AQ/GHG/HRA provide a comparison of the build alternatives with the No Build Alternative. Chapter 5.0 of the AQ/GHG/HRA and Section 3.13.3

of the RDEIR/SDEIS already include these tables. In addition, the figures in the AQ/GHG/HRA and Appendix Q of the RDEIR/SDEIS present the No Build Alternative comparisons as well, and the text also discusses them.

F-5-49

The revised AQ/GHG/HRA report focuses on the emissions of the I-710 Corridor Project alternatives; cumulative construction emissions are discussed in Section 3.25, Cumulative Impacts, of the RDEIR/SDEIS.

F-5-50

The revised AQ/GHG/HRA report focuses on the emissions of the I-710 Corridor Project alternatives; cumulative construction and operational emissions are discussed in Section 3.25, Cumulative Impacts, of the RDEIR/SDEIS. Also, please refer to the Response to Comment F-5-2 for a discussion of construction phasing.

F-5-51

The annual $PM_{2.5}$ concentrations requested in this comment were already in the 2012 AQ/HRA (see Figures 4.49 through 4.57 of the 2012 AQ/HRA) and are also included in Figures 4-3a through 4-3f in the revised AQ/GHG/HRA. Additionally, this information is included in Figures 4.7a through 4.7c in Appendix Q of the RDEIR/SDEIS.

The tables referenced in this comment were used for the CEQA comparison and informational purposes; SCAQMD does not have an annual average $PM_{2.5}$ significance threshold.

Caltrans agrees that CEQA thresholds are not applicable to NEPA increments. The AQ/GHG/HRA includes qualitative PM analyses and a full PM project-level conformity analysis will be prepared for the preferred alternative.

F-5-52

Please see the updated qualitative PM analysis in Appendix H of the revised AQ/GHG/HRA report. In summary, (1) it is not expected that the changes to PM_{10} emissions levels associated with either of the build alternatives would result in new violations of the NAAQS, and (2) it is unclear if the changes to $PM_{2.5}$ emissions levels associated with either of the build alternatives would result in new violations of the NAAQS. A quantitative project-level PM_{10}/$PM_{2.5}$ conformity determination is required for project approval and will be performed for the preferred alternative in order to make this determination. The preferred alternative will be identified after the RDEIR/SDEIS is circulated for public review. The quantitative PM analysis will be included in

the Final EIS, which will be made available to the public for review at least 30 days prior to Caltrans' approval of a Record of Decision.

F-5-53

The effects of all seven priority MSATs were modeled and are discussed in Section 4.3.3 of the revised AQ/GHG/HRA.

F-5-54

This comment requests interim year emissions analysis. As stated previously, it is not possible to conduct an interim year analysis because a determination on project phasing has not been made. Project phasing will be determined once a preferred alternative has been selected, based on what level of funding can reasonably be made available for the project and when. No funding for construction has been identified at this time.

F-5-55

The following text has been added to Section 3.13.3.1 of the RDEIR/SDEIS to clarify why the percentage increase in emissions is less than the percentage increase in traffic:

The revised AQ/GHG/HRA uses the latest EPA-approved California emission factor model, EMFAC2014. Among other things, EMFAC2014 improved estimates of PM emissions from the latest model year diesel trucks, dramatically lowering DPM emissions in 2035. The impact of these new model trucks as the result of the CARB Truck and Bus Rule and the San Pedro Bay Ports Clean Truck Programs, as well as improved emission factors, reduces fleet emissions faster than VMT is expected to increase. In addition, although traffic emissions are generally proportional to vehicle miles traveled, the emission factor is also a function of vehicle distribution, weight, and speed, etc., such that improvements in mobility (i.e., less congestion) will also reduce emissions.

F-5-56

This comment requests a presentation of MSAT emissions by roadway segment or segment groupings. MSAT emissions by roadway segment for all project alternatives and baselines (2012 and 2035 No Build) are presented in Tables C-7-1A through C-7-4B of Appendix C in the AQ/GHG/HRA technical report. The incremental cancer risk analysis presented in Section 3.13.3.2 and Appendix Q of the RDEIR/SDEIS provides location-specific health risk information in far greater detail than by roadway segment or segment groupings; therefore, no change was made in response to this comment. Additionally, Table 3.13-12 of the RDEIR/SDEIS presents

an analysis of incremental emissions of each of the build alternatives compared to the 2035 No Build condition.

F-5-57

Table 3.13-14 has been added to Section 3.13 of the RDEIR/SDEIS to compare health risk impacts for the build alternatives in 2035 with the No Build Alternative.

F-5-58

Please refer to Response to Comments F-5-2 and F-5-54 regarding construction phasing and associated impacts.

F-5-59

This comment suggests the analysis of an “example construction phase.” As discussed in Response to Comment F-5-2, any such analysis would be speculative; therefore, no such analysis was performed.

F-5-60

This comment requests more information on project phasing in order to help inform the decision to remove construction impacts from the conformity analysis. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction; however, until project funding is secured, any phasing or staging plans should be considered preliminary and conceptual in nature. Please see Response to Comment F-5-46 regarding construction emissions and transportation conformity.

F-5-61

Please refer to Response to Comment F-5-12 regarding impacts to environmental justice communities and Response to Comment F-5-41 regarding analysis of the project’s effects on asthma rates.

F-5-62

This comment requests a more aggressive approach for air quality mitigation, with a focus on mitigating impacts to vulnerable populations. Because both of the build alternatives include the funding of ZE/NZE trucks as a programmatic element, the alternatives are essentially “self-

mitigating" with regard to long-term project operations. However, as discussed in Section 3.13.3.1 of the RDEIR/SDEIS, there are some localized air quality impacts that result under the build alternatives. To address these impacts, an expanded program of mitigation measures is provided in Section 3.13.4 of the RDEIR/SDEIS. In addition, an expanded program of construction-related air quality mitigation measures is provided in Section 3.24.4.13 of the RDEIR/SDEIS.

F-5-63

The community's involvement in developing the proposed mitigation measures is discussed in Section 5.4 of the RDEIR/SDEIS.

F-5-64

This comment suggests that, for impacts to schools and child care centers near the I-710 mainline, the EIR/EIS should include measures identified in the voluntary EPA School Siting Guidelines (http://www.epa.gov/schools/siting/download.html). As stated on the EPA website for these guidelines, these guidelines are intended for use by school districts in making school siting decisions; therefore, they would not necessarily be applicable to a transportation improvement project. Caltrans has reviewed the measures in Section 5.8 of the EPA School Siting Guidelines and found that they deal almost exclusively with hazardous waste remediation. Because Section 3.12.4 of the RDEIR/SDEIS includes an extensive list of measures to address hazardous waste, no change was made to the EIR/EIS in response to this comment.

The Draft State School Environmental Health Program Guidelines (https://www.epa.gov/schools/appendix-state-school-environmental-health-guidelines, accessed January 18, 2017) include some key components that may be applicable to transportation projects, including Component No. 4, "ensure good ventilation." Projects that would upgrade ventilation, HVAC, or filtering systems in schools would be eligible for funding under the Community Health Benefit Program (or further mitigation funding to that program that may be earmarked specifically for schools/other mitigation programs).

F-5-65

In response to this comment, Caltrans and the Los Angeles County Metropolitan Transportation Authority (Metro) have included a Community Health Benefit Program as a programmatic project element (see the description in Chapter 2.0, Section 2.3.2.1 of the RDEIR/SDEIS). The types of measures listed in this comment would be eligible for funding under this program.

F-5-66

Although Caltrans cannot mandate construction contractors utilize cleaner equipment, some or all elements of this comment (with the exception of bullet No. 2, which is no longer applicable) will be incorporated into a mitigation measure, included in the RDEIR/SDEIS, depending on the agency which administers the construction contract for the project (i.e., Metro will implement their Green Construction Policy if they administer the construction contract). Please note that bullet No. 3 will depend on the availability of Tier 4 equipment in the applicable engine categories (a sensitivity analysis with all Tier 4 construction equipment was done in the revised AQ/GHG/HRA).

F-5-67

Mitigation Measure CON-AQ-8, included in the RDEIR/SDEIS, Section 3.24, incorporates the measures suggested in this comment and is drafted as follows: “The Construction Contractor would establish Environmentally Sensitive Areas (ESAs) for sensitive air receptors within which construction activities involving extended idling of diesel equipment would be prohibited to the extent feasible. In addition, a strong anti-idling policy will be implemented at all construction sites as part of an air quality impact training program that will include education on potential health risks to nearby receptors and ways to reduce emissions, including no idling, use of PM filters, use of alternative fuels, etc.”

F-5-68

Landscaping is included in the build alternatives as described in Section 2.3.2.1, Landscaping and Irrigation Systems, in the EIR/EIS. Landscaping will be provided where necessary to provide aesthetic treatment, replacement planting, and mitigation planting for the project. A wide range of design elements could be applied within the overall footprint of the project improvements, which includes the freeway right-of-way, adjacent cities, and the Los Angeles River. Features included in the project design may include drought-tolerant and native landscaping, plants that change colors with the seasons, and use of vines where space is limited.

Refer also to Measure VIS-3, which requires the replacement of mature trees removed during project construction, and to Measure VIS-1, which requires the development and implementation of the *I-710 Corridor Aesthetics Master Plan* including the planting of trees and shrubs as part of the project. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping.

Caltrans has considered the EPA's recommendations in reducing emissions during project construction and operation. Some recommended measures, such as soundwalls, are currently proposed for inclusion in the project. Soundwalls would cover much of the project limits and could reduce exposure to mobile-source related emissions. In addition to soundwalls, Caltrans will also provide landscaping and vegetation in disturbed areas as part of the project as outlined above.

Caltrans would request from the EPA a list of, as well as a determination or opinion of the effectiveness of, potential trees/foliage, barriers, and/or other PM-absorbent materials that could be utilized on this and other highway projects.

F-5-69

Please see Response to Comment F-5-66. Some or all of the measures proposed in this comment will be incorporated into a mitigation measure, included in the RDEIR/SDEIS, depending on the agency which administers the construction contract for the project (i.e., Metro will implement their Green Construction Policy if they administer the construction contract). Also, please see Response to Comment F-5-90.

F-5-70

Longitudinal encroachments into the Los Angeles River are no longer proposed as part of the project design. Please see Section 3.8 of the RDEIR/SDEIS for an updated analysis of the effects of the revised build alternatives on the Los Angeles River.

F-5-71

Although hydraulic modeling was conducted for alternatives considered in the Draft EIR/EIS, changes to project design for the build alternatives did not warrant further hydraulic modeling, as the alternatives were refined to avoid longitudinal encroachment to the Los Angeles River and are, therefore, less impactful than the alternatives evaluated in the 2012 Draft EIR/EIS.

F-5-72

Please refer to Response to Comment F-5-70 regarding encroachment into the Los Angeles River.

F-5-73

Please refer to Response to Comment F-5-70 regarding encroachment into the Los Angeles River.

F-5-74

As discussed in Chapter 2.0 of the RDEIR/SDEIS, the ZE/NZE truck technology to be implemented under the I-710 build alternatives is no longer limited to technology that would use an overhead catenary system as described in the Draft EIR/EIS. The ZE/NZE truck technology is now "technology neutral" meaning that an overhead catenary system would be one of many technologies that could be implemented as part of the ZE/NZE freight corridor under Alternative 7. Other technologies that could be funded under the ZE/NZE truck deployment program described in Chapter 2.0 include battery-powered trucks or hydrogen fuel cells. Therefore, there is no analysis provided of electrical substations needed to serve an overhead catenary system in order to keep the analysis "technology neutral."

F-5-75

Please refer to Response to Comment F-5-74 above.

F-5-76

Section 2.2.2, Revised Alternatives Development and Refinements, of the RDEIR/SDEIS, describes the refinement of the geometric designs of the I-710 build alternatives to reduce relocation impacts throughout the project limits. In addition, the following was inserted as the first sentence in the subsection titled "Relocations and Real Property Acquisition" in Section 3.3.2.2 in the RDEIR/SDEIS:

> "Each of the build alternatives will require the acquisition of property to be incorporated into the project transportation facilities. To minimize the impacts of property acquisition on residents, businesses, and communities (particularly low-income, minority communities), the following steps were conducted:
>
> - The project limits were carefully evaluated during design and those limits were narrowed or otherwise modified to avoid or minimize the need for acquisition of right-of-way for the build alternatives.
> - The traffic analysis carefully considered traffic improvements that would require additional right-of-way and, where those improvements were not necessary for efficient traffic operations, they were not included in the build alternatives.
> - The properties that would be affected by full parcel acquisitions were assessed to determine whether those acquisitions could be reduced to partial acquisitions. Similarly, the properties that would be affected by

partial parcel acquisitions were assessed to determine whether those acquisitions could be further minimized or avoided altogether.

If a build alternative is selected for implementation, Caltrans will continue to evaluate ways to minimize the amount of right-of-way needed for the project."

F-5-77

This comment asks why the relocation impacts were higher in the Draft EIR/EIS than in the Administrative Draft EIR/EIS that was provided to the EPA for review. The difference in relocation impacts was because the Administrative Draft EIR/EIS was based on a preliminary draft version of the *Draft Relocation Impact Report*. Information on relocation impacts has been updated in Section 3.3.2 of the RDEIR/SDEIS. In general, replacement housing is available within the cities in the Study Area in which relocations have been identified, with the exception of the Cities of Commerce and Vernon, wherein consideration will be given to construction of Housing of Last Resort, if necessary.

F-5-78

During the preparation of the Draft EIR/EIS, the State Water Resources Control Board (SWRCB) was revising the Caltrans Municipal Separate Storm Sewer Systems (MS4) Permit. This permit covers Caltrans rights-of-way, properties, facilities, and activities in the State. The assessment of the affected environment and environmental consequences were based upon the Caltrans Statewide Storm Water Management Plan (SWMP), which complies with the MS4 permit in use at the time. These assessments were captured in a *Water Quality and Stormwater Runoff Study and Storm Water Data Report*, and summarized in Section 3.9 of the Draft EIR/EIS. Section 3.9 describes the regulatory setting, affected environment, and the build alternatives' environmental consequences.

In the fall of 2012, the SWRCB adopted a new Caltrans MS4 Permit. Effective July 1, 2013, redevelopment projects such as the I-710 Corridor Project must comply with the new permit. To comply with SWRCB's order dated September 19, 2012, Caltrans will update its SWMP. The revised SWMP will include several elements. Among these elements are the Monitoring and Discharge Characterization Program, Project Planning and Design, and Best Management Practice (BMP) Development and Implementation. These elements have been addressed in the revised technical studies and summarized in Section 3.9 of the RDEIR/SDEIS. The revised water quality assessments address the build alternatives' effects on beneficial uses of surface and coastal waters and how alternatives meet water quality objectives established for water bodies within the Study Area. BMP features have been incorporated in the build alternatives in

accordance with revised applicable guidance, standards, and tools, including the updated Caltrans *Storm Water Quality Project Planning and Design Guide*.

F-5-79

Based on the level of engineering design performed to date, there is sufficient area within the proposed I-710 right of way to locate and adequately size treatment BMPs. As discussed in Section 3.9.3.1 of the RDEIR/SDEIS, the proposed treatment BMPs for the I-710 build alternatives include biofiltration swales, media filters, infiltration/detention basin, wet basins, and gross solids removal devices.

F-5-80

Text has been added in Section 3.9.3.1 of the RDEIR/SDEIS to clarify the amount of runoff that will be treated under each build alternative, and discusses consistency with State and Federal regulatory requirements.

F-5-81

The commitment to implement treatment BMPs is discussed in Section 3.9.4 of the RDEIR/SDEIS.

F-5-82

Representatives from Caltrans, Metro, and the Gateway Cities COG will continue to meet with the many stakeholder groups involved in various initiatives to revitalize the Los Angeles River (including the Los Angeles River Watershed Urban Waters Partnership) during the EIR/EIS phase of project development. As the project continues into final design, Caltrans will engage in ongoing coordination with all stakeholders in the I-710 Corridor, including the Los Angeles River Watershed Urban Waters Partnership.

F-5-83

Appendix B (Section 4(f) Evaluation) in the RDEIR/SDEIS provides an updated analysis of the impacts at Parque dos Rios, including an analysis of avoidance alternatives, a discussion of measures proposed to minimize harm to Parque dos Rios, and the proposed mitigation measures.

F-5-84

The timing of the construction of Parque Dos Rios has not yet been determined. If Parque Dos Rios is constructed prior to the proposed project, and there is established coastal sage scrub habitat at the park, habitat mitigation would be required in accordance with the California Fish and Game Code. Per the California Fish and Game Code, all acreages of established coastal sage scrub habitat that are lost as a result of the project would be mitigated by purchasing mitigation credits through an in-lieu fee program, or completing habitat restoration or habitat creation of similar coastal sage scrub habitat in a mitigation bank, in coordination with the CDFW and/or other resource agencies. By complying with the California Fish and Game Code, impacts on Parque Dos Rios would be mitigated in advance of the actual impacts, and the mitigation would take into account the unique setting of the current site at the confluence of the Los Angeles River and Rio Hondo. In addition, the habitat mitigation plan is further discussed in Measure NC-1 in Section 3.16.4 of the RDEIR/SDEIS.

F-5-85

Caltrans coordinated with USACE early in the design process to reduce impacts to the Los Angeles River as much as possible. Parallel features were designed to stay out of the Los Angeles River. Perpendicular crossings are unavoidable but are located at existing crossings only. In addition, they were limited to the necessary support structures for new, replacement, and existing retrofitted bridges only. A discussion of measures taken to avoid and minimize impacts to waters of the United States (U.S.) has been added in Section 3.16.4 and referenced in 3.17.4 in the RDEIR/SDEIS. In addition to Measure NC-1, which provides compensatory mitigation for permanent impacts to waters of the U.S., the following measures are included in Section 3.24, Construction Impacts, to avoid and/or minimize temporary impacts to waters of the U.S. during construction: CON-NC-1, CON-NC-2, CON-NC-8, CON-NC-10, CON-NC-11, CON-NC-12, CON-NC-14, CON-NC-15, CON-NC-16, and CON-WET-1 through CON-WET-3.

F-5-86

The *Noise Study Report* (May 2016) and the *Noise Abatement Decision Report* (June 2017) have followed the required policies and procedures as outlined in U.S. 23 CFR 772 to protect public health and welfare. A “substantial noise increase” in the State of California has also been established (and considered in determining noise impacts in the *Noise Study Report*) to be a 12-decibel (dB) noise increase (after-project) from the existing worst-hour conditions. Caltrans has revised the *Noise Study Report* and *Noise Abatement Decision Report* based on updated project design and has concluded that noise impacts to the nearby communities have been adequately assessed. The *Noise Study Report* identifies only the acoustically feasible noise abatement measures. The construction cost of a sound barrier must be below its reasonable

allowance (provided in the *Noise Study Report*). Financially feasible or cost-effective barriers heights are determined through the *Noise Abatement Decision Report* process. If a decision is reached in the *Noise Abatement Decision Report* that a barrier would not be "financially feasible," then the *Noise Abatement Decision Report* would identify any substantial noise impacts at sensitive receptor locations without an abatement measure (sound barrier).

The comment also requests that alternative forms of noise abatement be considered in lieu of soundwalls. Caltrans and FHWA do not have a program or a mechanism to provide funding for acoustic insulation. Soundwalls will be implemented as discussed in Section 3.14.4 of the RDEIR/SDEIS. The final locations and design of soundwalls as abatement measures will be determined after completion of the public input process as part of the Final EIR/EIS. Alternative forms of noise abatement such as acoustic insulation would be eligible for funding under the Community Health Benefits Program.

F-5-87

This comment requests information on the coordination of construction of the I-710 Pavement Rehabilitation Project and the I-710 Corridor Project. The sound walls originally planned for the I-710 Pavement Rehabilitation Project were not constructed because of the initiation of I-710 Corridor Project studies. Please refer to Section 3.14 of the RDEIR/SDEIS the *Noise Abatement Decision Report*, the design document, which provides updated information for design/construction of sound barriers based on cost and other design constraints. It should be noted that up to five linear miles of sound walls will be constructed along I-710 under Metro's I-710 Corridor Project Early Action Sound Wall Program.

F-5-88

As requested, a summary including the latest information on other possible zero-emission freight corridors in proximity to the I-710 Corridor Project has been included in Section 3.25, Cumulative Impacts, of the RDEIR/SDEIS.

F-5-89

As requested, updates have been provided to reflect current project status of all cumulative projects in Table 3.25-1 of Section 3.25, Cumulative Impacts, of the RDEIR/SDEIS.

F-5-90

The first recommendation in this comment is to identify and commit to mitigation measures to protect the project from the effects of climate change. While estimates vary, sea level is expected to rise an additional 31 to 55 inches by the year 2100.[1] Although these projections are on a global scale, the rate of sea level rise along California's coast is relatively consistent with the worldwide average rate observed over the past century. Climate change impact and risk assessments for California's water resources conducted by the California Department of Water Resources utilized a sequence of models to translate global scenarios to regional and local impacts.[2] Therefore, it is reasonable to assume that changes in worldwide sea level rise would also be experienced along California's coast. Currently, Caltrans' efforts to address climate change include adaptation strategies to the growing threat of climate change and mitigation of its effect by reducing greenhouse gas emissions. Existing adaptation strategies include using native plants, mulch, and hardscape in lieu of traditional landscaping plants to reduce irrigation water demand, installing solar panels on buildings statewide to reduce utility demand, and developing a standard for cool pavements that reduce urban heat in the face of global warming. Caltrans is also working to reduce greenhouse gas emissions by continually working to reduce traffic congestion, expand active transportation, such as walking and biking, and embracing new technology in construction materials, such as alternative fuels, efficient lighting, and renewable energy.

As indicated in the June 2017 AQ/GHG/HRA, the proposed project would result in a small increase (less than one-tenth of one percent) in carbon dioxide equivalent (CO_2e) emissions within the region in 2035 when compared to the 2035 without project conditions. Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project and include those identified in Table 4.3-5 of the Draft EIR/EIS and the following:

- Caltrans and the California Highway Patrol are working with regional agencies to implement ITS to help manage the efficiency of the existing highway system. ITS is commonly referred to as electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

[1] California Climate Change Center, 2012. Our Changing Climate 2012. *Vulnerability & Adaptation to the Increasing Risks from Climate Change in California.* CEC-500-2012-007. July.

[2] California Department of Water Resources, 2008. *Progress on Incorporating Climate Change into Management of California's Water Resources.* January.

- In addition, the Metro provides ridesharing services and park-and-ride facilities to help manage the growth in demand for highway capacity.
- Landscaping reduces surface warming, and through photosynthesis, decreases CO_2. Landscaping would be provided consistent with the *I-710 Corridor Aesthetics Master Plan* where necessary within the corridor to provide aesthetic treatment, replacement planting, or mitigation planting for the I-710 Corridor Project. The landscape planting would help offset any potential CO_2 emissions increase.
- The project would incorporate the use of energy-efficient lighting, such as light-emitting diode (LED) traffic signals. LED bulbs—or balls, in the stoplight vernacular—cost $60 to $70 apiece but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the project's CO_2 emissions.[1]
- According to Caltrans Standard Specifications, idling time for lane closure during construction is restricted to ten minutes in each direction. In addition, the contractor must comply with Title 13, California Code of Regulations §2449(d)(3), adopted by CARB on June 15, 2008. This regulation restricts idling of construction vehicles to no longer than five consecutive minutes. Compliance with this regulation reduces harmful emissions from diesel-powered construction vehicles.

The second recommendation in this comment is to include measures to reduce air quality effects. Please refer to the air quality mitigation measures in Sections 3.13.4 and 3.24.4.13 of the RDEIR/SDEIS.

The third recommendation in this comment is to incorporate the feasible measures listed in Appendix G of the 2012 SCAG RTP/Sustainable Communities Strategy (SCS) Programmatic EIR. Caltrans has reviewed these measures and incorporated the following into the measures for the I-710 Corridor Project:

1 Knoxville Business Journal, "LED Lights Pay for Themselves," May 19, 2008. Website: http://www.knoxnews.com/news/2008/may/19/led-traffic-lights-pay-themselves/.

2012 SCAG RTP/SCS

Air Quality

MM-AQ4 Project sponsors can and should ensure that all excavating and grading activities should cease during second stage smog alerts and periods of high winds.

MM-AQ6 Project sponsors can and should ensure that all construction roads that have high traffic volumes, should be surfaced with base material or decomposed granite, or should be paved or otherwise be stabilized.

MM-AQ10 Project sponsors can and should ensure that traffic speeds on all unpaved surfaces should not exceed 25 miles per hour (mph).

MM-AQ13 Project sponsors can and should ensure that to the extent possible, construction activity should utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

MM-AQ17 Project sponsors can and should designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties should include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons should be provided to the local air district prior to the start of construction as well as posted on site over the duration of construction.

MM-AQ18 Project sponsors can and should ensure that appropriate wind-breaks are installed at the construction site to minimize windblown dust.

Greenhouse Gas Emissions

MM-GHG10 Project sponsors can and should require Best Available Control Technology (BACT) during construction and operation of projects, including:

a) Solicit bids that include use of energy and fuel-efficient fleets;

b) Solicit preference construction bids that use BACT;

c) Employ use of alternative fueled vehicles;

d) Use lighting systems that are energy efficient, such as LED technology;

e) Use CEQA Guidelines Appendix F, Energy Conservation, to create an energy conservation plan;

f) Streamline permitting process to infill, redevelopment, and energy-efficient projects;

g) Use an adopted emissions calculator to estimate construction-related emissions;

h) Use the minimum feasible amount of greenhouse gas-emitting construction materials that is feasible;

i) Use of cement blended with the maximum feasible amount of flash or other materials that reduce greenhouse gas emissions from cement production;

j) Use of lighter-colored pavement where feasible;

k) Recycle construction debris to maximum extent feasible; and

l) Plant shade trees in or near construction projects where feasible.

2016 SCAG RTP/SCS

In addition to the measures identified above from the 2012 SCAG RTP/SCS Programmatic EIR, the 2016 SCAG RTP/SCS was also reviewed to identify any additional feasible mitigation measures that could be incorporated into the I-710 Corridor Project. Measures from the 2016 SCAG RTP/SCS are identified below.

Air Quality

Project-Level Mitigation Measures

MM-AIR-2(b) Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible.

CARB, SCAQMD, Antelope Valley AQMD, Imperial County Air Pollution Control District (APCD), Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions:

- Minimize land disturbance.
- Minimize unnecessary vehicular and machinery activities.
- Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, and emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.
- As appropriate, require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the State or a local district permit. Arrange appropriate consultations with the CARB or the AQMD to determine registration and permitting requirements prior to equipment operation at the site.
- Implement EPA's National Clean Diesel Program.
- Diesel- or gasoline-powered equipment shall be replaced by lowest emitting feasible for each piece of equipment from among these options: electric equipment whenever feasible, gasoline-powered equipment if electric infeasible.
- On-site electricity shall be used in all construction areas that are demonstrated to be served by electricity.
- If cranes are required for construction, they shall be rated at 200 horsepower (hp) or greater equipped with Tier 4 or equivalent engines.
- Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O_2 diesel ethanol-diesel fuel (O_2 Diesel) in existing engines.
- Include "clean construction equipment fleet," defined as a fleet mix cleaner than the State average, in all construction contracts.
- Fuel all off-road and portable diesel powered equipment with CARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
- Use electric fleet or alternative fueled vehicles where feasible including methanol, propane, and compressed natural gas.

- Use diesel construction equipment meeting CARB's Tier 4 certified engines or cleaner off-road heavy-duty diesel engines and comply with State off-road regulation.
- Use on-road, heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on-road regulation.
- Use idle reduction technology, defined as a device that is installed on the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g., heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary.
- Minimize idling time either by shutting off equipment when not in use or limit idling time to three minutes Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the three-minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager shall enforce this limit.
- Prohibit diesel idling within 1,000 feet of sensitive receptors.
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- The engine size of construction equipment shall be the minimum practical size.
- Catalytic converters shall be installed on gasoline-powered equipment.
- Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit.
- Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch on site.
- Use new or rebuilt equipment.
- Use low rolling resistance tires on long haul Class 8 tractor-trailers.
- Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines.

Greenhouse Gas Emissions

Project-Level Mitigation Measures

MM-GHG-3(b) Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of the California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases**,** the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing Clean Air Plans (CAPs), general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency:

- Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency's decision.
- Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.
- Off-site measures to mitigate a project's emissions.
- Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize greenhouse gas emissions, including but not limited to:
    - Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/National Highway Traffic Safety Administration/CARB

standards relating to fuel efficiency and emission reduction;

- Deployment of zero- and/or near zero emission technologies as defined by CARB;
- Incorporate design measures to reduce greenhouse gas emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse;
- Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy;
- Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption;

- Land use siting and design measures that reduce greenhouse gas emissions, including:
  - Retaining on-site mature trees and vegetation, and planting new canopy trees.

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT CORPS OF ENGINEERS
P.O. BOX 532711
LOS ANGELES, CALIFORNIA 90053-2325

REPLY TO
ATTENTION OF

September 28, 2012

Regulatory Division

Ronald Kosinski, Deputy District Director
California Department of Transportation—District 7
c/o Garrett Damrath, MS 16A
100 South Main Street, Suite 100
Los Angeles, California 90012

Dear Mr. Kosinski:

This letter is in response to your request, dated August 8, 2012, for our comments on the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Interstate 710 (I-710) Corridor Project, located along the segment of the I-710 between the Ports of Los Angeles and Long Beach and State Route 60, in Los Angeles County, California.

You have requested our comments as part of the environmental review process required by Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users ("SAFETEA-LU"). As a cooperating agency under the National Environmental Policy Act (NEPA) for this project, we are reviewing and commenting pursuant to the NEPA regulations for 40 C.F.R. parts 1500-1508, our NEPA implementing regulations for the Regulatory Program at 33 C.F.R. part 325, Appendix B, and the Clean Water Act (CWA) section 404(b)(1) Guidelines ("Guidelines") at 40 C.F.R part 230. We note the Corps responsibilities regarding your proposed project, in addition to having CWA section 404 and Rivers and Harbors Act (RHA) section 10 permit jurisdictions, would include a determination under 33 U.S.C. section 408.

In order to participate effectively as a cooperating agency, we request that Caltrans provide more detailed project impacts once they are available for our review. Based on the information we have received thus far, we are unable to discern the magnitude of impacts to jurisdictional waters of the United States and correspondingly determine the appropriate permit evaluation process (e.g., a standard individual permit versus nationwide permits). Furthermore, the EIR/EIS lacks the necessary engineering design and analysis to fully evaluate

F-6-1

project alternatives under the requirements prescribed in 33 U.S.C. 408 and associated Corps implementation guidance. When the administrative draft of the Final EIR/EIS is available, we anticipate reviewing and commenting on the document pursuant to the same authorities mentioned above. Therefore, having a clear understanding of the direct and indirect impacts to the aquatic ecosystem as well as the effects resulting from any proposed alteration of a federally authorized flood management project will be essential to our overall review and ability to provide meaningful input and guidance to Caltrans, as well as to make timely permit decisions.

F-6-1

The following comments are provided to assist you in updating the environmental documentation to more clearly articulate and then analyze the environmental consequences of the proposed action and alternatives. This will help inform the Corps' decision-making and facilitate our adoption of the Final EIS. Please note that we will undertake an independent review of the final environmental document to ensure the project satisfies the Corps NEPA implementing regulations and other Corps requirements, so the Corps can adopt the Final EIS, or portions thereof.

Need and Purpose

The purpose and need should be sufficiently clear and detailed for the Corps to formulate the basic and overall project purpose pursuant to the Guidelines, so that it can be used to develop an appropriate range of alternatives to evaluate. A concise purpose statement should be developed with objectives, if necessary. While we certainly consider the applicant's stated goals and objectives in formulating the overall project purpose, the Corps ultimately determines this purpose. The Corps provided comments on the purpose and need on September 16, 2009 and September 13, 2010. The following additional clarifying comments would help the Corps to formulate a clear and concise basic and overall project purpose.

F-6-2

We note the amount of supporting rationale and data vary for each problem identified. For example, the "Freeway Capacity" subsection contains existing and projected data with a clear description of the existing deficiency in capacity. In contrast, the "Air Quality" subsection lacks site-specific information and a quantified deficiency. It may be relevant to indicate the contribution of diesel

particulate matter (DPM) from trucks when compared to the nearby ports or other contributing factors. Please elaborate if there are circumstances when vehicles produce greater DPM and why it occurs higher in the I-710 study area compared to other freeways in California. F-6-2

The project purpose should identify the general geographic region in which the project purpose is intended to address. We suggest clarifying that the project purpose is to address the needs within the I-710 Corridor between the Ports of Los Angeles / Long Beach and downtown Los Angeles. F-6-3

The project purpose includes an objective to "improve air quality and public health". It is unclear what short- and/or long-term measures would be implemented by Caltrans and Metro as part of the I-710 project to address air quality and public health. For example, it is unclear if the project purpose is to improve air quality emissions or to address a transportation problem that creates air quality impacts. When clarifying the purpose statement, we suggest it be broad enough to allow for multi-modal options. F-6-4

The project purpose includes a primary goal of "modernizing freeway design" which should be considered for alternatives and not the purpose statement. As stated, the current freeway design is inefficient, causing capacity, operational, and safety concerns. The design issues (needs) would be addressed by improvements of operation, mobility, and safety in the corridor. As such, we recommend revising this objective to: "improve operation, mobility, and safety in the corridor". F-6-5

The project purpose includes two additional objectives, which are to "accommodate projected traffic volumes"; and "address increased traffic volumes resulting from projected growth in population, employment, and economic activities related to goods movement." These two objectives are redundant and are also not measureable. If our previous recommendation to revise the objective to "improve operation, mobility, and safety in the corridor" is acceptable, identify that this objective is for safe and efficient local and regional movement of people and goods and specify the target year. F-6-6

Project Alternatives and Analysis F-6-7

Section 2.2.2 I-710 Corridor Project Alternatives Screening Analysis references the Alternatives Screening Report (2009). Since neither the report nor the screening criteria are presented in the Draft EIR/EIS, the Corps has not evaluated the proposed project based on the screening criteria referenced in the Alternatives Screening Report (2009). Please provide the appropriate screening criteria and rationale for alternatives that were eliminated from further consideration. If an alternative is proposed for elimination because it is not feasible under NEPA or is not "practicable" as defined by the section 404(b)(1) Guidelines, please include any supporting information to the Corps for review.

F-6-7

Compliance with the Guidelines is required for all standard individual permits. According to the Guidelines at 40 C.F.R §230.10(a)(1), practicable alternatives can include, but are not limited to: (i) Activities which do not involve a discharge of dredged or fill material into waters of the U.S. or ocean waters and (ii) Discharges of dredged or fill material at other locations in waters of the U.S. or ocean waters. The Corps is required to analyze the "No Federal Action" alternative, which under our Regulatory Program NEPA implementing regulations is defined as the alternative that would not require Corps authorization (avoidance of jurisdictional waters of the United States and therefore no permit) or permit denial. The analysis of the "no Federal Action" alternative provides the baseline for evaluating impacts to aquatic resources for purposes of documenting compliance with the Guidelines and the Corps NEPA implementing regulations. Based on this regulatory requirement, we request the Final EIR/EIS include a complete description and analysis of the "no Federal Action" alternative (i.e., the most likely scenario if a Corps permit is not granted). Off-site alternatives within and outside of the study corridor should be considered or justification why other major north-south connectors or arterial improvements would not address the project needs should be provided.

F-6-8

Additionally, the Guidelines specify where the activity associated with a discharge that is proposed for a special aquatic site does not require access or proximity to or siting within the special aquatic site in question to fulfill its basic purpose, practicable alternatives that do not involve special aquatic sites are presumed to be available, unless clearly demonstrated otherwise. In other words, if your preferred alternative would discharge fill material into a wetlands, Caltrans will need to rebut the presumption that practicable alternatives exist that would not discharge fill into special aquatic sites. In

F-6-9

addition, to assist in the identification of the least environmentally damaging practicable alternative (LEDPA), Caltrans and Metro must consider practicable design options, including the use of span culverts, bottomless culverts, and bridges with minimal piers that avoid and/or minimize impacts to waters of the U.S.

F-6-9

It will be critical that Caltrans and Metro analyze one or more design options for Alternatives 6A/B/C that do not include relocation of the DWP transmission towers into the Los Angeles River, including its flood control levees and channel invert. For project alternatives that cannot avoid the potential to alter or modify the Los Angeles County Drainage Area (LACDA) project, sufficient engineering analysis must be provided to the Corps Asset Management Division and incorporated into the Final EIR/EIS to document and evaluate direct (permanent and temporary), indirect/secondary and cumulative impacts on the functionality of this federally authorized flood management project, including potential impacts to the maintenance and operations of the Federal facility. This information is required for our decisions pursuant to 33 U.S.C section 408 and must be coordinated by Caltrans and Metro through the LACDA's non-Federal sponsor. Additional comments have been provided by our Environmental Resources Branch with respect to 33 U.S.C. 408 and Corps environmental compliance (Enclosure 1).

F-6-10

With respect to the 408 Permit process, we want to reiterate the concerns raised on the proposed project in our letter to Metro dated 26 April 2012 (Enclosure 2). Although the response to our comments in the letter to our Chief of Engineering Division, dated June 8, 2012, accurately summarized our primary concerns, no further refinement of the analysis was submitted or incorporated into the Draft EIR/EIS documents to allow us to fully evaluate the proposed project impacts to the Corps Federal projects. Also, we appreciate that you recognize the need for additional hydraulic analysis and studies; however, the significance of the comments regarding the potential hydraulic impacts and our requirements needed to mitigate those impacts should be very carefully considered. The amount of design analysis necessary to identify and analyze the impacts could be costly and take a significant amount of time to conduct and review. There is a strong possibility that the channel modifications that you are pursuing cannot be supported by the Corps because any modification or alteration could adversely impact the hydraulic capacity due to the sensitivity of

F-6-11

the flow regime within the Los Angeles River, Rio Hondo and Compton Creek channels. As stated previously, it is important to consider other alternatives that avoid or minimize impacts to the LACDA Federal project.

We also reiterate that the analysis must use the Corps' authorized design discharge (133-yr discharge) for evaluating and determining impacts for the entire flood control system. In addition, the analysis must quantify the impacts for flood events larger than design to ensure our designated overtopping locations are still functional. Given that our mission is to ensure that the hydraulic capacity remains unchanged for any proposed modifications, we will continue to work with you in determining the viability of the proposed alternatives. Please analyze the potential impacts to the LACDA Federal project using the Corps' authorized design discharge. These results should be submitted for review and included as a technical appendix in the final EIR/EIS.

F-6-11

Jurisdictional Determination

The EIR/EIS must be updated to include the Corps-approved jurisdictional determination (JD) letter, dated June 8, 2012. Please clarify whether there would be impacts to waters of the U.S. or other special aquatic sites, such as wetlands, as delineated in the approved JD and defined in the Guidelines.

F-6-12

Public Interest Review and Determination

In our DA permit evaluation process, the project must also be evaluated to ensure that it is not contrary to the public interest. The public benefits and detriments of all factors relevant to this transportation project will be carefully reviewed and considered. Relevant factors may include, but are not limited to, conservation, economics, aesthetics, wetlands, cultural values, fish and wildlife values, water quality, and any other factors judged to be important to the needs and welfare of the people (33 C.F.R. section 320.4(a)). The following general criteria will be considered by the Corps in evaluating the SR-710 Corridor Project application:

F-6-13

- The relevant extent of public and private needs;

- Where unresolved conflicts of resource use exist, the practicability of using reasonable alternative locations and methods to accomplish project purposes; and
- The extent and permanence of the beneficial and/or detrimental effects the proposed project may have on the public and private uses to which the area is suited.

No DA permit can be granted if the proposed action is found to be contrary to the public interest or is not the LEDPA. Accordingly, we request the I-710 EIR/EIS adequately evaluate the relevant public interest factors identified by our agency to facilitate our public interest review and eventual determination.

We appreciate your coordination efforts and the opportunity to submit comments on the Draft EIS/EIR. Our agency looks forward to continuing open dialogue with your respective offices to ensure the environmental review process remains comprehensive, technically sufficient, and transparent for the purposes of public disclosure and informed agency decision making. If you have any additional questions, please contact Phil Serpa of our Asset Management Division at (213) 452-3402 or Veronica Chan of my staff at (213) 452-3372. Please refer to this letter and SPL-2008-00934-VCC in your reply.

Sincerely,

Mark D. Cohen
Deputy Chief, Regulatory Division

Enclosures

I-710 Corridor
Draft EIR/EIS

Comments by CESPL-PD-RL

1. Title Sheet states: Cooperating Agencies, US Army Corps of Engineers and USEPA. Nowhere is the term "Cooperating Agency" defined in comparison to Responsible Agencies, and Participating Agencies. F-6-14

Comment: Please explain difference in Exec Summary

2. Section: S.2.1.4 SOCIAL DEMANDS AND ECONOMIC DEVELOPMENT---states: "… unemployment rates in the Study Area were 8-23 percent of the workforce within the affected communities, which is higher than Los Angeles County (12.6 percent) and State (12.1 percent) unemployment rates. " F-6-15

Comment: 8 percent is not higher. 23 % is. Please rewrite to clarify.

3. Section: S.2.1.5 MODAL INTERRELATIONSHIPS AND SYSTEM LINKAGES States: "…commerce connections to east-west freeways (I-405, SR-91, I-105, I-5, SR-60, and Interstate 10…" F-6-16

Comment: The I -405 is seldom east-west. Usually southeast to northwest from San Diego (to the south of Los Angeles) to the north end of the San Fernando Valley (northwest of downtown Los Angeles). Please delete this reference to the I-405 as east-west.

4. Page ES-29: Photo caption reads: *Southern Tarplant is one of the sensitive plant species within the study area.* Yet the text states: One sensitive plant species (Southern Tarplant) was identified in the Study Area. F-6-17

Comment: One species (as stated in the text) is not the same as "…one of the sensitive plant species…" which implies more than one, please revise.

5. No Index was provided. F-6-18

Comment: NEPA, Section 1502.10, Format (j) recommends an Index unless there is a compelling reason to do otherwise. Was there a compelling reason not to include an index?

6. Section 3.8, Se3,8,2.1m third par. states: The current flow in the river originates from runoff from adjacent commercial, industrial, and residential developments, and groundwater reaching the surface. F-6-19

Comment: The Los Angeles River heads in the hills and mountains west of the San Fernando Valley, including the Santa Monica Mountains and Simi Hills. Water also flows from Tujunga Wash from the San Gabriel Mountains and the Rio Hondo into the Los Angeles River. Treated water is also released into the Los Angeles River at the Sepulveda Dam Basin by the Donald C. Tillman Water Reclamation Plant. Please expand and discuss water sources of the Los Angeles River.

F-6-19

7. Section 3.8. This Section does not adequately address impacts to the Los Angeles River Flood Control Project and states there would be no change in flood conveyance. A summary of this analysis would be helpful to the reader as to the current condition and the proposed condition for the various alternatives.

There is no discussion on the need for Corps approval regarding the 408 permit requirements. This should be discussed.

F-6-20

8. Sections 3.24.3.8/9 Comment: There is no discussion of limiting work in the Los Angeles River, Compton Creek or Rio Hondo to non- flood season, nor do these sections provide discussion for evacuation of personnel and equipment in the event of storm flows or an anticipated storm event. The preparation of a safety plan for such events was not discussed. The coordination with the National Weather service and the USACE was not discussed in regards to storm and flood forecasting. Please address these issues.

F-6-21

9. Section 3.13 While Air Quality and Green House Gases are discussed, Climate Change is not. Climate Change/Sea Level Rise—What measures are being considered to compensate for the future impacts of climate change including rise in sea level for the proposed project? How will the proposed project be sustainable under future climate change? See Executive Order 13514 and "Federal Agency Climate Change Adaption Planning" March 4, 2011, "Progress Report of the Interagency Climate Adaption Task Force (Oct 5, 2010).

F-6-22

10. A list of Environmental Laws and Executive Orders has not been included with a discussion of the Proposed Projects compliance with said laws and Executive Orders. As a Cooperating Agency, Corps' guidance directs NEPA documents include discussion of Environmental Laws and Executive Order and compliance. Please include at a minimum the following:

Council on Environmental Quality (CEQ) 940 CFR Parts 1500-1508)
National Environmental Policy Act (NEPA) (42 USC 4321 et seq)
U.S. Fish and Wildlife Coordination Act (16 U.S.C. 661)
Endangered Species Act, as amended 16 U. S. C. 1531 et seq)
Migratory Bird Treaty Act (MBTA) (16 U. S. C. 715- 715s)
Magnuson Fishery Conservation and Management Act
Clean Water Act 33 U.S. C. 1251 et seq.
Coastal Zone Management Actof 1972, a amanded
Clean Air Act of 1970 (42 U.S.C. 7401 et seq.)
Noise Control Act of 1972, as amended (42 USC 4901 et seq.)
National Historic Preservation Act (16 U.S.C. 460b, 470l-470n)

F-6-23

Archeological Resources Protection Act, as amended
Comprehensive Environmental Response, Compensation and Liability Act (42 U. S. C. 9601 et seq.)
Archeological Resources Protection Act, as amended
Uniform Fire Code
Federal Water Project Recreation Act of 1965, as amended
Federal Land Policy and Land Management Act of 1976 (43 USC 1701 et seq.)
Porter-Cologne Water Quality Control Act of 1967 (Water Code Section 13000 et seq.)
Executive Order 11988, Floodplain Management
Executive Order 11990, Protection of Wetlands
Executive Order 12088, Federal Compliance with Pollution Control Standards
Executive Order 12898, Environmental Justice Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.
Executive Order 13514 Federal Leadership in Environmental, Energy, and Economic Performance
Executive Order 13112, Invasive Species

Also refer to Engineering Regulation 1105-2-100 for a list in Table G-8 of potential applicable laws and Executive Orders. Another source is the Environmental Desk Reference.



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT CORPS OF ENGINEERS
P.O. BOX 532711
LOS ANGELES, CALIFORNIA 90053-2325

REPLY TO
ATTENTION OF
Office of the Chief
Engineering Division

April 26, 2012

Mr. Douglas R. Failing, P.E.
Executive Director, Highway Program
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952

Dear Mr. Failing:

This letter is in response to your agency's request for our comments and conceptual approval of the I-710 Corridor Project documentation reports provided on 2 February 2012. We performed a preliminary review of the LA River Impact Report and the Draft Environmental Impact Report/Environmental Impact Study (EIR/EIS) for the I-710 Corridor project and have the following comments.

The potential effects of the alternatives as presented in the I-710 Corridor Study, which include a four-lane freight corridor and other project features that parallel and cross the Los Angeles River and Compton Creek, are of major concern to us. Alternative 6A/B/C also includes longitudinal encroachments between Firestone Boulevard and Slauson Avenue to accommodate the relocation of ten DWP transmission towers into the existing Los Angeles River channel. The proposed project includes the construction of four new structures over the Los Angeles River channel, three new structures over Compton Creek channel, and extensive use of property that is owned by our Non-Federal Sponsor (Los Angeles County Department of Public Works) to support the operation and maintenance of the Los Angeles River flood control project. We will need further detailed analysis to properly evaluate whether the proposed alteration or modification to the Federal project can or should be permitted. Without having additional analysis, we note that the relocation of the ten DWP transmission towers and the reconfiguration of the bridge crossings, as proposed, could change the hydraulic functioning of the Los Angeles River channel system, and could have a detrimental impact to the flood conveyance capacity of the Federal project.

In addition, the land, easements and rights-of-way that were acquired by our Non-Federal Sponsor for the Los Angeles River project, provide access to the project for operation and maintenance and for future modifications as needed to maintain or restore the level of protection currently provided by the project. Future modifications to restore or upgrade the capacity of the river could be limited or prevented by the transmission tower relocations and other channel modifications proposed by your project. If your proposed project were constructed, it would limit the potential for future modifications and improvements to the Los Angeles River in the area of your improvements, and this factor weighs heavily in our evaluation.

As mentioned in previous correspondence, modifications such as this fall under the classification of a Major Section 408 permit and as such, can only be permitted with USACE-

Headquarters (HQUSACE) approval. When a request is presented for a Section 408 Permit for the alteration or modification to a Corps constructed project, we look to the Applicant to clearly demonstrate the need and reasonableness for the alteration. Additionally, the Applicant must provide practicable alternatives to the proposed alteration that avoids impacts to the Federal project and these alternatives must be considered and presented as part of the permit request documentation. If an alteration is determined necessary and there are no reasonable and practicable alternatives outside of the public works project area, then our Non-Federal Sponsor, in collaboration with the Corps of Engineers Los Angeles District, must ensure that the proposed alteration/modification is developed to minimize impacts to the Federal project and that sufficient information is included in each request to facilitate a comprehensive evaluation of potential impacts to system performance.

Our utmost concern is how your proposed modifications would affect the functioning and purpose of the Los Angeles County Drainage Area (LACDA) Federal project. During the 1990's a physical model study of the Los Angeles River (from the Rio Hondo Confluence to the Pacific Ocean) and Rio Hondo Diversion Channel (from Whittier Narrows Dam to the Los Angeles River confluence) was performed to develop an efficient design which reduced the construction costs and increase the confidence in the design. This model study allowed us to move forward and complete the design and construction of the LACDA Project, which now provides a 133-year level of protection for the various communities along the Los Angeles River from Commerce to Long Beach. Due to the sensitivity of the flow regime to any obstructions and alterations within the Los Angeles River, Rio Hondo, and Compton Creek channels, we will require both a numerical model and a physical model(s) to demonstrate that your proposed modifications do not adversely affect the level of protection provided by the project. Further comments related to the proposed design as presented in the Impact Study are provided in the enclosure.

The Corps is not in favor of any modification or alteration that would adversely impact the hydraulic capacity of these flood control features or otherwise impact the authorized function of the LACDA Project. Specifically, we recommend that you closely re-evaluate the impacts of the ten transmission towers' impingement on the existing LA River channel section, as well as perform the necessary detailed analysis to adequately determine the hydraulic impacts caused by the proposed bridge widenings and additions, and communicate your findings to the Corps prior to moving forward with your recommended alternatives.

Additionally, we have reviewed the preliminary Draft EIR/EIS for the I-710 Corridor project. The DEIS should sufficiently describe and analyze the alternatives and their impacts (construction as well as short term and long term operational temporary and permanent impacts) related specifically to our actions in order for us to perform our NEPA, Rivers and Harbors Act (Section 408), and Clean Water Act (Section 404), responsibilities for all the Corps decisions that the project requires. We have also attached comments from our Regulatory Division and our Environmental Resources Branch. Please note that an approved Section 408 permit, or a determination by the local Corps District that a Section 408 permit is not applicable, is required prior to a final permit decision is made on any Section 404/10 application.

Further clarification of the Section 408 permit process is provided below to better assist you in your Project planning and scheduling. Typically, processing of a Major 408 Permit

consists of several steps, including the project initiation, technical and NEPA preparation and review, transmittal to HQUSACE for approval, finalization of documents, and final permit approval. Prior to sending a request to HQUSACE for review, the package must contain the following items:

a. A complete Project description;

b. 60% level plans and specifications with all major components identified;

c. Technical analysis and design in sufficient detail to address geotechnical, structural, and hydraulic conditions and circumstances in the baseline and proposed condition;

d. A draft NEPA document (a joint NEPA/CEQA document is acceptable);

e. Risk Analysis. In accordance with our Engineering Regulations, a risk analysis is required for evaluations of all Major 408 alterations to USACE local flood protection projects. Impacts will be determined by comparing performance parameters as presented in ER 1110-2-101 for the existing or base condition to the condition that would result if the proposed alteration is approved. The base performance conditions are defined by authorized project features.

f. Operation and maintenance requirements and a plan for implementation;

g. A real estate analysis that would include a description of all lands, easements and rights of way required for the modification, including proposed estates; a description of lands, easements and rights of way owned as a part of the congressionally authorized flood risk management project that is the subject of the modification requested; and maps clearly depicting both required real estate and existing real estate limits.

h. A Safety Assurance Review (SAR) is conducted by an independent panel of experts to review the adequacy, appropriateness, and acceptability of the design and construction activity for the purpose of assuring that good science, sound engineering, public health, safety, and welfare are the most important factors that are used in the assessment of a proposed alteration. Guidance for preparing a SAR Plan and conducting a SAR is found in our EC 1165-2-209.

The Corps will have the responsibility for performing the Agency Technical Review (ATR) for the Section 408 permit application. The ATR will ensure that the product is consistent with established criteria, guidance, procedures, and policy. The ATR will assess whether the analyses presented are technically correct and comply with published USACE guidance, and that the document explains the analyses and results in a reasonably clear manner for the public and decision makers. Typically, there is an initial conceptual submittal prior to this 60% level submittal to help in guiding the applicant in providing the required information needed for this process.

Upon resolution and completion of the ATR, the Corps will prepare a determination of the technical soundness and environmental acceptability, including coordination of Section 404/10 and NEPA compliance and transmit the proposed modification package to the South Pacific Division (SPD) Commander. The SPD Commander will perform a Policy Compliance Review to ensure compliance with all applicable statutory and policy requirements, and then

forward the alteration request to HQUSACE for preliminary approval. If HQUSACE agrees with the request and grants preliminary approval, the Applicant can then move forward with the preparation of the final package which includes final plans and specifications, the SAR Report and Findings, a revised Operations and Maintenance Plan for implementation, and the final Section 404 and NEPA documentation. A permit is issued on this final design package once all issues and comments have been resolved.

In all, the Corps appreciates that the I-710 Corridor project is a substantial and serious undertaking and that you are looking for some sort of conceptual approval of your proposals, however, given our responsibility to ensure the protection of the integrity of the Federally-constructed flood control project and the minimization of risks to public safety, we cannot support the concepts as presented at this time. Given the severity of proposed modifications, the sensitivity of the flows in the LA River, and the major implications, our initial reaction is that there are major issues to be analyzed and solutions presented before we would be able to support the request for a Section 408 Permit. We encourage the development of alternatives that reduce or eliminate the need to impact or redesign the Los Angeles River flood control levees and/or channel. This will ensure the safety of the public and make compliance with 33 U.S.C. 408 easier. Nonetheless, should you wish to proceed with your preferred alternatives, we have laid out some of the major issues and steps needed to move the proposed project forward.

I am forwarding a copy of this letter to our Non-Federal Sponsor for the Los Angeles River; Mr. Mark Pestrella of the Los Angeles County Flood Control District. It is my understanding that a meeting is being arranged so that our agencies can discuss the various concerns and the direction forward. In the interim, if there is any technical information we can provide to assist you in developing your design, please contact me at (213) 452-3629 or your staff can contact our Permit Coordinator Ms. Arnecia Williams at (213) 452-3747 or by e-mail at Arnecia.N.Williams@usace.army.mil.

Sincerely,

Richard J. Leifield, P.E.
Chief, Engineering Division

Enclosure

Copy Furnished:
Mr. Mark Pestrella, P.E.
Deputy Director
County of Los Angeles
Department of Public Works
P.O. Box 1460
Alhambra, CA 91802-1460

Comments on the LA River Impact Study

1. Potential Hydraulic Impacts. A physical model study of the Los Angeles River (from the Rio Hondo Confluence to the Pacific Ocean) and Rio Hondo Diversion Channel (from Whittier Narrows Dam to the Los Angeles River confluence) was performed to develop an efficient design which reduced the construction costs and increased the confidence in the design. The model study generated and verified designs which allow the design discharge to pass under bridges without requiring raising or rebuilding (e.g. streamlined piers, innovative channel geometry, designing for pressure flow, etc.). A second purpose of the modeling was the determination of freeboard in reaches of unstable flow. Large variations in the computed water surface due to standing waves occurred throughout the 6,250-foot reach of the Los Angeles River and the 17,500-foot reach of the Rio Hondo Channel. The model study identified these locations and the magnitudes of these waves and, consequently, determined the maximum wall heights which would not be overtopped.

The results of this model study are documented in our Design Documentation Reports that were produced in the late 1990's. This model study allowed us to move forward and complete the design and construction of the LACDA Project, which now provides a 133-year level of protection for the various communities along the LA River from Commerce to Long Beach. Due to the sensitivity of the flow regime to any obstructions within the LA River, Rio Hondo Channel, and Compton Creek, we will require both, the numerical model and a physical model(s). The numerical model, using the latest version of HEC-RAS, shall be submitted first (so we can do an initial review) and then shall be substantiated/validated using a physical model before any approval is granted. Then the numerical model shall be adjusted to the results from the physical model.

2. Additionally, the Applicant shall ensure the Corps' authorized design discharge (133-yr discharge) is used for determining impacts, not just a 100-yr discharge.

3. From a structural standpoint, widening bridges would include, not only extending the bridge piers and pier noses, but also constructing access road / bike trail undercrossings. As such, this is going to require reconstruction of portions of the channel. The structural design for all elements of the modification of a Corps built facility will need to follow the current Army Corps of Engineers Engineering Manuals. The Engineering Manuals can be obtained at http://publications.usace.army.mil/publications/eng-manuals/ .

4. We also have concerns from the O&M perspective in that the proposal relocates transmission towers to the top of the levee in certain locations. Although the proposed design maintains a 15-foot wide access around the tower, the close proximity of these towers and the transmission lines running longitudinally could restrict our ability to flood fight during emergency situations. There have been cases where we need to bring a crane on site to clear debris during storm flows. We need to maintain the ability to perform these activities.

Comments on Preliminary Draft EIR/EIS for the I-710 Corridor DEIS/EIR

Editorial/General

Use of U.S. EPA and EPA—be consistent
Use of USACE and ACOE--- The preferred is USACE, please (or Corps)—be consistent
Federal and federal—please capitalize Federal.

The Draft EIS/R is inconsistent with the Jurisdictional Delineation Report dated, January 2011. It is difficult to distinguish USACE versus CDFG and RWQCB impacts.

The JD Report does not indicate the Ordinary High Water Mark (OHWM) for the LA River and other jurisdictional features. The LA River OHWM should be at least toe to toe, if not higher, which is typical for concrete channels. This would affect the description of impacts due to the proposed tower relocations in the LA River. Please clarify the extent of Corps geographic jurisdiction and clarify or revise the JD Report and DEIS/R as needed, for consistency. In addition, the colors included in the JD legend: orange and pink, are very similar and may cause confusion. It is recommended that dissimilar colors be used.

Please clarify if the proposed relocation of the towers in the LA River would affect water quality, velocity, sedimentation, or scour in the River. There may be downstream effects to hydrology, hydraulics, water quality, and/or habitat if these issues are not adequately addressed.

Please identify if the I-710 Corridor Improvement Project would affect any areas of the Los Angeles River and/or tributaries planned for restoration/revitalization. The I-710 Corridor Improvement Project, as currently proposed, would be a constraint to any restoration efforts.

The Draft EIS/R should adequately describe pertinent laws and regulations relevant to the Rivers and Harbors Act and describe resources and impacts.

Executive Summary

1. Please add in either par 1 or add a paragraph 2 discussing the differences between Cooperating Agencies, Responsible Agencies, and Funding Agencies. (NEPA 1501.6)

Chapter 1

1. Please give a brief summary of the need for the Corps' cooperation in the acquisition of a 408 Permit and why.

Chapter 2

1. Please discuss somewhere in the alternatives discussion why this project must occur in the floodplain. Please see **Executive Order 11988: Floodplain Management.** "Executive Order 11988, signed by President Jimmy Carter on 24 May 1977, and published in 42 FR 26351. Its purpose is to "...avoid to the extent possible the long and short term adverse impacts associated

with the occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative."

Each agency shall provide leadership, take action to reduce the risk of flood loss, minimize impact of floods on human safety, health, and welfare. They shall restore and preserve natural and beneficial values served by the floodplains. Each agency also has the responsibility to evaluate potential effects of Federal action that may be made within floodplains. Each agency will ensure planning and budget requests reflect consideration of flood hazards and floodplain management."

Please see the Corps' Engineering Regulation (ER) 1165-2-26, "Implementation of Executive Order 11988 on Floodplain Management". Please see the eight-step process outlined in paragraph 8, General Procedures and include discussion.

Section 3.6 Visual—

Visual Simulation photos are quite helpful and well presented.

Mitigation measure VIS-1---Discuss use of native species in landscaping to promote future sustainability in light of climate change forecast. Species/habitat that will be viable/resilient/ and promote water conservation.

Consider use of permeable paving materials where practicable to minimize storm water/irrigation run-off.

Please provide section on recreation as it is not discussed until Chapter 4 regarding impacts under CEQA.

Please provide in Appendix if not in main document, a list of applicable Federal laws as listed in ER 1105-2-100 Appendix G, Exhibit G-8---Partial list. Also refer to the Corps' Environmental Desk Reference for a listing of laws and Executive Orders. Also following is a partial list that is a "standardized list we use from another project that is not inclusive.

Exhibit G-8. Federal Laws and Policies Applicable to all Recommended Plans	
Title of Public Law	**US CODE**
Abandoned Shipwreck Act of 1987	43 USC 2101
American Indian Religious Freedom Act	42 USC 1996
Agriculture and Food Act (Farmland Protection Policy Act) of 1981	7 USC 4201 et seq.
American Folklife Preservation Act of 1976, As Amended	20 USC 2101
Anadromous Fish Conservation Act of 1965, As Amended	16 USC 757 a et seq.
Antiquities Act of 1906, As Amended	16 USC 431
Archeological and Historic Preservation Act of 1974, As Amended	16 USC 469
Archeological Resources Protection Act of 1979, As	16 USC 470

Amended	
Bald Eagle Act of 1972	16 USC 668
Buy American Act	41 USC 102
Civil Rights Act of 1964 (Public Law 88-352)	6 USC 601
Clean Air Act of 1972, As Amended	42 USC 7401 et seq.
Clean Water Act of 1972, As Amended	33 USC 1251 et seq.
Coastal Barrier Resources Act of 1982	16 USC 3501-3510
Coastal Zone Management Act of 1972, As Amended	16 USC 1451 et seq.
Comprehensive Environmental Response, Compensation and Liability Act of 1980	42 USC 9601
Conservation of Forest Lands Act of 1960	16 USC 580 mn
Contract Work Hours	40 USC 327
Convict Labor	18 USC 4082
Copeland Anti-Kickback	40 USC 276c
Davis Bacon Act	40 USC 276
Deepwater Port Act of 1974, As Amended	33 USC 1501
Emergency Flood Control Funds Act of 1955, As Amended	33 USC 701m
Emergency Wetlands Resources Act	16 USC 3901-3932
Endangered Species Act of 1973	16 USC 1531
Estuary Program Act of 1968	16 USC 1221 et seq.
Equal Opportunity	42 USC 2000d
Farmland Protection Policy Act	7 USC 4201 et seq.
Federal Environmental Pesticide Act of 1972	7 USC 136 et seq.
Federal Water Project Recreation Act of 1965, As Amended	16 USC 4601
Fish and Wildlife Coordination Act of 1958, As Amended	16 USC 661
Flood Control Act of 1944, As Amended, Section 4	16 USC 460b

Executive Orders	
11593, Protection and Enhancement of the Cultural Environment, may 13, 1979	36 FR 8921; May 15, 1971
11988, Floodplain Management, May 24, 1977	42 FR 26951; May 25, 1977
11990, Protection of Wetlands	42 FR 26961; May 25, 1977
11514, Protection and Enhancement of Environmental Quality, March 5, 1970, as amended by Executive Order 11991, May 24, 1977	
12088, Federal Compliance with Pollution Control Standards, October 13, 1978	
12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, February 11, 1994	

Other Federal Policies
Council on Environmental Quality Memorandum of August 11, 1980: Analysis of Impacts on Prime and Unique Agricultural Lands in Implementing the National Environmental Policy Act
Council on Environmental Quality Memorandum of August 10, 1980: Interagency Consultation to Avoid or Mitigate Adverse Effects on Rivers in the Nationwide Inventory.
Migratory Bird Treaties and other international agreements listed in

APPLICABLE ENVIRONMENTAL LAWS AND REGULATIONS

National Environmental Policy Act (NEPA) Compliance

NEPA is the nation's primary charter for protection of the environment. It establishes national environmental policy which provides a framework for Federal agencies to minimize environmental damage and requires Federal agencies to evaluate the potential environmental impacts of their proposed actions. Under NEPA, a Federal agency must prepare an Environmental Assessment (EA) describing the environmental effects of any proposed action having a significant impact on the environment. The EA must identify measures necessary to avoid or minimize adverse impacts resulting from the proposed action or determine if further analysis is required and prepare an Environmental Impact Statement (EIS).

U.S. Fish and Wildlife Coordination Act (16 U.S.C. 661)

This Act requires Federal agencies to coordinate with the USFWS and local and state agencies when any stream or body of water is proposed to be modified. The intent is to give fish and wildlife conservation equal consideration with other purposes of water resources development projects.

Endangered Species Act of 1973 (Public Law 93-205), as amended.

The Endangered Species Act (ESA) protects threatened and endangered species, as listed by the USFWS, from unauthorized take, and directs Federal agencies to ensure that their actions do not jeopardize the continued existence of such species. Section 7 of the Act defines Federal agency responsibilities for consultation with the USFWS. The Act requires preparation of a Biological Assessment to address the effects on listed and proposed species of a project. Due to the disturbed, park like landscape of the proposed location, there would be no impacts to listed or proposed species.

Migratory Bird Treaty Act (MBTA)

The Migratory Bird Treaty Act prohibits the taking or harming of any migratory bird, its eggs, nests, or young without an appropriate Federal permit. Almost all native birds are covered by this Act and any bird listed in wildlife treaties between the United States and several countries, including Great Britain, Mexican States, Japan, and countries once part of the former Soviet Socialist Republics. A "migratory bird" includes the living bird, any parts of the bird, its nests or eggs. The take of all migratory birds is governed by the MBTA's regulation of taking migratory birds for educational, scientific, and recreational purposes and requiring harvest to be limited to levels that prevent over-utilization. Section 704 of the MBTA states that the Secretary of the Interior is authorized and directed to determine if, and by what means, the take of migratory birds should be allowed and to adopt suitable regulations permitting and governing take. Disturbance of the nest of a migratory bird requires a permit issued by the USFWS pursuant to Title 50 of the Code of Federal Regulations (CFR).

Clean Water Act

Section 404 (b) prohibits the discharge of dredged or fill materials into the waters of the United States, including wetlands, except as permitted under separate regulations by the U. S. Army Corps of Engineers (Corps) and U. S. Environmental Protection Agency (EPA).

Waters of the U.S.: Under Section 404 of the Clean Water Act (CWA), the Corps regulates discharges of dredged or fill material into "Waters of the United States", including wetlands. "Waters of the United States" is defined in 33 CFR 328.3 as

- All waters which are currently used, or were used in the past or may be susceptible to use in interstate or foreign commerce;
- All interstate waters including interstate wetlands;
- All other waters such as intrastate lakes, rivers, streams, (including intermittent streams), the use, degradation or destruction of which could affect interstate or foreign commerce;
- All impoundment of waters otherwise defined as Waters of the U. S. under the definition; and
- Tributaries of waters defined in the bullets above.

An individual permit may be required for the project which would require the analysis of alternatives. In accordance with guidelines located under 40 C.F.R. 230.10(a)(1), practicable alternatives can include, but are not limited to: (i) Activities which do not involve a discharge of dredged or fill material into waters of the U.S. or ocean waters and (ii) Discharges of dredged or fill material at other locations in waters of the U.S. or ocean waters. The analysis of a "no fill (i.e, no 404 permit required)" is required and provides the baseline for evaluating impacts to aquatic resources for purposes of documenting compliance with the Guidelines. Please provide a complete description and analysis of a "no fill" alternative (i.e., the most likely scenario if a Corps permit is not granted). Off-site alternatives within and outside of the study corridor should be considered (including avoidance of the LA River and other tributaries or special aquatic sites). Compliance with the Guidelines is required for all standard individual permits.

The 40 C.F.R. 230.10(a)(1) guidelines and Section 404 of the Clean Water Act also require the analysis of alternatives that have less adverse impact on the aquatic ecosystem, including avoidance of special aquatic sites. Please consider placement of the electrical towers outside of waters of the U.S. Additionally, the guidelines specify where the activity associated with a discharge that is proposed for a special aquatic site does not require access or proximity to or siting within the special aquatic site in question to fulfill its basic purpose, practicable alternatives that do not involve special aquatic sites are presumed to be available, unless clearly demonstrated otherwise (i.e., you would have to rebut this presumption that practicable alternatives exist that would not discharge fill into special aquatic sites such as wetlands). Please provide a complete description and analysis of a "wetland avoidance" alternative. Avoidance and minimization of impacts to the aquatic ecosystem are required for standard individual permits and general permits.

Clean Air Act of 1970 (42 U.S.C. 7401 et seq.)

1977 Amendments to the Clean Air Act enacted legislation to control seven toxic air pollutants. USEPA adopted National Emission Standards for Hazardous Air Pollutants (NESHAP), which has been designed to control Hazardous Air Pollutants (HAP) emissions to prevent adverse health effects in humans.

1990 Amendments to the Clean Air Act determine the attainment and maintenance of NAAQS (Title I), motor vehicles and reformulation (Title II), hazardous air pollutant (Title III), acid deposition (Title IV), operating permits (Titles V), stratospheric ozone protection (Title VI), and enforcement (Title VII).

General Conformity. Under Section 176(c) of the Clean Air Act Amendments (CAAA) of 1990, the Lead Agency is required to make a determination of whether the Proposed Action "conforms" to the State Implementation Plan (SIP). Conformity is defined in Section 176(c) of the CAAA as compliance with the SIPs purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of such standards. However, if the total direct and indirect emissions from the Proposed Action are below the General Conformity Rule "*de minimis*" emission thresholds, the Proposed Action would be exempt from performing a comprehensive Air Quality Conformity Analysis, and would be considered to be in conformity with the SIP.

Noise Control Act of 1972, as amended (42 USC 4901 et seq.)

Noise generated by any activity, which may affect human health or welfare on Federal, state, county, local, or private lands, must comply with noise limits specified in the Noise Control Act.

National Historic Preservation Act (Public Law 89-665; 16 U.S.C. 470- 470m, as amended, 16 U.S.C. 460b, 470l-470n)

Section 106 of the NHPA requires any Federal agency to take responsibility for the impact of the decisions on historic resources. Under Section 106, Federal agencies are prohibited from approving any Federal "undertaking" (including the issuance of any license, permit, or approval), without 1) taking into account the effects of the undertaking on the historic properties, and 2) affording the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on the undertaking. The NHPA forces an agency to stop and consider the consequences of its undertakings on any historic property, and assures that the agency does so by requiring it to receive comment from the ACHP, or agencies acting in its stead, and from the public before proceeding with any such undertaking. In order to comply with the NHPA, a Federal agency considering an undertaking must go through the process outlined in the ACHP's regulations at 36 C.F.R. Part 800.

Archeological Resources Protection Act, as amended

The Act requires that when cultural resources may be impacted when working on Federal lands or there is another Federal connection. The Act allows for the preservation of historical and archeological data (including relics and specimens) which might otherwise be irreparably lost or destroyed.

Uniform Fire Code

The Uniform Fire Code (UFC) contains provisions regarding the storage and handling of hazardous materials. These provisions are contained in Articles 79 and 80. The latest revision to Article 80 was in 1997 (UFC 1997). These articles contain minimum setback requirements for storage of materials.

Comprehensive Environmental Response, Compensation and Liability Act

The Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) provides the USEPA with the authority to identify and clean up contaminated hazardous waste sites. Individual states may implement hazardous waste programs under RCRA with USEPA approval. California has not yet received this USEPA approval; instead, the California Hazardous Waste Control Law (HWCL) is administered by the California Environmental Protection Agency (CALEPA) to regulate hazardous wastes. While the HWCL is generally more stringent than RCRA, until the USEPA approves the California program, both the state and Federal laws apply in California. CERCLA also contains enforcement provisions for the identification of liable parties. It details the legal claims that arise under the statute, and provides guidance on settlements with the USEPA. Section 120 of this Act addresses hazardous waste cleanups at Federal facilities, and requires the creation of a Federal Agency Hazardous Waste Compliance Docket, which lists facilities that have the potential for hazardous waste problems. In addition, a Hazardous Substance Superfund was established to pay not only the USEPA cleanup and enforcement costs and certain natural resource damages, but also to pay for certain claims of private parties. Conformance with this law would only be engaged if unforeseen waste was found or was abandoned on site..

National Flood Insurance Program

The National Flood Insurance Program (NFIP) is administered by the Federal Emergency Management Agency's (FEMA's) Flood Insurance Administration.

Federal Water Project Recreation Act of 1965, as amended

This Act requires that any Federal water project must give full consideration to opportunities afforded by the project for outdoor recreation and fish and wildlife enhancement.

Federal Land Policy and Land Management Act of 1976 (43 USC 1701 et seq.)

The Act regulates management of the public lands and their various resource values so that resources are utilized in a combination that will best meet the present and future needs of the American people.

The American with Disabilities Act of 1990, as amended, (42 USC 126 et seq.)

The Act prohibits public entities, defined as any state or local government, or division thereof, from excluding any individual with a disability from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity. A "qualified individual with a disability" is an individual with a disability who, with or without reasonable modifications to rules, policies, or practices, the removal of architectural, communication, or transportation barriers, or the provision of auxiliary aids and services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by a public entity.

Executive Order 11988: Floodplain Management

Executive Order 11988, signed by President Jimmy Carter on 24 May 1977, and published in 42 FR 26351. It's purpose is to "...avoid to the extent possible the long and short term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative."

Each agency shall provide leadership, take action to reduce the risk of flood loss, minimize impact of floods on human safety, health, and welfare. They shall restore and preserve natural and beneficial values served by the floodplains. Each agency also has the responsibility to evaluate potential effects of Federal action that may be made within floodplains. Each agency will ensure planning and budget requests reflect consideration of flood hazards and floodplain management.

Executive Order 12088, Federal Compliance with Pollution Control Standards

The head of each Executive agency is responsible for ensuring that all necessary actions are taken for the prevention, control, and abatement of environmental pollution with respect to Federal facilities and activities under control of the agency.

Executive Order 12898, Environmental Justice Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994.

Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority and Low-Income Populations) was signed on February 11, 1994. This order was intended to direct Federal agencies "To make achieving environmental justice part of its mission by identifying and addressing... disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the [U.S.]..."

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F-6-1

California Department of Transportation (Caltrans) has continued to coordinate with the United States Army Corps of Engineers (USACE) to ensure that the Revised Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) provides sufficient information to support their future Section 404 and Section 408 permit decisions. Subsequent to the receipt of the USACE comment letter on the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS), Caltrans and the Interstate 710 (I-710) Corridor Project team have met with USACE on June 3, 2016, and June 16, 2016. In addition, the Administrative Draft of the RDEIR/SDEIS was submitted to the USACE for review on June 23, 2017.

F-6-2

More information has been added to the air quality subsection of the Purpose and Need in Section 1.2.1.1 of the RDEIR/SDEIS to indicate the contribution of diesel particulate matter (DPM) from trucks when compared to the nearby Port of Long Beach (POLB) and the Port of Los Angeles (POLA) (collectively known as the Ports) or other contributing factors. The I-710 freeway serves as the principal transportation corridor for goods movement between multiple facilities including the POLB and POLA shipping terminals, the four crossing freeways servicing destinations beyond the Study Area, local warehousing along the I-710, and intermodal railyards located in the Cities of Commerce and Vernon. As a result of these activities, the I-710 experiences high volumes of heavy-duty trucks, vehicles that operate predominantly on diesel fuel. Consequently, the I-710 Corridor Project Study Area experiences high concentrations of DPM emissions as compared to other freeways in California.

F-6-3

In Section 1.2.2 of the RDEIR/SDEIS, the project purpose has been revised to clarify that it addresses the needs within the I-710 Corridor between the POLA and POLB and State Route 60 (SR-60).

F-6-4

In Section 1.2.2 of the RDEIR/SDEIS, the project purpose states the goals of the project relative to improving air quality and reducing public health risk. The project purpose is to address both the well documented health risks in the I-710 Corridor that are attributable to diesel particulate emissions (with some of that emission burden coming from diesel trucks on I-710 today), as well as improving traffic safety and operations. The project purpose statement is broad enough to consider multi-modal options. As discussed in Section 2.3.2.1 of the RDEIR/SDEIS, each build

alternative includes a comprehensive transit component, as well as features to improve pedestrian and bicycle transportation.

F-6-5

The purpose of the I-710 Corridor Project has been agreed upon by the Funding Partners as well as through the Cooperating and Participating agencies and other stakeholders. Therefore, no change will be made to the project's purpose.

F-6-6

Please refer to Response to Comment F-6-5.

F-6-7

The alternatives discussion in the RDEIR/SDEIS has been expanded to include more information from the previous suite of alternatives, the *Alternatives Screening Analysis Technical Memorandum* (2009), and the *Final I-710 Major Corridor Study* (2004). It should be noted that these alternatives analyses were not conducted to evaluate "practicability" as would be done in a Section 404(b)(1) alternatives analysis. The *Alternatives Screening Analysis Technical Memorandum* (2009) is available for public review (see http://www.metro.net/projects_studies/I710/images/alternatives-screening_analysis.pdf). Additionally, Section 2.3.5 has been added to the RDEIR/SDEIS to discuss the criteria for evaluating alternatives and the decision-making process.

F-6-8

A Wetlands Only Practicable Finding for permanent wetland impacts will be prepared for the Final EIR/EIS. Caltrans shall apply for and obtain an appropriate permit from the USACE for placement of fill in jurisdictional wetlands or waters pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act, respectively.

F-6-9

The proximity of the project to the Los Angeles River and associated tributaries necessitate the need for construction activity and placement of fill in these aquatic sites primarily for necessary modifications to existing bridge crossings. There is not a practicable alternative that can achieve the project purpose without these impacts. The revised project alternatives have been designed to minimize impacts to aquatic sites as much as is feasible. Also, as discussed in Response to Comment F-6-8, Caltrans believes that the identified impacts can be approved by USACE under NWPs 12, 14, 25, and 33; therefore, a determination of a Least Environmentally Damaging

Practicable Alternative (LEDPA) would not be required but a Wetlands Only Practicable Finding for permanent wetland impacts will be included in the Final EIR/EIS.

F-6-10

The build alternatives have been redesigned to eliminate the need to relocate the Los Angeles County Department of Public Works (LACDPW) transmission towers into the Los Angeles River.

F-6-11

See Response to Comment F-6-10. In addition, the analysis of potential hydraulic impacts was updated and is presented in Section 3.8.3 of the RDEIR/SDEIS. Since the proposed project will require Section 404 and 408 approvals, coordination with USACE will be ongoing.

F-6-12

The approved determination letter received from USACE, dated June 8, 2012, was included in Appendix J of the Draft EIR/EIS and is also in Appendix J of the RDEIR/SDEIS. Section 3.17.3, in the RDEIR/SDEIS, has been updated with the revised analysis of impacts to waters of the U.S. and other special aquatic sites for each build alternative.

F-6-13

As stated above in Response to Comment F-6-8, Caltrans believes that the identified impacts can be approved by USACE under NWPs 12, 14, 25, and 33; therefore, a public interest determination by USACE would not be required.

F-6-14

The difference between Cooperating, Responsible, and Participating agencies has been defined in the Executive Summary, Section S.8.

F-6-15

The text in Section S.2.1.4 has been re-written to state, "…unemployment rates in the Study Area were 2.8 to 8.1 percent of the workforce within the affected communities, which in some cases is higher than Los Angeles County (5.2 percent) and State (5.5 percent) unemployment rates."

F-6-16

The reference to the Interstate 405 (I-405) being an east-west freeway has been deleted in Section 1.2.1.5.

F-6-17

The referenced text in Section S.5.18 has been changed to read, “One *of* the sensitive plant species (southern tarplant) was identified in the Study Area.”

F-6-18

An index was provided in Appendix N of the Draft EIR/EIS and is also provided as Appendix N in the RDEIR/SDEIS.

F-6-19

Section 3.8.2.1 was expanded to discuss water sources of the Los Angeles River, including the Santa Susana and Santa Monica Mountains, and treated water from the Donald C. Tillman Water Reclamation Plant.

F-6-20

In regard to concerns raised in this comment regarding the analysis of flood conveyance in the Los Angeles River, please refer to Response to Comment F-4-2. In addition, the need for a Section 408 permit from the USACE is described in Table 2.7-1 of the RDEIR/SDEIS.

F-6-21

Sections 3.24.3.8 and 3.24.3.9 of the RDEIR/SDEIS were expanded to discuss: (1) limiting work in the Los Angeles River, Compton Creek, or Rio Hondo to non-flood season, (2) plans for evacuation of personnel and equipment in the event of storm flows or an anticipated storm event, (3) preparation of a safety plan for flood events, and, (4) coordination with the National Weather service and the USACE in regard to storm and flood forecasting.

F-6-22

While estimates vary, sea level is expected to rise an additional 31 to 55 inches by the year 2100.[1] Although these projections are on a global scale, the rate of sea level rise along California's coast is relatively consistent with the worldwide average rate observed over the past century. Climate change impact and risk assessments for California's water resources conducted by the California Department of Water Resources utilized a sequence of models to translate global scenarios to regional and local impacts.[2] Therefore, it is reasonable to assume that changes in worldwide sea level rise would also be experienced along California's coast. The project would not be directly affected by a one-meter (approximately 39-inch) rise in sea level. Therefore, the potential direct effects of climate change on the project would not be substantial.

F-6-23

Compliance with the Environmental Laws and Executive Orders listed in this comment is addressed in each topical section in Chapter 3.0 of the RDEIR/SDEIS. Specifically, the Environmental Laws and Executive Orders listed in this comment are described in the "Regulatory Setting" subsection of each topical section, and then compliance with each Environmental Laws and Executive Order is discussed in the "Environmental Consequences" subsection of each topical section. Specific section references for each Environmental Law and Executive Order is provided below:

- **Council on Environmental Quality (CEQ) 940 CFR Parts 1500-1508):** The EIR/EIS as a whole complies with the CEQ regulations.
- **National Environmental Policy Act (NEPA) (42 United States Code [USC] 4321 et seq.):** The EIR/EIS as a whole complies with the NEPA regulations.
- **U.S. Fish and Wildlife Coordination Act (16 USC 661):** See Sections 3.16 -3.20 of the RDEIR/SDEIS.
- **Endangered Species Act, as amended 16 USC 1531 et seq.):** See Section 3.20 of the RDEIR/SDEIS.

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1 California Climate Change Center, 2006. Our Changing Climate. *Assessing the Risks to California.* CEC-500-2006-077. July.

2 California Department of Water Resources, 2008. *Progress on Incorporating Climate Change into Management of California's Water Resources*. January.

- **Migratory Bird Treaty Act (MBTA) (16 USC 715–715s):** See Section 3.19 of the RDEIR/SDEIS.
- **Magnuson Fishery Conservation and Management Act:** See Section 3.19 of the RDEIR/SDEIS.
- **Clean Water Act (33 USC 1251 et seq.):** See Sections 3.9 and 3.17 of the RDEIR/SDEIS.
- **Coastal Zone Management Act of 1972, as amended:** See Section 3.1 of the RDEIR/SDEIS.
- **Clean Air Act of 1970 (42 USC 7401 et seq.):** See Section 3.13 of the RDEIR/SDEIS.
- **Noise Control Act of 1972, as amended (42 USC 4901 et seq.):** See Section 3.14 of the RDEIR/SDEIS.
- **National Historic Preservation Act (16 USC 460b, 470l–470n):** See Section 3.7 of the RDEIR/SDEIS.
- **Archeological Resources Protection Act, as amended:** See Section 3.7 of the RDEIR/SDEIS.
- **Comprehensive Environmental Response, Compensation and Liability Act (42 USC 9601 et seq.):** See Section 3.12 of the RDEIR/SDEIS.
- **Uniform Fire Code:** It is assumed that the comment letter refers to the National Fire Protection Association (NFPA) Uniform Fire Code (UFC). The NFPA is a nonprofit organization that creates and maintains private, copyrighted standards and codes. NFPA 1, Fire Code, advances fire and life safety for the public and first responders as well as property protection by providing a comprehensive, integrated approach to fire code regulation and hazard management. As this is not a Federal or State regulation, no discussion of the UFC has been included in the RDEIR/SDEIS.
- **Federal Water Project Recreation Act of 1965, as amended:** The Federal Water Project Recreation Act requires that recreation and fish wildlife enhancement be given full consideration in Federal water development projects. As the I-710 Corridor Project is not a water development project, no discussion of this regulation is included in the RDEIR/SDEIS.
- **Federal Land Policy and Land Management Act of 1976 (43 USC 1701 et seq.):** The Federal Land Policy and Land Management Act is a Federal regulation that governs the management of public lands administered by the Bureau of Land Management (BLM). As there are no BLM lands within the project area, no discussion of this regulation is included in the RDEIR/SDEIS.

- **Porter-Cologne Water Quality Control Act of 1967 (Water Code Section 13000 et seq.):** See Section 3.9 of the RDEIR/SDEIS.
- **Executive Order 11988, Floodplain Management:** See Section 3.8 of the RDEIR/SDEIS.
- **Executive Order 11990, Protection of Wetlands:** See Section 3.17 of the RDEIR/SDEIS.
- **Executive Order 12088, Federal Compliance with Pollution Control Standards:** See Section 3.13 of the RDEIR/SDEIS.
- **Executive Order 12898, Environmental Justice Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations:** See Section 3.3 of the RDEIR/SDEIS.
- **Executive Order 13514 Federal Leadership in Environmental, Energy, and Economic Performance:** As of March 19, 2015, Executive Order 13514 has been revoked with the publication of Executive Order 13693, Planning for Federal Sustainability in the Next Decade. See Chapter 4.0 of the RDEIR/SDEIS.
- **Executive Order 13112, Invasive Species:** See Section 3.21 of the RDEIR/SDEIS.

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S.1.1 STATE AGENCY COMMENTS

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STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0054
(916) 319-2054
FAX (916) 319-2154

DISTRICT OFFICE
110 PINE AVENUE, SUITE 804
LONG BEACH, CA 90802
(562) 495-2915
FAX (562) 495-2983

WEB SITE
www.asm.ca.gov/lowenthal

Assembly
California Legislature

BONNIE LOWENTHAL
ASSEMBLYMEMBER, FIFTY-FOURTH DISTRICT

COMMITTEES
CHAIR, TRANSPORTATION
ACCOUNTABILITY AND
ADMINISTRATIVE REVIEW
ENVIRONMENTAL SAFETY & TOXIC
MATERIALS
HEALTH
LEGISLATIVE ETHICS

CHAIR, SELECT COMMITTEE ON PORTS

July 20, 2012

S-1

Malcom Dougherty
Director
Department of Transportation
State of California
P.O. Box 942873
Sacramento, CA 94273-0001

Re: I-710 Corridor Project EIR/EIS

Dear Mr. Dougherty:

I am writing to urge CalTrans to extend the EIR/EIS comment period by 30 days. Since the very early days of this proposed project, going back at least ten years, I have been involved at the local level on the Long Beach City Council, the I-710 Oversight Committee, and later on METRO at the county level. This project has had an unprecedented amount of community involvement over the years, during which time we built a certain level of trust among all parties.

S-1-1

Now that the EIR/EIS is out for circulation, it is imperative that the public trust be continued and the public's input be given time to be developed, especially due to the complicated nature of this project. Also, because the project does not have a preferred alternative, the amount of study needed to adequately comment on all of the alternatives, if desired, is massive. The public must be given adequate time to study the material and develop their comments for inclusion into the environmental document.

Thank you for consideration of this request. I look forward to speaking with you on this matter, should you desire.

Sincerely,

Bonnie Lowenthal

BONNIE LOWENTHAL
Assemblymember, 54th District

Cc: Mike Miles, California Department of Transportation
Ron Kosinski, California Department of Transportation
Adrian Alvarez, METRO
Richard Powers, Gateway Cities COG
Gil Hurtado, Chair of I-710 Project Committee
Angelo Logan, East Yard Communities for Environmental Justice

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S-1-1

The public review period was extended from the original 60 days to provide for an additional 30-day review.

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JOSEPH TAVAGLIONE, Chair
JAMES C. GHIELMETTI, Vice Chair
BOB ALVARADO
DARIUS ASSEMI
YVONNE B. BURKE
LUCETTA DUNN
JAMES EARP
DARIO FROMMER
CARL GUARDINO
FRAN INMAN
JAMES WARING

SENATOR MARK DESAULNIER, Ex Officio
ASSEMBLY MEMBER BONNIE LOWENTHAL, Ex Officio

BIMLA G. RHINEHART, Executive Director

STATE OF CALIFORNIA

EDMUND G BROWN Jr , Governor

S-2

CALIFORNIATRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P O BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
http://www catc ca gov

September 12, 2012

Mr. Ronald Kosinski, Deputy District Director RK
Caltrans-District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

RE: Draft Environmental Impact Report for the Interstate 710 Corridor Project

Dear Mr. Kosinski,

The California Transportation Commission, as a Responsible Agency, received the Draft Environmental Impact Report (DEIR) for the Interstate 710 (I-710) Corridor project (project) in Los Angeles County. The DEIR identifies four build alternatives under consideration to widen the 710 corridor to ten lanes. Three of these alternatives provide for a separated freight corridor. One build alternative would toll trucks using the freight corridor. According to Caltrans, the project is estimated to cost $5.56 billion and is not fully funded. A combination of federal and local measure funds are planned for the project. Construction is estimated to begin in Fiscal Year 2020-21.

The Commission considered the DEIR at its August 2012 meeting. The Commission has no comments pertaining to the environmental impacts or the alternatives considered in the DEIR. However, the Commission recommends that the Department and its partners identify and secure the necessary funding to complete the project. In addition, given that the design-build procurement and tolling is under consideration, the Commission encourages Caltrans and its partners to ensure early communication and coordination with the Commission in the event it is anticipated that the Commission will be requested to approve the project for delivery through a public private partnership procurement consistent with the provisions of Senate Bill 4 (SBX2 4, Statutes of 2009), or for construction approval to allow for financing and tolling approval by the California Transportation Financing Authority as provided for in Assembly Bill 798 (AB 798, Statutes of 2009).

S-2-1

S-2-2

The Commission should be notified as soon as the environmental process is complete since the Commission cannot allocate funds to a project for design, right of way, or construction until the final environmental document is complete and the Commission has considered the environmental impacts of the project and approved the environmentally cleared project for future consideration of funding. Upon completion of the CEQA process, prior to the Commission's action to approve the project for future consideration of funding, the Commission expects the lead and/or implementing agency to provide written assurance whether the selected alternative identified in the final environmental document is or is not consistent with the project programmed by the Commission and/or included in the Regional Transportation Plan. In the absence of such assurance of consistency, it may be assumed that the project is not consistent and Commission staff will base its recommendations to the Commission on that fact. The Commission may deny funding to a project which is no longer eligible for funding due to scope modifications or other reasons.

S-2-3

If you have any questions, please contact Kandra Hester at (916) 653-7121.

Sincerely,

Bimla G. Rhinehart

BIMLA G. RHINEHART
Executive Director

c: Jay Norvell, Chief, Caltrans Environmental Analysis

S-2-1

It is acknowledged that the California Transportation Commission (Commission) has no specific comments on the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed Interstate 710 (I-710) Corridor Project. It is further acknowledged that a critical component to successful project implementation will be securing full funding for the project as early as possible. While California Department of Transportation (Caltrans) full funding for the project is not yet in place, it is expected that the cost of the project will be funded with a combination of Measure R funds and from a public/private partnership. Section 2.1 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) provides an updated description of the proposed funding plan for each build alternative.

S-2-2

If Caltrans determines that the I-710 Corridor Project will or likely will include a design-build procurement process, Caltrans will notify the Commission of those project components as soon as possible. This communication will be initiated by Caltrans well in advance of any request to the Commission to approve the project for delivery through a public private partnership procurement process or construction approval to allow for financing. A tolling option is no longer under consideration.

S-2-3

Caltrans will notify the Commission when it certifies the Final EIR and submits the Notice of Determination to the State Clearinghouse. At that time, Caltrans will provide written assurance to the Commission that the selected alternative is consistent with the project as it is programmed by the Commission and/or as programmed in the Regional Transportation Plan (RTP).

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NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net

S-3

July 3, 2012

Mr. Garrett Damrath, Environmental Planner
California Department of Transportation – District 7
100 South Main Street, Suite 100
Los Angeles, CA 90012

Re: SCH#2008081042; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the **"I-710 Corridor Widening Project (EA 249900);"** located for approx.. 18 miles in the Cities of Commerce, South Gate and Long Beach); Los Angeles County, California.

Dear Mr. Damrath:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC did conduct a Sacred Lands File (SLF) search within the 'area of potential effect (APE} and Native American cultural resources were not identified in the project area specified. S-3-1

The NAHC "Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you S-3-2

make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources. S-3-2

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.' S-3-3

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity. S-3-4

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'. S-3-5

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects. S-3-6

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a). S-3-7

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

Native American Contacts
Los Angeles County
July 3, 2012

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
,
tattnlaw@gmail.com
310-570-6567

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
(619) 294-6660-work
(310) 428-5690 - cell
(310) 587-0170 - FAX
bacuna1@gabrieinotribe.org

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
lcandelaria1@gabrielinoTribe.org
626-676-1184- cell
(310) 587-0170 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008081042; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) and NEPA 4(F0 Evaluation; for the I-710 Corridor (Widening) Project; located ofr 18 miles in the cities of Commerce, South Gate and Long Beach; Los Angeles County, California.

Native American Contacts
Los Angeles County
July 3, 2012

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008081042; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) and NEPA 4(F0 Evaluation; for the I-710 Corridor (Wideningg) Project; located ofr 18 miles in the cities of Commerce, South Gate and Long Beach; Los Angeles County, California.

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S-3-1

In order to assess whether the Interstate 710 (I-710) Corridor Project would have an adverse impact on cultural resources, records searches for the project Area of Potential Effects (APE) and vicinity were conducted at the South Central Coastal Information Center of the California Historical Resources Inventory System located at California State University, Fullerton; pedestrian archaeological surveys were performed over all exposed areas of the APE; and Sacred Lands File (SLF) searches were requested from the Native American Heritage Commission (NAHC) for the APE and surrounding area.

S-3-2

Communications regarding the I-710 Corridor Project were initiated with the individuals on the NAHC list of recommended Native American contacts beginning in 2009. Project information and updates were sent to the contacts as the project progressed, and comments and concerns expressed by the contacts were documented. Both Section 5.5 of the original Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) provide a summary of Native American consultation conducted to date for the I-710 Corridor Project.

S-3-3

Per Section 106, the NAHC was contacted to perform SLF searches at various times as the project design progressed; Native Americans on the NAHC contact list were notified of the project via letter and email; comments and concerns from the Native American contacts were documented and are included in Section 5.5 of the original Draft EIR/EIS and in the RDEIR/SDEIS.

S-3-4

The locations of Native American cultural resources were included as “confidential” attachments to the Historic Property Survey Report. This report was not made available to the general public during the 90-day review period of the Draft EIR/EIS.

S-3-5

Per the State Public Resources Code, provisions for the inadvertent discovery of human remains are included as Mitigation Measure CON-9 in the original Draft EIR/EIS and as Mitigation Measure CON-CUL-2 in the RDEIR/SDEIS.

S-3-6

As documented in Section 5.5 of the original Draft EIR/EIS and in the RDEIR/SDEIS, the California Department of Transportation (Caltrans) has engaged in an active and open consultation process with Native American Tribes for the I-710 Corridor Project.

S-3-7

Caltrans concurs that avoidance of all Native American cultural and burial sites is preferred. As documented in Section 3.7 of the RDEIR/SDEIS, none of the build alternatives impact any known Native American cultural or burial sites.

STATE OF CALIFORNIA
PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

EDMUND G. BROWN JR., *Governor*

July 19, 2012

S-4

Garrett Damrath
California Department of Transportation District 7
100 South Main Street, Suite 100
Los Angeles, CA 90012

Dear Mr. Damrath:

Re: SCH 2008081042; I-710 Corridor Project

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Draft Environmental Impact Report (DEIR)* from the State Clearinghouse for the I-710 Corridor Project. As part of the project, the California Department of Transportation District 7 (Caltrans) proposes to improve Interstate Freeway 710 (I-710) between Ocean Boulevard and State Route 60 (SR-60) in Los Angeles County.

The I-710 Corridor project will impact several crossings. Any modification to the existing crossings as a result for the I-710 project requires authorization from the Commission. Representatives of Caltrans and RCES have previously discussed the proposed modifications to the crossings affected by the I-710 project. Please continue to keep RCES informed of the project's development.

S-4-1

If you have any questions in this matter, please contact Ken Chiang, Utilities Engineer at (213) 576-7076 or ykc@cpuc.ca.gov, or myself at (213) 576-7078 or rxm@cpuc.ca.gov.

Sincerely,

Rosa Muñoz, PE
Senior Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: State Clearinghouse

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S-4-1

The project team will continue to keep the California Public Utilities Commission Rail Crossing Engineering Section (RCES) informed of the project's development.

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S-5

Ricardo Lara
CHAIRMAN, LATINO LEGISLATIVE CAUCUS
CHAIRMAN, ASSEMBLY JOINT LEGISLATIVE AUDIT COMMITTEE
ASSEMBLYMEMBER, FIFTIETH DISTRICT

COMMITTEES:
APPROPRIATIONS
BANKING AND FINANCE
HIGHER EDUCATION
WATER, PARKS AND WILDLIFE
SELECT COMMITTEES:
FINANCIAL EMPOWERMENT, CHAIR

California Legislature

September 28, 2012

Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

To Whom It May Concern:

The I-710 Corridor Project is much needed to improve traffic congestion and air quality, both of which affect the health and quality of life of local residents. As one of the largest transportation infrastructure projects in the nation, it is important that all stakeholders be involved in ensuring the success of the project. To this end, I would like to thank CalTrans, LA Metro and all of the partners in this project for working with the community and ensuring that every comment will be heard.

As a lifelong resident of South LA County and State Assembly Member, I would like to submit my formal comments as they relate to the draft 1-710 EIR/EIS.

1. **A Comprehensive Public Transportation & Pedestrian/Bicycle Element**

   a. Throughout the Draft EIR there is mention that accommodations will be part of the final project. However, the details of these plans should be made public with the final EIR to ensure that the proposals match what the community needs. S-5-1

2. **Notice to Local Residents**

   a. I find it very troubling that the area designated as the LA River/ Flood Control is considered appropriate when determining the distance from the freeway that public notices must be sent. The use of this space purposely decreases the number of individuals who will receive public notices. I would like to see future public notices start from the first residential or commercial property off the freeway to ensure maximum saturation of the public notice. S-5-2

CAPITOL OFFICE, STATE CAPITOL, P. O. BOX 942849, SACRAMENTO, CA 94249-0050 • (916) 319-2050 • FAX (916) 319-2150
DISTRICT OFFICE, 12132 SOUTH GARFIELD AVENUE, SOUTH GATE, CA 90280 • (562) 529-3250 • FAX (562) 529-3255
E-MAIL: assemblymember.lara@assembly.ca.gov

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3. **Zero-Emission Truck Corridor**

   a. It is very clear that the community is in need and deserves the benefits of a Zero-Emission Truck Corridor. However, it is also clear that many truck drivers may not be able to purchase the appropriate vehicles to use the dedicated lanes, leaving many trucks still on the general purposes lanes of the freeway. Such challenges defeat the purpose of having the important community asset of a Zero-Emission Truck Corridor. If a zero-emission truck lane cannot be properly utilized by enough trucks once the initial construction is complete, it would be best to open the lanes to all trucks regardless of emission and develop a plan implemented to phase out dirty trucks within a few years. S-5-3

4. **Los Angeles River**

   a. I am opposed to the relocation of power lines in the Los Angeles River to accommodate the widening of the freeway. It would be best for the community if improvements to the Los Angeles River as part of the mitigation measures offered with this project. S-5-4

5. **Community Mitigation Measures**

   a. To ensure traffic during construction is properly mitigated, free public transportation should be offered during construction and an increase in public transit operations would be needed. Our community already suffers from the daily gridlock of the I-710 and without proper public transit in place during construction the problem will be exacerbated. Therefore, it is imperative that there be an increase in the number of busses around the construction area and frequency of stops. S-5-5

Sincerely,

RICARDO LARA
Assembly Member, 50th District
Chair, Assembly Joint Legislative Audit Committee

S-5-1

Section 2.3.2.1 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) provides an updated description of the proposed public transportation, bicycle, and pedestrian components of each build alternative.

S-5-2

Future public notice releases by the Los Angeles County Metropolitan Transportation Authority (Metro) will occur as a postcard mailer to property owners and occupants within a 300-foot radius of the project improvements, which exceeds the noticing requirements under CEQA and NEPA.

S-5-3

This comment raises concerns about the affordability of zero emission trucks when the technology becomes commercially available. This issue was addressed in the zero emission commercialization study undertaken by Metro and the Gateway Cities Council of Governments (Gateway Cities COG). Section 2.3.2.1 of the RDEIR/SDEIS provides an updated description of the proposed implementation plan for the zero emissions/near zero emissions (ZE/NZE) freight corridor under Alternative 7.

S-5-4

As discussed previously in Response to Comment F-5-70, the build alternatives have been redesigned so that the Los Angeles County Department of Public Works (LACDPW) transmission line towers no longer encroach into the Los Angeles River.

S-5-5

Caltrans does not operate transit services in the area and cannot require the existing transit operators to provide for no or reduced fares during the project construction period. An element of Metro Board Motion 22.1 is for Metro, in partnership with the funding partners and in parallel to the EIR/EIS process, to monitor traffic congestion on all rail and bus routes in the I-710 Corridor Project construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro should operate on an incentive fee structure during the construction period. Additionally, potential incentive programs for the Metro Blue Line and Metro buses in the I-710 Corridor and affected by construction would be considered as potential mitigation to help ease the impact of possible delays to bus service. To this end, Measure CON-TR-3 has been added to the RDEIR/SDEIS (see Section 3.24) that would implement a transit fare subsidy program during construction.

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California Natural Resources Agency

San Gabriel & Lower Los Angeles
RIVERS AND MOUNTAINS CONSERVANCY

S-6

September 26, 2012

Governing Board of the Conservancy

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San Gabriel River Water Master
Bernie Weingardt
Angeles National Forest
US Forest Service
Gail Farber
Los Angeles County Department of Public Works

Executive Officer
Mark Stanley

Ronald Kosinski,
Deputy District Director of Environmental Planning
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

RE: 710 Corridor Project Draft EIR/EIS

Dear Mr. Kosinski:

Thank you for the opportunity to submit comments on the I-710 Corridor Project Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation. The San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, or Rivers and Mountains Conservancy (RMC) was established as an independent State agency within the Resources Agency of the State of California to preserve urban open space and habitats in order to provide for low-impact recreation and educational uses, wildlife and habitat restoration and protection, and watershed improvements.

The goals of the RMC are described in "*Common Ground*", the Conservancy's Watershed and Open Space Plan (found at http://www.rmc.ca.gov/plan/intro.html). The Plan presents a simple vision for the future: ***restore balance between natural and human systems in the watersheds***. The centerpiece of the Plan is a series of Guiding Principles that cities, federal, state and local agencies, and community groups, can use to plan preservation, restoration and establishment of future open space, water resources, and habitat projects. More than 60 cities in Los Angeles County have adopted this document.

The jurisdiction of the RMC includes the San Gabriel River and the Lower Los Angeles River and its tributaries including the Rio Hondo River. The proposed I-710 Corridor Project transects a significant portion of RMC's jurisdiction and will impact the proposed Parque Dos Rios (Two Rivers Park) project located in the City of South Gate.

The RMC has reviewed the I-710 Corridor Project Draft EIR/EIS and has the following comments related to the Parque Dos Rios and other key elements of the Draft EIR:

Section 5.23 PARKS Section 4(F) Properties- Parque Dos Rios S-6-1

This section indicates that the construction of the build alternatives would result in impacts to public parks and recreation facilities that qualify for protection under Section 4(f) of the 1966 U.S. Department of Transportation Act.

Rivers and Mountains Conservancy · El Encanto · 100 N. Old San Gabriel Canyon Road · Azusa, CA 91702
Phone: (626) 815-1019 • Fax: (626) 815-1269
www.rmc.ca.gov

The Parque Dos Rios site is a very large contiguous property totaling approximately 8.6 acres. The park is located at the confluence of the Los Angeles River and its tributary, the Rio Hondo River, hence the name Parque Dos Rios which translates from Spanish to mean Two Rivers Park. As planned, Parque Dos Rios will have a variety of bicycle and pedestrian trail amenities including bike racks, a drinking fountain, shade structures, observation decks with perimeter seating and interpretive signage. The habitat restoration elements include the re-introduction of California native plants and trees which will attract local urban wildlife.

The park will be severely impacted by the construction Alternatives 5A, 6A/B/C. This construction would result in the partial or entire use of 8.6 acres of land, as well as a temporary construction easement of 2.64 acres under alternative 5A. The RMC and its joint powers entity, the Watershed Conservation Authority (WCA) requests that Caltrans mitigate the loss of this park by: S-6-1

1. Compensating the value of the land at fair market value and the costs to plan, redesign and replace the recreational amenities and habitat improvements, replacing the state bond funds and local funds expended to bring the park to completion, within the southeast communities or along the 710 Corridor.

2. Replacing the size of the park space and like recreational amenities and habitat improvements at twice the acreage for a total of 16 acres. WCA staff will work with Caltrans to identify appropriate properties that meet the WCA's mission and objectives related to public recreation in low-income areas.

While Appendix F: Environmental Commitments Record (ECR) indicates that Caltrans will make every effort to identify replacement property for the land used from the Park, the WCA is concerned that it will be difficult to identify and secure a replacement parcel of this size along the LA River near the Rio Hondo confluence. In the event that such a contiguous parcel be unavailable, the WCA would accept parcels of land along the LA River near the Rio Hondo confluence that can function as a linear greenway totaling 16 acres to make up for the loss of land. This linear greenway should provide direct access to the LA River bike path and function as an amenity for pedestrians and bike users along the Trail. An example of the proposed greenway mitigation concept is the Ralph C. Dills Park in the City of Paramount or Hollydale Park in South Gate. Both of these parks are large linear parks along the LA River and have direct access to the LA River Bike Trail for pedestrians and bikers alike. Ralph Dills Park also features a significant best management practice (BMP) including a large underground water filtration basin that helps to cleanse and infiltrate runoff and stormwater before it enters the LA River. S-6-2

In addition, the WCA owns a large billboard on the future Parque Dos Rios site located in the City of South Gate. This billboard generates significant revenue for the Authority which currently helps offset the costs associated with park maintenance including mandatory brush clearance. These funds also cover the costs associated with the current management and future operations of Parque Dos Rios upon its completion anticipated in the Fall 2014. This includes a partnership with another State entity, the California Conservation Corps and/or the Los Angeles Conservation Corps who will undertake the maintenance operations for the park, as well as fulfilling the youth employment mandate required as part of the construction of this park. This mandate is part of the $1.5 million S-6-3

dollar grant received from the Regional Park and Open Space District for the construction of Parque Dos Rios awarded to the WCA through the Office of Supervisor Gloria Molina.

There is no discussion or indication of whether Caltrans will replace the billboard or prevent its relocation due to the 710 freeway expansion. In addition to coordinating with the RMC and the WCA with coordinating the replacement property or land acquisition of similar size, the WCA requests assistance with identifying a suitable location for the billboard along the new alignment of the 710 freeway, if this billboard is also impacted by the freeway construction. This assistance should include facilitation between the billboard lessee, CBS Outdoor, in finding a suitable location and appropriate permits which will prevent the loss of long-term revenue for the WCA. S-6-3

Section 3.5 BICYCLE AND PEDESTRIAN ACTIVITIES

The draft I-710 Corridor Project EIR/EIS indicates that, "because bicycle and pedestrian facilities will be maintained or improved, the effect of the I-710 Corridor Project is that travel by walking and bicycling will not substantially change as a result of the implementation of the build alternatives." The RMC understands that build alternatives proposed to improve bicycle and pedestrian facilities along arterial bridges crossings over the I-710 Freeway and Los Angeles River, would result in significant changes once completed. These changes include safer and more effective non-vehicular and non-motorized transportation routes throughout the study area. To fully identify this change in the final EIR/EIS, the document should discuss these potential benefits in greater detail, and potentially quantify the specific extent of the improvements within each build alternative. S-6-4

The impacts to bicycle and pedestrian facilities during the construction of various build alternatives are not addressed in Section 3.5 of the draft I-710 Corridor Project EIR/EIS. It is reasonable to assume that construction closures would negatively impact commuters who use bicycle and pedestrian facilities within the study area, including commuters traveling between residences, employment, education centers, and recreational facilities. This impact will inequitably burden stakeholders who do not have access to motorized vehicles for travel, resulting in environmental justice concerns. The significance of this impact needs to be addressed in the final EIR/EIS, and should include a discussion of potential mitigation measures such as temporary detours in-lieu of closures. S-6-5

Bicycle and pedestrian facilities provided as a part of the I-710 Corridor Project are identified to be consistent with local General Plan Circulation Elements in the draft EIR/EIS. The RMC would like further explanation if this statement includes the recently adopted County of Los Angeles Bicycle Master Plan, which covers portions of the study area including the Los Angeles River. This Bicycle Master Plan is an important and relevant planning document that the I-710 Corridor Project must consider to ensure consistency between the plan and project. Although the Bicycle Master Plan has been fully adopted by the Los Angeles County Board of Supervisors, it is a component of the Mobility Element of the 2012 Los Angeles County Draft General Plan 2035. Please clarify if the Bicycle Master Plan will be considered even if the Los Angeles County Draft Mobility Element is not yet adopted. S-6-6

The RMC also urges that other potential benefits to bicycle and pedestrian facilities provided through implementation of the build alternative be highlighted in the final EIR/EIS. S-6-7

We recognize that the proposed build alternatives will provide the opportunity to capture land that has multiple benefits- bikeway connection points and open space. An example is a connection to the Los Angeles River Bikeway near the crossing of Imperial Highway, utilizing the Abbott Rd/Wright Rd off ramp in the southbound direction. I encourage the I-710 Corridor Project Team to contact the RMC, the Watershed Conservation Authority, and relevant park and transportation agencies to discuss these potential opportunities. S-6-7

The RMC supports the EIR's design goals of texture treatments, planting, irrigation, and opportunities for community identification to mitigate the visual and community impacts of the increased scale of the project improvements. Given the need for the I-710 expansion, population growth, RMC recommends that Caltrans also look at the impacts of population on parks and recreation resources in the region. The Draft EIR currently doesn't identify parks and recreation as an impact. We would like an analysis and consideration of what this impact will be. These also include joint use projects as well as parks in the many cities throughout the corridor. S-6-8

WATER QUALITY

RMC encourages Metro to become informed about the Integrated Regional Water Management Plan ("IRWMP") for the Greater Los Angeles County Region, which has been created and will be implemented in accordance with the Integrated Regional Water Management Planning Act of 2002 (Division 6, Part 2.2 of the California Water Code). The RMC and the WCA are members of the Leadership Committee as well as Vice-Chair of the Lower San Gabriel and Los Angeles Rivers Subcommittee.

The plan consists of a regional effort to develop integrated approaches to planning, funding, and implementing projects with multiple benefits in areas of water management, water quality improvement, open space preservation, and low-impact recreation. Integrated planning involves local agencies and interest groups working together to coordinate planning activities across jurisdictional boundaries. S-6-9

In this regional approach, individual agencies' efforts are combined in order to leverage resources and meet multiple water resource needs at the same time. For instance, water supply, water quality, and habitat projects might be combined with a flood control project in a manner that benefits a much larger area than the original jurisdiction. The result is a multi-objective approach that multiplies the benefits of any individual agency's single project. An updated regional water management plan is being created as part of this effort including an Open Space for Habitat and Recreation Plan (OSHARP).

The plan lists very specific objectives and planning targets for habitat, open space and recreation. Based on existing standards for recreation, (pg 57 of OSHARP Draft Plan), there is a need for approximately 16,000 acres of additional urban parkland within the region. Based on population projections for the region, this need will rise by the year 2035 to approximately 22,000 acres of urban parkland.

The 710 expansion has specific design components that include modifications to the LA River with new, extended, replacements and additional bents and pier walls in the Los Angeles River. Simultaneously, the OSHARP Plan has identified the Los Angeles River and Rio Hondo Rivers as historic wetland areas within the watershed that can function as

urban greenways and habitat buffers. The plan lists specific planning target objectives for habitat that include the protection, enhancement, restoration and creation of viable wetlands within the region; provision of adequate buffers along aquatic systems; creation of wildlife linkages using riparian corridors; and less densely populated hillsides. However, if the river corridors will be significantly impacted by bents and pier walls due to the elevated truck lanes, there will be a conflict in the recreation targets for open space for the Lower Los Angeles and San Gabriel River region, making these goals unattainable. Additional impacts will result on migratory bird species that follow the waterways en route to other destinations, wetland disruption, and the visual impacts of the new elevated truck lanes.

S-6-9

The OSHARP Plan documents the following:

> Cities, counties, and districts must exercise constant vigilance to see that the parks, beaches, recreation areas and recreational facilities, and historical resources they now have are not lost to other uses; they should acquire additional lands as such lands become available; they should take steps to improve the facilities they now have.
> *Source: CA Public Resource Code 5096.142*

Additional information regarding this plan and related documents can be found at www.lawaterplan.org

In closing, the final EIR should include an in-depth analysis of the potential deterioration of parks and recreational facilities resulting from greater demand and use by a growing population. The EIR should promote the connectivity of parks and greenbelts throughout the city, where appropriate, and in agreement with the idea of joint-use agreements with school districts, adjacent jurisdictions, state agencies, utility companies, and other agencies. These ideas should also be incorporated into the Land Use, Parks & Recreation Elements of the final EIR to effectively deal with meeting the goals of recreation and parkland and anticipated population growth throughout this region. Without a stated goal of increasing parks, trails, and open space as part of the I-710 Corridor project, future programs and projects within the affected cities will not incorporate these elements that are so critical to quality of life of residents.

S-6-10

Thank you for your consideration of these comments. I look forward to a continuing dialogue with the Metro as the I-710 Corridor Project EIR/EIS becomes finalized. If you have any questions, please contact me directly at 626-815-1019 x100 or at mstanley@rmc.ca.gov.

Sincerely,

Marybelle P. Vergara for

Mark Stanley
Executive Officer

MS:mtv

S-6-1

This comment requests the following mitigation for the project effects on Parque Dos Rios:

> "1. Compensating the value of the land at fair market value and the costs to plan, redesign, and replace the recreational amenities and habitat improvements, replacing the State bond funds and local funds expended to bring the park to completion, within the southeast communities or along the I-710 corridor."

As discussed in Measure C-1 in Section 3.3.2.4 in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), property acquisition for the project will be conducted in compliance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Statute 1894). The Uniform Act mandates that certain relocation services and payments be made available by the California Department of Transportation (Caltrans) to eligible parties such as the Rivers and Mountains Conservancy (RMC) and the Watershed Conservation Authority (WCA) for land uses displaced by its projects. The Uniform Act provides for uniform and equitable treatment by Federal or Federally assisted programs of parties displaced by a project and establishes uniform and equitable land acquisition policies. Appendix D, Summary of Relocation Benefits, in the RDEIR/SDEIS provides detailed information regarding potential relocation services and payments for land uses displaced by the Interstate 710 (I-710) Corridor Project. At a minimum, consistent with the Uniform Act, the RMC and WCA would be compensated at fair market value for any property acquired and would take into account the existing improvements on the property. That fair market value would consider the expenditures of funds (including State bonds and local funds) used to provide the amenities on the site but would not necessarily compensate the RMC and WCA for all the funds previously expended for this park. The negotiations between Caltrans and RMC and WCA during the property acquisition process will consider the value of the land, amenities, and native vegetation on the site at the time of the land acquisition.

In summary, where acquisition and relocation are unavoidable, Caltrans will follow the provisions of the Uniform Act and the 1987 Amendments as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by Caltrans, dated March 2, 1989.

> "2. Replacing the size of the park space and like recreational amenities and habitat improvements at twice the acreage, for a total of 16 acres. WCA staff will work with Caltrans to identify appropriate properties that meet the WCA's mission and objectives related to public recreation in low-income areas."

The Uniform Act and Section 4(f) regulations do not require the replacement of land acquired for a project at a 2:1 ratio as requested in this comment. As noted above, consistent with the Uniform Act, the RMC and WCA would be compensated for any property acquired from Parque Dos Rios at fair market value, which would take into account the existing improvements on the property and which would be expected to be used to acquire a new site for the park. During the preparation of the RDEIR/SDEIS, Caltrans has worked with the WCA to identify and evaluate possible relocation sites for the park uses that would be displaced from Parque Dos Rios by the proposed project. As a result of this coordination, Mitigation Measures PR-1 through PR-8 in Section 3.1.3.3 of the RDEIR/SDEIS describes mitigation for Parque Dos Rios.

S-6-2

The information provided in this comment regarding desired site location characteristics and features for the replacement site/sites for amenities and features displaced from Parque Dos Rios by the I-710 Corridor Project is acknowledged. This information is and will continue to be useful in the in the identification of suitable replacement sites.

S-6-3

Based on review of the Parque Dos Rios site, there appear to be two existing billboards on the park site. The billboards are on the northeastern-most part of the Parque Dos Rios parcel and are visible to traffic on the northbound and southbound sides of I-710. As noted in this comment, the billboards are provided by CBS Outdoor and generate revenue for the RMC and WCA.

Under the build alternatives, these existing billboards would be permanently removed from the Parque Dos Rios site. As a result, the revenues generated by those billboards could be lost and no longer accrued to the RMC and WCA. If the billboards are permanently removed from the Parque Dos Rios site and not replaced on an equivalent site which would generate equivalent revenue or not replaced at all, compensation for the lost revenues under the RMC's and WCA's existing contract with CBS Outdoor would be provided consistent with the compensation requirements under the Uniform Act. If the billboards can be relocated to a site that would generate equivalent revenue and for which applicable local permits can be acquired, compensation under the Uniform Act might not be required if no revenues are lost as a result of the relocation of the billboards. The specific effect on these billboards under the build alternatives will be determined during final design and negotiations with the RMC and WCA for the use of temporary construction easements (TCEs) or the acquisition of property from the Parque Dos Rios property under the build alternatives.

As with any other billboard relocation, the appropriate compensation under the Uniform Act would be provided, and would take into account the potential revenue losses if a replacement site is not found.

S-6-4

The discussion of benefits (as well as impacts) of the build alternatives on pedestrians and bicyclists has been updated in Section 3.5.3.1 of the RDEIR/SDEIS.

S-6-5

Temporary impacts to bicycle and pedestrian facilities were discussed in Section 3.24.3.5 of the original Draft EIR/EIS. As discussed in this updated section in the RDEIR/SDEIS, impacts to these facilities will be minimized and/or mitigated by implementation of a Transportation Management Plan (TMP), which will provide for detours during construction. As a result of provision of detour routes in the TMP, there are no environmental justice impacts related to the use of bicycle and pedestrian facilities.

S-6-6

A discussion of the project's consistency with the County of Los Angeles Bicycle Master Plan has been added to the RDEIR/SDEIS. Please refer to Section 3.1.2.2 of the RDEIR/SDEIS.

S-6-7

Please refer to Response to Comment S-6-4 above, regarding pedestrian and bicycle facilities and benefits provided by the proposed build alternatives. In addition, Section 2.3.2.1 of the RDEIR/SDEIS provides a description of the various active transportation components of the build alternatives.

S-6-8

The commenter recommends that Caltrans review the impacts of population on parks and recreation resources, including joint-use parks, in the region. As discussed in Section 3.2.3 of the RDEIR/SDEIS, the proposed project would not induce population growth and as such, the proposed project would not generate an increased demand for parks.

S-6-9

This comment provides information on regional planning efforts including the Integrated Regional Water Management Plan (IRWMP) and the Open Space for Habitat and Recreation

Plan (OSHARP). A discussion of the build alternatives' consistency with these two regional plans has been added to Section 3.1.2.2 of the RDEIR/SDEIS, including a specific discussion of any impacts that the build alternatives may have in achieving the recreation targets for open space for the Lower Los Angeles and San Gabriel River region that are identified in the OSHARP.

S-6-10

Section 3.2, Growth, in the RDEIR/SDEIS, analyzes the potential for the I-710 Corridor Project to result in growth-inducing impacts. That analysis concluded that: "The I-710 Corridor Project build alternatives are not expected to influence the amount, timing, or location of growth in the project area because the proposed project improves existing transportation infrastructure, the Study Area is already highly developed, and there is limited land available for new development or redevelopment. Accordingly, there is no reasonably foreseeable project-related growth expected to result from any of the I-710 Corridor Project build alternatives." As a result, because the project will not result in growth-inducing impacts, there is no obligation for the I-710 Corridor Project to address the potential deterioration of parks based on population growth in the Study Area or region.

This comment also suggests that there should be a stated project goal of "…increasing parks, trails, and open space as part of the I-710 Corridor project" because "…future programs and projects within the affected cities will not incorporate these elements that are so critical…" Land use planning, including planning for recreation uses, trails, and open space, is within the purview of the local jurisdictions (cities and counties) in the Study Area and is not within the purview of either Los Angeles County Metropolitan Transportation Authority (Metro) or Caltrans. As a result, Metro and Caltrans would not be the appropriate agencies to "…deal with meeting the goals of recreation and parkland and anticipated growth throughout this region." beyond their obligations to address existing and future transportation needs in the region. However, a series of bicycle and pedestrian overcrossings are included as part of the build alternatives. Please refer to Section 2.3.2.1 for the locations of these crossings.

There are no "Land Use, Parks & Recreation Elements" in the RDEIR/SDEIS. Section 3.1 provides an analysis of the potential impacts of the project related to land use, parks, and recreation, but that analysis is not an "Element" of any sort of plan or program.

Memorandum

S-7

Date: September 26, 2012

To: Mr. Ronald Kosinski RK
Deputy District Director
Division of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS 164
Los Angeles, CA 90012

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
Enforcement and Planning Division

File No.: File No.: 60.11902.A15837.62.12-3-0333

Subject: DRAFT ENVIRONMENTAL IMPACT REPORT/STATEMENT FOR INTERSTATE-710 CORRIDOR PROJECT, LOS ANGELES COUNTY

The California Highway Patrol (CHP) has received and reviewed the Draft Environmental Impact Report/Statement (DEIR/S) and Section 4(f) evaluation prepared for the Interstate (I)-710 Corridor Project (CP). The proposed CP addresses the increasing transportation demand and the improvement of outdated design features of I-710, spanning approximately 18 miles from State Route 60 to the Port of Long Beach/Port of Los Angeles. This will be accomplished by widening and modernizing the I-710 freeway and constructing an alternative freight corridor.

The mission of the CHP is to provide the highest level of Safety, Service, and Security to the people of California. After an in depth review, the Department offers the following comments on the DEIR/S of the proposed CP:

> The Alternatives 6B and 6C of the proposed CP include the employment of an automated vehicle control system (AVCS) which will steer, brake, and accelerate the trucks in platoons or convoys on the freight corridor. The Department would like to emphasize any truck movement in a convoy shall be prohibited unless specified on a permit.

S-7-1

Section 21002.1(e) of the California Environmental Quality Act (CEQA) requires an Environmental Impact Report to "provide more meaningful public disclosure." The CHP recommends, in order to evaluate these CP alternatives, the DEIR/S should address, in more detail, the proposed AVCS. This includes the technologies, designs, facilities, operations, monitoring, maintenance, safety, and security features and concerns of the AVCS, which is specifically planned for this proposed CP. If the proposed AVCS has not yet consolidated in the plan, the proposed CP may need to be processed in phases under the CEQA. The CEQA does not allow deferred information or mitigation. S-7-2 S-7-3

The DEIR/S should also include the benefit/cost analysis of these proposed alternatives. Even though it is not required by the CEQA, the DEIR/S may still consider additional reasonable options in its alternatives, such as the automated container distribution or transport systems that have been studied and discussed in the past within the proposed CP area. S-7-4

We appreciate the opportunity to comment on the DEIR/EIS of your CP. If you have any questions on our comments, please contact Dr. Tian-Ting Shih, Environmental Program Manager of Commercial Vehicle Section at (916) 843-3400.

Sincerely,

J. B. RODRIGUEZ, Chief

cc: S. C. Beeuwsaert, Chief
Southern Division

S-7-1

If the freight corridor with an automated vehicle control system (see Section 2.3.2.3 in the Recirculated Draft EIR/Supplemental Draft EIS [RDEIR/SDEIS]) is identified as the preferred alternative, California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) would work closely with the California Highway Patrol (CHP) in the development and deployment of this system so as to address CHP concerns and receive appropriate permits before implementation.

S-7-2

Section 2.3.2.3 of the RDEIR/SDEIS provides more detailed information on the proposed Automated Vehicle Control System (AVCS) for the zero emissions/near zero emissions (ZE/NZE) freight corridor.

S-7-3

A more detailed description of the AVCS is provided in Section 2.3.2.3 in the RDEIR/SDEIS. The viability of such a system is described in the commercialization plan for the ZE/NZE freight corridor discussed in the *I-710 Project Zero-Emission Truck Commercialization Study Final Report* (November 2013) and is summarized in Section 23.2.1 in the RDEIR/SDEIS.

S-7-4

The California Environmental Quality Act (CEQA) is not intended to perform a cost/benefit analysis. Rather, it is intended to inform governmental decision-makers and the public regarding potential significant environmental effects of proposed activities, identify ways that environmental damage can be avoided or significantly reduced, prevent significant, avoidable damage to the environment by requiring changes, when feasible, and ensure that a governmental agency discloses to the public the reasons for approval of a project if significant environmental effects are included. Therefore, a cost/benefit analysis will not be included in the RDEIR/SDEIS.

Other reasonable alternative options have been studied throughout the life of the I-710 Corridor Project. As part of the development of alternatives studied in the 2012 Draft EIR/EIS, alternatives good movement technologies were evaluated in the *Alternatives Goods Movement Technology Analysis – Initial Feasibility Study Report* (January 6, 2009). For the I-710 Corridor, that study concluded that, because of the wide range of destinations for containers coming to and from the ports, technologies using trucks provided greater flexibility for distribution of goods than an automated container distribution system. This report laid the groundwork for further development of zero emission/near zero emission truck technologies that could be utilized in the

I-710 Corridor. As described in Chapter 2.0, Alternatives, of this RDEIR/SDEIS, Alternative 7 does include aspects of automated transportation systems, like platooning, in addition to the necessary infrastructure improvements.

L.1.1 LOCAL AGENCY COMMENTS

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COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401

L-1

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

August 2, 2012

Ronald Kosinski, Deputy District Director LK
Caltrans District 7
Division of Environmental Planning
100 South Main Street MS-16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

ENVIRONMENTAL IMPACT REPORT/STATEMENT, FOR THE I-710 CORRIDOR PROJECT, TO IMPROVE I-710 ALSO KNOWN AS THE LONG BEACH FREEWAY, BETWEEN OCEAN BOULEVARD AND STATE ROUTE 60, LOS ANGELES COUNTY (FFER #201200096)

The Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

3.4.1.1 EMERGENCY SERVICES

FIRE PROTECTION

Paragraph 2, sentence 1 should be corrected as follows:

The CFPD has the primary responsibility for emergency medical service and fire service in a total of ~~20~~ **58** cities and the unincorporated areas of the County. L-1-1

LAND DEVELOPMENT UNIT:

1. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants. L-1-2

2. Provide three sets of alternate route (detour) plans, with a tentative schedule of planned closures, prior to the beginning of construction. Complete architectural/structural plans are not necessary.

3. Notify the County of Los Angeles Fire Department, Command and Control at (323) 881-6183, at least three days in advance of any street closures that may affect Fire/Paramedic responses in the area. L-1-2

4. Temporary bridges shall be designed, constructed and maintained to support a live load of at least 75,000 pounds. A minimum vertical clearance of 13 feet 6 inches will be required throughout construction.

5. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.

6. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.

7. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit Inspector, Nancy Rodeheffer, at (323) 890-4243 or nrodeheffer@fire.lacounty.gov.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance.

2. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed. L-1-3

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division has no objection to the project. L-1-4

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

Frank Vidales

FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:ij

L-1-1

The referenced text in Section 3.4.1.1, Emergency Services, has been corrected to state, “The CFPD has the primary responsibility for emergency medical service and fire service in a total of 58 cities and the unincorporated areas of the County.”

L-1-2

If a build alternative is selected for implementation, it will be designed, constructed, and operated, consistent with all applicable Federal, State, regional, and local fire control and response regulations.

Measure CON-TR-1 (Section 3.24.4.5 in the Recirculated Draft Environmental Impact Report/ Supplemental Draft Environmental Impact Statement [RDEIR/SDEIS]) requires the preparation of a Transportation Management Plan (TMP) that will be implemented prior to and during the project construction. As part of the TMP, Measure CON-U&ES-1 (Section 3.24.4.4) requires the California Department of Transportation (Caltrans) and the construction contractor to coordinate all temporary ramp closures and detour plans with fire, emergency medical, and law enforcement providers to minimize temporary delays in emergency response times, including the identification of alternative routes and routes across the construction areas for emergency vehicles, developed in coordination with the affected agencies including the Los Angeles County Fire Department (LACFD). This includes coordination on the load limits of any temporary bridges that may need to be constructed.

Caltrans and the construction contractors will coordinate with the local fire prevention and control agencies to ensure that adequate water sources for fire suppression within the project disturbance limits are provided during construction.

L-1-3

Caltrans acknowledges this comment, that the areas germane to the statutory responsibilities of the LACFD, Forestry Division, have been addressed.

L-1-4

Caltrans acknowledges that the LACFD, Health Hazardous Materials Division, has no objection to the proposed project.

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CITY OF LONG BEACH

OFFICE OF THE CITY MANAGER

333 West Ocean Boulevard • Long Beach, CA 90802 • (562) 570-6711 FAX (562) 570-7650

August 7, 2012

L-2

Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

RE: I-710 Corridor Project Draft EIR/EIS – Official Public Comment Period

Dear Mr. Kosinski:

The City of Long Beach ("the City") appreciates receiving the Draft EIR/EIS for the I-710 Corridor Project. City staff have begun reviewing the document and participating in the scheduled study sessions for the project.

The City recognizes the regional significance of the I-710 Corridor Project and the integral role the I-710 freeway plays in the operations at the Port of Long Beach. The I-710 freeway traverses through four of the City's nine Council districts and nearly forty percent of the Corridor Project is located within the City's boundary.

It is for these reasons that the City Council took action at its July 24, 2012 meeting and directed staff to respectfully request that Caltrans extend the official public comment period for the Draft EIR/EIS beyond 60 days. The City requests that the time frame be extended to a 90 to 120 day review period. The Draft EIR/EIS has been highly anticipated and more time is needed for City departments to thoroughly review the document and prepare comments that respond to the goals of the project and the concerns of the community.

L-2-1

On behalf of the City, I want to thank you for the opportunity to review the Draft EIR/EIS, and for your consideration of the City's request that the official public comment period be extended. I am available to confer regarding the City's request.

Sincerely,

Patrick H. West
City Manager

CC: Suzanne Frick, Assistant City Manager
Reginald I. Harrison, Deputy City Manager
Amy J. Bodek, Director of Development Services

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L-2-1

The public review period was extended from the original 60 days to provide for an additional 30-day review.

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Subject:	I-710 Corridor Project Feedback
From:	thomas.martin@cityofmaywood.org (thomas.martin@cityofmaywood.org)
To:	info.i710@mbimedia.com;
Cc:	I710@LSA-Assoc.com; info.i710@yahoo.com;
Date:	Tuesday, August 28, 2012 5:26 PM

L-3

From: Thomas Martin
Organization: City of Maywood Councilmember
Phone:
Mailing Address: 4319 E. Slauson Ave.
City, State: Maywood, CA
Zip: 90270

Comment/Question:
I wanted to tell you to please build the on ramp and off ramp on Slauson Avenue. It is needed to help the commercial area and also reduce greenhouse gas emissions from vehicles that have to travel farther to get to Maywood. L-3-1

Several residents and businesses in Maywood and Commerce support this new on ramp/off ramp.

I also support Alternate 6B.

Thank You.

*You received this message because Thomas Martin submitted feedback regarding the I-710 Corridor Project.

Regards,
System Administrator

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L-3-1

The Project Team acknowledges the commenter's preference for construction of the on- and off-ramps at Slauson Ave. and of Alternative 6B. In the RDEIR/SDEIS (RDERI/SDEIS), Alternative 7 provides a new freight corridor interchange at Interstate 710 (I-710)/Slauson Ave.

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County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

Leroy D. Baca, Sheriff

August 29, 2012

L-4

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16A
Los Angeles, California 90012

Dear Mr. Kosinski:

REVIEW COMMENTS
NOTICE OF PUBLIC HEARING AND AVAILABILITY OF ENVIRONMENTAL IMPACT REPORT/STATEMENT
INTERSTATE 710 CORRIDOR PROJECT (07-LA-710-PM; 4.9/24.9)

The Los Angeles County Sheriff's Department (Department) submits the following review comments on the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS), dated June 2012, for the Interstate I-710 Corridor Project (Project). The proposed Project will construct improvements to I-710 from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in East Los Angeles. The proposed Project will add lanes to the I-710 mainline and may also include the installation of a separate, four-lane freight movement corridor.

The proposed Project is not expected to significantly impact the Department's operations or resources. However, emergency access for Department personnel, vehicles, and equipment must be maintained through the Project site during all phases of construction activities. As discussed in the Draft EIR/EIS, a Transportation Management Plan (TMP) should be prepared for the proposed Project and reviewed by the Department and other agencies that provide emergency response services to the Project site and vicinity (see Mitigation Measure CON-6, Section 3.24.4.5). The TMP should then be implemented during the construction activities to reduce construction-related emergency access impacts to a level of insignificance. L-4-1

The Department has no other comments to submit at this time, but reserves the right to further address this matter in subsequent reviews of the proposed Project. L-4-2

Thank you for including the Department in the environmental review process for the proposed Project. Should you have any questions of the Department regarding this matter, please contact Lester Miyoshi, of my staff, at (626) 300-3012 and refer to Facilities Planning Bureau Tracking No. 12-044. You may also contact Mr. Miyoshi, via e-mail, at Lhmiyosh@lasd.org.

Sincerely,
LEROY D. BACA, SHERIFF



Gary T.K. Tse, Director
Facilities Planning Bureau

L-4-1

Emergency access for the Los Angeles County Sheriff's Department (LACSD) personnel, vehicles, and equipment will be maintained through the Study Area during all phases of construction activities. As discussed in Section 2.4.2.1, a Transportation Management Plan (TMP) will be prepared for the proposed project. Prior to the start of construction, the California Department of Transportation (Caltrans) will transmit this TMP for review to the LACSD and other agencies that provide emergency response services to the Study Area and vicinity. The TMP will then be implemented during construction activities to reduce construction-related emergency access impacts to a level of insignificance.

L-4-2

Caltrans acknowledges that the LACSD has no further comment and reserves its right to further address its comments on the Draft EIR/EIS and RDEIR/SDEIS upon subsequent reviews of the proposed project.

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CITY OF SIGNAL HILL

2175 Cherry Avenue ◆ Signal Hill, CA 90755-3799

September 24, 2012

Ron Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

Subject: Comments on Draft EIR/EIS for the I-710 Corridor Project

Dear Mr. Kosinski:

The City of Signal Hill appreciates the opportunity to provide the following comments on the draft EIR/EIS for the I-710 Corridor Project:

Section 3.5 - Traffic and Transportation/Pedestrian and Bicycle Facilities

The Freeway Traffic Operations Analysis Report and Intersection Traffic Impact Analysis Report evaluated the effects of the I-710 Corridor Project alternatives on freeway segments, freeway ramps, and local intersections within the study area. The Intersection Traffic Impact Analysis Report identified two intersections along Cherry Avenue as needing congestion relief intersection improvements. These intersections are:

- Cherry Avenue and Willow Street
- Cherry Avenue and Wardlow Road

However, the I-405 on and off ramps at Cherry Avenue, located between these two intersections, were not evaluated. The City of Signal Hill agrees with the Traffic Impact Analysis Report that Cherry Avenue will serve as an alternative route to the I-710 during the construction phase and believes that the ramps will also be be impacted by the I-710 construction. We also believe the ramps on Orange Avenue and the I-405 will be similarly impacted. Therefore, the City is requesting that the I-405 ramps at Cherry Avenue and at Orange Avenue be identified for congestion relief improvements or Traffic Management Plan mitigation improvements. L-5-1

Cherry Avenue a major transportation corridor used in the local and regional movement of goods to and from the Port of Los Angeles, Port of Long Beach and the Long Beach airport. Cherry Avenue also serves a primary entry/exit to the Boeing Aircraft facility. The I-405/Cherry Avenue ramp improvements have qualified for federal grant funds for

the preparation a Project Study Report to improve safety and reduce accidents. A preliminary design has been completed and approved by Caltrans.

The ramps at Orange Avenue are adjacent to residential neighborhoods in Signal Hill and Long Beach. Orange Avenue is a two-lane arterial and transit route, which operates at Level of Service E. Additional traffic resulting from the I-710 construction will likely degrade the LOS to F. Closure of the ramps at Orange Avenue would be acceptable to Signal Hill. L-5-2

Section 3.9 - Water Quality and Sormwater Runoff

The Gateway Water Management Authority submitted a comment letter dated September 14, 2012 (attached). The City of Signal Hill supports the comments provided in the letter. L-5-3

The City of Signal Hill appreciates your assistance. If you have any questions, please feel free to contact me at (562) 989-7375 or choneycutt@cityofsignalhill.org.

Sincerely,

Charlie Honeycutt
Deputy City Manager

cc: Steve Myrter

GATEWAY WATER MANAGEMENT AUTHORITY
Los Angeles Gateway Region
Integrated Regional Water Management
Joint Powers Authority
16401 Paramount Blvd., Paramount, CA 90723 • 562.663.6850 phone 562-634-8216 fax • www.gatewayirwmp.org

14 September 2012

Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

Subject: Comments on Draft Environment Impact Report/Environmental Impact Statement (EIR/EIS) for the Interstate 710 (I-710) Corridor Project

Dear Mr. Kosinski:

I am writing on behalf of the Gateway Water Management Authority (Los Angeles Gateway Region Integrated Regional Water Management Joint Powers Authority), or "GWMA," a growing coalition currently comprised of 20 cities and government entities. The GWMA is responsible for the regional water planning needs of approximately 2 million people in the 26 cities of the Gateway Region. It was designated by the State of California as an Integrated Regional Water Management Group – a collaborative effort to manage all aspects of water resources in a region and involves multiple agencies, stakeholders, and groups across jurisdictional boundaries.

The GWMA member cities and agencies will both benefit from and be impacted by the Caltrans I-710 Corridor Project. We appreciate the opportunity to present our comments and concerns about how water quality is treated in the Project's Draft EIR/EIS.

Caltrans Partnership with Local Governments in the Watershed

Caltrans has been an active partner with the local agencies in the Los Angeles River watershed in addressing surface water quality impairments. Fifteen of our member cities, along with Los Angeles County and Caltrans, are regulated under multiple TMDLs for the Los Angeles River and Estuary watershed. Additional TMDLs are contemplated as shown on Table 3.9-2 of the EIR/EIS.

Caltrans is currently participating in two watershed-level Memoranda of Agreement (MOAs) with the Gateway Cities Council of Governments, our sponsoring entity. One MOA assists the local agencies monitoring metals in the Los Angeles River and its tributaries, and the other is for the completion of two scientific studies on the impacts of lead and copper in the watershed. Caltrans is also participating in the development of implementation plans for the Metals TMDLs in the region.

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Ex Officio Participant: Hawaiian Gardens

hope that Caltrans will continue to partner with our communities in planning for comprehensive water quality improvements throughout the development and implementation of the I-710 Project.

More Emphasis Should be Given to Water Quality Improvements in the I-710 Corridor Project

Although Caltrans has been a valued partner in several regional projects to improve the science of water quality in TMDL implementation planning, water quality improvement has been given insufficient emphasis in the I-710 Corridor Project. Section 1.2.2.1 of the Draft EIR/EIS specifies five important project purposes, including to "Improve air quality and public health." We think water quality improvement should also be listed as a project purpose since the corridor project runs along the Los Angeles River for several miles, and the river is listed as impaired for many pollutants. Furthermore, as mentioned above, municipal dischargers, including Caltrans, are subject to the requirements of several TMDLs that have been approved or established by EPA. Water quality-based effluent limitations in the new stormwater permits about to be adopted are being drafted to be consistent with the assumptions and requirements of the waste load allocations in the applicable TMDLs. A new water quality purpose could be expressed as "Improve water quality and aquatic health."

Need for Improved Cooperative Watershed Planning between Caltrans and the Adjacent Communities

Implementation of the I-710 Corridor Project will likely be the largest and most significant construction project along the Estuary, Reach 1, and lower Reach 2 of the Los Angeles River in the next several decades. It should be viewed as an opportunity to make significant improvements in the quality of stormwater and urban runoff to the river and the estuary. Unfortunately, the I-710 project appears to be a "stand alone" project in terms of dealing with water quality impacts to the Los Angeles River. The draft EIR/EIS fails to recognize the need for watershed planning and outreach to the surrounding communities.

For example, the project may require the removal and replacement of the West Basin of the Dominquez Gap project. The Draft EIR/EIS is the first time we have been made aware of this. A cooperative watershed approach to the project would examine the ability to reconstruct the basin to provide additional benefits not only to the project, but to surrounding communities. The same situation exists with respect to the construction of Austin sand filters at various sites in the project. The Draft EIR/EIS should explore opportunities to work with the surrounding communities by increasing the size of the sand filters to accommodate water quality from the immediate vicinity of the project.

The Water Quality Technical Report that formed the basis for part of the Draft EIR/EIS states, "Upon selection of a preferred alternative and prior to design, it is recommended that a new Corridor Stormwater Management Study be prepared for the project." However, we have been

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unable to find a commitment to prepare a new Corridor Stormwater Management Study in the Draft EIR/EIS itself. We strongly urge Caltrans to make such a commitment. The GWMA also recommends that Caltrans establish a Water Quality Working Group that would include representatives of the GWMA, the cities within the I-710 study area, the ports, stormwater quality consultants, and, potentially, the Construction Industry Coalition for Clean Water and environmental organizations, to advise Caltrans on how to most effectively make use of the opportunities presented by the I-710 Corridor Project to improve water quality in the Los Angeles River.

Improved coordination of watershed planning between Caltrans and cities within in I-710 study area could be especially useful if the County's proposed Water Quality Funding Initiative is approved next year by property owners. Several millions of dollars would be available to cities, the unincorporated county, and Watershed Authority Groups over many years to potentially help fund joint water quality improvement projects with Caltrans within or near the I-710 Corridor Project.

NPDES Receiving Water's Limitation Language – Impact on the Project and the Surrounding Communities

The 2001 MS4 NPDES Permit for Los Angeles County required that all discharges into the surface waters not cause applicable water quality standards to be exceeded. Although the stated intent of this requirement is protection of beneficial uses of waters receiving the discharges, the practical effect of this requirement is that, in many cases, runoff being discharged into the Los Angeles River would have to eventually meet *and exceed* drinking water standards. Efforts to achieve compliance with these requirements are extremely costly to Permittees.

The draft 2012 MS4 Permit significantly "ups the ante" on these compliance costs, since the permit proposes to incorporate dozens of TMDLs into the permit, including those impacting the I-710 Project. The new permit requires compliance with a series of interim milestones and ultimately requires that runoff into the Los Angeles River meet numeric limits. Failure to meet these numeric limits could expose Caltrans and the surrounding communities to third-party litigation and significant Water Board fines for failure to comply.

In a May 10, 2000 letter from Caltrans Secretary Maria Contreras-Sweet to Cal/EPA Secretary Winston Hickox, Caltrans recognized the extraordinary regulatory burden that receiving waters limitation provisions in the MS4 permits placed on the Agency and California's communities. The letter called for greater cooperation between Cal/EPA, Caltrans, and local agencies. The letter stated, in part:

> ***"To achieve these requirements, California's communities, and Caltrans will need to make substantial continuing investments to provide enhanced efforts to prevent the release of pollutants within runoff or to provide for the capture and treatment of storm water runoff prior to discharge.***

Christopher Cash, Board Chair • **Adriana Figueroa**, Vice-Chair • **Charlie Honeycutt**, Secretary/Treasurer • **Kevin Wattier**, Chair Emeritus

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> ***Failure to comply with the Clean Water Act exposes California's municipalities and Caltrans to regulatory action and fines, and third party lawsuits. Caltrans has already been sued in federal court in three locations and is operating under the terms of a permanent injunction in Los Angeles, and a consent decree in San Diego." (Page 2).***

The letter went on to describe a series of actions that Caltrans was taking and would continue to implement in order to improve water quality. These included developing new maintenance, design and construction specifications for best management practices, active monitoring of runoff, and increased construction inspection activities. The letter also indicated that Caltrans would pilot new structural water quality control devices and coordinate activities with local communities as follows:

> ***"Facilitating community-based watershed planning efforts where all affected stakeholders can address the practical difficulty of achieving current water quality objectives, and work to develop the best, affordable approaches for attaining and maintaining acceptable community water quality goals and objectives" (Page 2)***

Secretary Contreras-Sweet commented that, even with large expenditures to reduce stormwater pollution ***"Caltrans will likely not be in full compliance with the receiving waters limitations provisions of the current permit. Full compliance in the near term may not be technically or economically feasible for Caltrans or any municipality." (Page 3).*** The letter urged Cal/EPA to assist Caltrans and the local agencies that were working together to pursue strategies to meet the NPDES Permit requirements. The letter concluded by raising the policy question of how best to balance needed investments in water quality with other community needs. We encourage Caltrans to consider that question when moving forward with elements of the I-710 Corridor Project.

Specific Impacts of the 710 Freeway on the Surrounding Communities

Limiting Future Treatment Options by Covering Existing Open Space

The GWMA Cities are concerned that the proposed alignment of the freeway will cover existing open spaces adjacent to the Los Angeles River that could otherwise be available for future stormwater treatment and infiltration. The Cities believe that a more detailed description of the alignment, including frontage roads and interchanges on the existing retention and infiltration areas adjacent to the River is necessary to understand the full impacts of the project. (See Anaheim #9, PCH #10, Willow Street #11, Martin Luther King Avenue #21, Imperial Highway #22, Firestone Boulevard #26, and Slauson Avenue #28 alignment exhibits.) By constructing in open spaces adjacent to the Los Angeles River, the project will foreclose on future options to treat and infiltrate stormwater for the surrounding communities. We all need to have a thorough

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Ex Officio Participant: Hawaiian Gardens

understanding of the proposed alignment and its impacts. The Draft EIR/EIS should provide a more detailed description and analysis of the relationship between the open spaces to be eliminated and the existing onsite and off-site storm drain systems.

It may be that that the only viable option is to construct the freeway in the remaining open spaces adjacent to the Los Angeles River. However, the EIR/EIS should examine working with the surrounding cities to add compensating open space where water quality projects could be constructed. These areas need not be immediately adjacent to the freeway, but could be in locations that take advantage of the adjacent city's drainage system, soil suitability and other local factors.

Sources of Zinc Pollution

One of the metals TMDLs for the Los Angeles River is for zinc. In addition to tire wear, the other major source of zinc is galvanized metal. The Hydrology Technical Study notes that most existing storm drain systems will be removed or significantly altered in conjunction with proposed construction. However, we did not see an explanation of the materials that will be used in new construction. Caltrans should commit to not using galvanized corrugated metal pipe (CMP) in construction of new or extended storm drains. In fact, as much of existing CMP storm drain systems as possible should be removed. Release of zinc from I-710 CMP storm drains could increase pressure on surrounding communities to remove more zinc from their stormwater discharges to compensate for Caltrans discharges.

In addition, Caltrans should commit to using only coated galvanized metal in exposed uses of galvanized metal in the I-710 Corridor Project in order to help achieve compliance with the Los Angeles River zinc TMDL and the TMDL for toxic pollutants in Dominguez Channel, Greater Los Angeles and Long Beach Harbor Waters.

Impacts of Atmospheric Deposition from the Freeway on Surrounding Communities

Several major studies have concluded that freeways are a significant source of metals on properties near to freeways and in regional atmospheric deposition. For example, copper dust from brake pads and zinc from tire wear are routinely deposited on the watersheds near freeways. The EIR/EIS should disclose the amount of copper, lead, zinc, and other compounds that are estimated to be deposited on lands near the freeway from atmospheric deposition, as well as the amounts that are expected to get into City and County storm drains near the project.

Uncertain Level of Treatment of Discharges of Stormwater and Urban Runoff

The Final Storm Water Data Report indicates that, based on a strategy to treat runoff wherever possible, treatment systems will process discharges from approximately 83% of the paved area of the project. Apparently, the remainder of the flow cannot be treated due to space and hydraulic limitations. The report also says that further analysis is required in subsequent project phases to verify type and feasibility of treatment, given such considerations as utility conflicts, existing

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drainage inverts, and right-of-way impacts. The GWMA believes that Caltrans should make every effort to treat 100% of the runoff from the project up to the 85th percentile design storm. High volume freeways such as I-710 are major conduits for pollutants from direct deposition and atmospheric deposition, and I-710 is in such clear proximity to the Los Angeles River that extra attention must be given to preventing pollutants from discharging into the river. If necessary, Caltrans should purchase property near to the project site to treat stormwater and urban runoff that cannot be treated onsite because of site constraints such as those mentioned above. Alternatively, Caltrans could install off-site stormwater treatment systems for mitigation credit.

One other reference in the Final Storm Water Data Report adds to our uncertainty about the level of treatment required for stormwater discharges for the I-710 Corridor Project. The report briefly discusses a January 17, 2008 stipulation and order that requires Caltrans to prepare Corridor Stormwater Management Studies to determine the technical feasibility of implementing BMPs in such a manner that they reduce overall pollutant loading to 20% below the 1994 levels within each watershed. How will the 2009 studies for the portion of the 710 within the I-710 Corridor Project impact the level of treatment of stormwater discharges from the project? Would enlargement of Caltrans treatment BMPs to also treat off-site stormwater from adjacent communities that discharge through the project to the river help meet the requirement to reduce overall pollutant loading to 20% below 1994 levels in this watershed?

Uncertain Impacts on Local Storm Drains

Table 3-1 in the Final Preliminary Hydrology Report shows that several Caltrans drainage areas outlet to local municipal storm drains and pump stations. The Hydrology Report also states that, as part of the proposed improvements along the I-710 Corridor, the existing off-site drainage peak flows will be accommodated. The report also says that many of the existing onsite storm drain systems handle off-site flows, but that design flows from off-site storm drains were not always available. The Draft EIR/EIS should provide a more detailed description of when new freeway drains are proposed to connect local storm drains. It appears that additional research is required. This additional research should include analysis of opportunities for low-flow diversions to publicly-owned treatment works to assist with compliance with the dry-weather component of the Los Angeles River Bacteria TMDL.

The GWMA appreciates the presentation on the key findings of the Water Technical Studies by Jerry Wood, Director of Transportation and Engineering for the Gateway Cities Council of Governments. However, the uncertain impacts on local storm drains and pump stations, and the uncertainties about levels of treatment of stormwater discharges from the Corridor Project, indicate that more communication between Caltrans and the GWMA would be beneficial.

Monitoring

The EIR/EIS should provide a detailed description of the outfall monitoring proposed at the Project's connections with the local and Los Angeles County Flood Control District (LACFCD) drains, as well as the Los Angeles River. The draft MS4 NPDES Permit for Los Angeles

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County requires outfall monitoring by each city. The cities will need to know the amount of pollutants being discharged into the Los Angeles River from the project and into adjacent local or LACFCD storm drain systems. Further, the Project EIR/EIS should discuss whether Caltrans will continue to participate in joint monitoring efforts in the Los Angeles River.

Conclusion

Our review of the Draft EIR/EIS and supporting Technical Reports indicates that portions of the documents need to be updated to reflect the latest 303(d) impaired waters listings, recently adopted TMDLs, and the new requirements of the Statewide Caltrans MS4 permit scheduled for adoption by the State Water Board on September 19, 2012. Our review has also indicated that water quality management within the project area requires more emphasis and more coordination with surrounding communities. There are many areas of common interest between Caltrans and the GWMA, and we are available to meet with you and your water quality consultants at any time.

Thank you again for the opportunity to provide these comments.

Sincerely,

GATEWAY WATER MANAGEMENT AUTHORITY

Christopher Cash
Board Chair

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L-5-1

The California Department of Transportation (Caltrans) acknowledges this comment related to the arterial intersection analysis and for consideration of improvements to the Interstate 405 (I-405) ramps at Cherry Ave. and Orange Ave. The arterial intersection analysis has been updated for the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) and is summarized in Section 3.5.3.

L-5-2

See the above Response to Comment L-5-1 related to the arterial roadway analysis.

L-5-3

The City of Signal Hill's support of the comments submitted by the Gateway Water Management Authority (GWMA) is acknowledged. Please refer to Responses to Comments U-3-1 through U-3-18 for responses to those comments.

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Subject:	I-710 Corridor Project Feedback
From:	carlos@bellgardenschamber.org (carlos@bellgardenschamber.org)
To:	info.i710@mbimedia.com;
Cc:	I710@LSA-Assoc.com; info.i710@yahoo.com;
Date:	Tuesday, September 25, 2012 1:41 PM

L-6

From: Carlos Cruz
Organization: Bell Gardens Chamber of Commerce
Phone: 562-806-2355
Mailing Address: 7535 Perry Rd. Bell Gardens
City, State: CA
Zip: 90201

Comment/Question:
This will alleviate traffic and also help reduce commute time.
Thus helping clean up the air with a short commute time.

L-6-1

In addition, trucks will be allowed to exit the freeway and go to Commerce quicker.

*You received this message because Carlos Cruz submitted feedback regarding the I-710 Corridor Project.

Regards,
System Administrator

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L-6-1

The California Department of Transportation (Caltrans) acknowledges the commenter's support of the proposed project.

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BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
856 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012 / (213) 974-4111

L-7

GLORIA MOLINA
SUPERVISOR, FIRST DISTRICT

September 26, 2012

Mr. Ronald Kosinski RK
Caltrans District 7
Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, California 90012

Dear Mr. Kosinski:

On behalf of East Los Angeles Local Advisory Committee I am submitting comments and concerns regarding the I-710 Draft Environmental Impact Report (EIR).

My office has facilitated numerous meetings regarding the I-710 freeway. As you are aware, the East Los Angeles community is affected by the I-5, I-10, SR-60 and SR-710 freeways which cause intensified cumulative impacts in the community. Consequently the residents East Los Angeles are extremely concerned about the proposed expansion of the 710 freeway. Enclosed are the comments made by the East Los Angeles Local Advisory Committee for your consideration.

If you require additional assistance, please do not hesitate to contact my office at (213) 974-4111.

Sincerely,

GLORIA MOLINA
Supervisor, First District

Enclosure

GM/ne

The East Los Angeles Local Advisory Committee has the following concerns and comments regarding the Draft EIR on the I710 freeway.

The Local Advisory committee supports the comments made by Ruben Cruz of the County of Los Angeles as they pertain to the community of East Los Angeles as indicated below. However, we wish to make additional comments and requests.

DRAFT EIR NOTICE

The release date of the Draft EIR during the summer months made it difficult for many in our community to review the document and attend meetings. Additionally many of the most important stakeholders, those living in close proximity to the I-710 freeway received no notice of the Draft EIR or the meetings. We request that notice be given to all residents and property owners within a half mile of the project by mailing. As noted in the community profiles 32.6 % of the population in East Los Angeles is dependent on public transportation, yet none of the public meetings were scheduled in East Los Angeles. (Ten days before the deadline to submit public comments an offer was made for a public meeting. However there would have been inadequate time to inform the public of the meeting and receive their comments) L-7-1

The Comment period should be re-opened and a meeting scheduled for residents of East Los Angeles. Mail notification of the Draft EIR and the public meetings should be given to all residents living within ½ mile of the I-710 freeway in East Los Angeles. Most East Los Angeles residents were unaware of the Draft EIR. Its release during the summer months prevented many from reviewing the document.

NOISE POLLUTION:

An overall study of the sound levels and noise pollution in the entire East Los Angeles community should be completed to ensure that overall sound levels in the East Los Angeles community do not increase. Current noise pollution from the I-710 should be reduced or not be increased by the project that is selected. Please see attached Acoustical Society of America report. L-7-2

Sound walls must be provided if they reduce the sound level even if the reduction is not to acceptable levels. If the sound walls do not decrease the noise to acceptable levels the noise pollution must be reduced by other means such as taller or better sound walls, landscaping, quieter road materials, soundproofing and retrofitting of all dwellings affected including but not limited to: schools, homes, public buildings, Churches and businesses. L-7-3

Section 3.14.5.3

Humphreys Avenue Elementary School is listed as being considered for a sound wall, but rejected. We disagree with this decision. The students at this school must be protected from the increased noise level. L-7-4

Noise measurements at Calvary Cemetery were not conducted but as indicated our community utilizes the perimeter of the cemetery as a jogging, walking running path for recreation and exercise. We request that noise measurements be conducted and modeled for this cemetery.

We request that all sound walls considered in East Los Angeles be built. It is interesting that all of the noise impacts which are seen as not being reasonable are in East Los Angeles. We believe that Noise Pollution is an Environmental Justice issue in the community of East Los Angeles.

L-7-4

We support the following comments of Ruben Cruz of the County of Los Angeles:

"7. Noise impacts are discussed in the DEIR/DEIS. However, not all noise impacts are mitigated. Noise impacts shall be mitigated to equal or below than "No Built" conditions. If it is determined that increasing the height of existing sound wall or constructing new sound wall will not achieve the desired mitigation results, then combination of sound wall and interior noise abatement measures is required to reduce noise levels to equal or below than "No Built". Special attention should be given to all schools in the East LA area, in particular Humphreys Elementary School and Ford Boulevard Elementary School due their proximity to the freeway."

TRAFFIC

The reduction in level of service under Alternatives 6A, 6B and 6C is unacceptable. An additional option which includes a 5th northbound lane from the I-5 to SR should be added for further review to see if it reduces traffic impacts. Additionally, another alternative which includes a freight corridor but not additional lanes should be studied to see if this would increase the level of service in East Los Angeles.

L-7-5

Compared to the No Build Alternative Traffic volumes are increased under all of the build alternatives. Level of Service mostly decreases under Alternatives 6A, 6B and 6C. It appears that this decrease in Level of Service is due to an increased volume of Port and Non-Port Trucks which stay on the freeway rather than exiting on Olympic Blvd. Additionally, it appears that additional Non-Port Trucks are entering the freeway at Olympic. Level of Service improves under Alternative 5A.

L-7-6

See Table 1 – 2035 East Los Angeles Average Daily Traffic Volumes.

AIR POLLUTION

We are opposed to any build alternative that increases emissions in East Los Angeles over the No Build Alternative levels. Throughout our community meetings over the past decade residents have stated their number one concern is air pollution. An overriding principal in this project has been to improve air quality. Yet we find that all of the alternatives decrease the quality of air over the no build alternative.

L-7-7

All of the build alternatives have disproportionate air pollution impacts to the East Los Angeles Community when compared to the I-710 corridor as a whole. This appears to violate Environmental Justice standards.

L-7-8

Compared with the other plans the No Build, Alternative 1A has the lowest emissions and most reductions in emissions over 2008 of all emissions charted except for Diesel Particulate Matter Emissions (DPM). Alternatives 6B and 6C, ZEE option, for a portion of the I-710 area from 6th Street on the North to the I-5 freeway on the South, shows decreases from 1.0 lb per day to an increase of .04 lbs per day. However, the area North of 6th Street to the I-60 shows increases of DPM of between .04 lbs per day to

1.0 lbs per day. Additionally similar increases of DPM are experienced all along the Pomona Freeway (SR60) (See Figures 5 and 6).

DPM emissions under alternative 5A and 6A are not shown. We would like to see this data. L-7-9

The range in DPM emissions is very inconclusive. The range shown is -1.0 lbs/day to -.04 lbs per day and -0.04 lbs per day to .04 lbs per day. We would like to see that range broken down further so that we could see if there is an actual decrease or increase. Obviously, .04 lbs per day is an increase. L-7-10

The NOx (Oxides of Nitrogen) emissions are lower than 2008 for all Alternatives. The No Build Alternative has the lowest emissions. L-7-11

Total PM2.5 emissions are not improved (decreased) over the 2008 baseline in East Los Angeles in any of the Alternatives. *Total* PM2.5 emissions in East Los Angeles are increased under Alternatives 5A, 6A, 6B and 6C under both the Zero Emissions Extension (ZEE) option and the non Zero Emissions original plan. The ZEE plan Total PM2.5 emissions are lower than the non ZEE plan in Alternatives 6B and 6C. (See figures 3A and 4A). L-7-12

Our review of the data presented in Appendix R indicate there are pockets of improvement in *Exhaust* PM2.5 emissions over the 2008 baseline under the No Build, Alternative 5A, Alternative 6B and 6C ZEE options (See Figures 3B and 3C). There are pockets of increased emissions in all the other build alternatives. This is contrary to the statement in the Draft EIR summary on page 26 which states, "Alternatives 6B and 6C had the lowest exhaust PM 2.5 emissions and modeled concentration impacts of all 2035 alternatives (even 2035 Alternative 1)....therefore, it is expected that Alternatives 6B and/or 6C would decrease the public's health risk due to ultrafine particles, relative to the No Build Alternatives."(See Figures 13, 14, 21 and 22, Appendix R) Is there data that is not shown in Appendix R that contradicts Figures 13, 14, 21 and 22? If so, we would like to review this data. Given these conflicting data and statements in the summary, the draft EIR should be re-opened and published with the correct data or statements. L-7-13

PM10 emissions are not decreased overall in any of the Non-Build Alternatives for East Los Angeles, except Alternative 5A and some of the enlarged maps showing the 6B and 6C ZEE option do show a few pockets of improvements in *Exhaust* PM10 Impacts that are not visible in the less detailed maps. However, the *Total* PM10 Impacts(assuming Infinite Dust on Roads) is increased under both the 6B and 6C ZEE options. The ZEE option is however better than the non ZEE options. (See figures 7 and 8) L-7-14

Given the contrary data presented in PM2.5 exhaust emissions it is requested that a more detailed report be provided on the impacts to the community of East Los Angeles.

We request additional information which includes the threshold data for East Los Angeles in particular. This data is described for the corridor as a whole on page 26, "Alternatives 1, 6B, 6C, 6B ZEE Design Option and 6C ZEE design option had no incremental exhaust PM10 and PM2.5 impacts greater than the SCAQMD's significance threshold." This data will help us to determine the impacts to the East Los Angeles Community and if Environmental Justice standards are being violated. L-7-15

Given that the cancer risk impacts north of Washington Bl. are greater for all build alternatives, we further request Incremental Air Toxics Emissions information for all of the alternatives for the East Los Angeles Community in particular. This data should include Diesel Particulate Matter, Benzene, Acetaldehyde, Formaldehyde, 1,3- butadiene and Acrolein. L-7-16

CANCER RISKS

The ELA LAC is opposed to any Alternative that increases cancer risks to the community. We are opposed to any build Alternative which increases Cancer risks to any part of the East Los Angeles Community.

The summary on page 26 states, "Cancer risk impacts north of Washington Blvd. are greater for all build alternatives (compared to Alternative 1), even for Alternatives 6B and 6C... The ZEE Design Options for Alternative 1, would reduce the health risk north of the rail yards. However when compared to Alternative 1, these alternatives would continue to expose a few small areas to an incremental cancer risk exceeding the 10 in a million threshold." Figures 23 and 24 show reductions in incremental cancer risks to some areas but does not show the areas with increased risks. L-7-17

Cancer risks analysis should be more detailed to provide clearer interpretations.

The East Los Angeles Local Advisory Committee is in support of the comments made by the County of Los Angeles by Ruben Cruz:. However the ELA LAC is concerned that there are pockets of cancer risk under 6B and 6C ZEE which are greater than the 10 in a million threshold. We would like to see this risk reduced:

> *"1. As stated on page 26 of the DEIR, Compared to Alternative 1, Alternative 6B and Alternative 6C have lower cancer risk impacts until the freight corridor ends near the rail yards, while the other alternatives have greater cancer risk impacts. Cancer risk impacts north of Washington Blvd. are greater for all build alternatives (compared to Alternative 1), even for Alternatives 6B and 6C, because it is assumed that trucks not on the freight corridor are not operating in zero emission mode. The ZEE Design Options for Alternative 6B and 6C would reduce the health risk north of the rail yards.* ***County will not approve any alternative that have greater cancer risk impacts than "no build".***"

HEALTH RISKS

Our community is impacted disproportionately by the freeways and air pollution. All of the plans presented impact this community more than any other. Our rates of Asthma, Cancer and obesity are impacted by these freeways. We request a health clinic to help deal with the impacts from these projects. L-7-18

APPENDIX O CONCEPT PLANS

Appendix O, Concept Plan for Alternative 5A, page 26, Sheet 24 of 24, outlines portions of 6th Street from the I-710 to Eastern as "Existing Caltrans and Local Right of Way." Is this an error? We are opposed L-7-19

to this location being used as an on or off ramp to the I-710. We are opposed to the taking of any homes.

Appendix O, Concept Plan for Alternatives ,6A, 6B and 6C, page 52, Sheet 24 of 24, outlines portions of 6th Street from the I-710 to Eastern as "Existing Caltrans and Local Right of Way and Proposed Right of Way." Is this an error? Where else is this detailed and explained. We are opposed to this location being used as an on or off ramp to the I-710. We are opposed to the taking of any homes. L-7-19

Further explanation on this must be contained in the Draft EIR.

The East Los Angeles Local Advisory Committee is in support of the comments made by the County of Los Angeles by Ruben Cruz:

> *"12. Existing Caltrans and Local Right of Way and Proposed Right of Way lines along 6th Avenue between Eastern and I-710 in East Los Angeles are incorrectly identified on Sheet 24 of Alternative 5A Concept Plans and Sheet 24 of Alternative 6A/6B/6C Concept Plans in Appendix O."*

INTERSECTION AND ROADS IMPACTS

The East Los Angeles Local Advisory Committee supports the comments made by Ruben Cruz for the County of Los Angeles as they pertain to East Los Angeles:

> *"16. The DEIR shall also be revised to include the following additional nine County study intersections as was previously requested by the County in a meeting with URS Corporation on April 26, 2012.*
>
> - *3rd Street at Gage Avenue*
> - *3rd Street at Downey Road*
> - *3rd Street at Eastern Avenue*
> - *3rd Street at Mednik Avenue*
> - *Cesar Chavez Avenue at Indiana Street*
> - *Cesar Chavez Avenue at Mednik Avenue*

L-7-20

- *Floral Drive at Eastern Avenue*
- *Floral Drive at Mednik Avenue*
- *City Terrace Drive at Eastern Avenue"*

L-7-20

"2. County disagrees with the Synchro reports included in the Intersection Traffic Impact Report. Comments for County Intersections (see attached) were provided to Metro on February 23, 2012. Revised Synchro files may change the number of intersections impacted with each proposed design alternative. Each County intersection impacted by the I-710 Corridor Project needs to be mitigated such that its Level of Service is equal to or better than "no build" conditions. Public Works reserves the right to provide additional comments in the future when revised information or details are available for review."

L-7-21

"6 Existing pavement structure section for County roads along Washington Boulevard, Whittier Boulevard, Atlantic Boulevard, Alameda Street, Del Amo Boulevard, Garfield Avenue, Rosecrans Avenue, and Florence Avenue will not be adequate to handle the increased truck volume shown on tables 6-2 through 6-11 of the Intersection Traffic Impact Report. Thus, all impacts to County roads resulting from increased truck volume must be analyzed and fully mitigated.

L-7-22

REMOVAL OF ON STREET PARKING

The East Los Angeles Local Advisory Committee supports the comments made by Ruben Cruz for the County of Los Angeles as they pertain to East Los Angeles:

"4. Removal of peak hour on-street parking will severely impact adjacent businesses and residences. Segments under County jurisdiction include: Atlantic Boulevard from I-5 to SR-60, Alameda Street from Imperial Highway to Firestone Boulevard, Garfield Avenue between Ferguson Drive and Whittier Boulevard, Del Amo Boulevard west of the I-710 to west of Alameda Street, Rosecrans Avenue between Atlantic Boulevard and Cherry Avenue, and Florence Avenue between Alameda Street and Atlantic Boulevard. The negative impacts to businesses and residences resulting from loss of on-street parking must be analyzed and fully mitigated."

L-7-23

SECTION 4F PROPERTY, A.1 OTHER RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(F)

Table A-2 lists resources within 0.5 Mile of I-710 Corridor Project Improvements. The following resources were not included and therefore not evaluated. They should be included and evaluated.

L-7-24

Mexican American Opportunity Foundation Childcare Center on Ford Blvd.

Calvary Cemetery, the perimeter of the cemetery is heavily used by the community as an walking, jogging and running track for exercise.

Additionally all resources within a half mile north of the I-60/I710 intersection are excluded including:

Alfonso Perez Special Education Center

Brooklyn Avenue Elementary School

Garfield Community Adult School.

Marianna Elementary School

Brooklyn Avenue Elementary School

Our Lady of Soledad School

The East Los Angeles Local Advisory Committee supports the comments made by Ruben Cruz for the County of Los Angeles:

"9. The Mexican American Opportunity Foundation (MAOF) located at 330 S. Ford Boulevard in East Los Angeles, was not correctly identified as a community center providing for the socio-economic betterment of the greater Latino community of East Los Angeles. MAOF provides programs in early childhood education and family services, job training, and senior lifestyle development. The MAOF Community Service Center must be clearly identified and described in the DEIR/DEIS and all project impacts must be thoroughly analyzed and fully mitigated. The MAOF community center shall be identified and evaluated relative to the requirements of Section 4(F) of Appendix B." L-7-24

"10. The area surrounding Calvary Cemetery along Third Street, Downey Road, Whittier Boulevard and Eastern Avenue in East Los Angeles, serves also as a recreational area, therefore it should be identified and evaluated relative to the requirements of Section 4(F) of Appendix B."

"11. Following schools are located within 1/2 miles of the proposed project. Permanent direct and indirect impacts to these schools must be thoroughly analyzed and fully mitigated. These schools serves also as recreational areas for the community, therefore they should also be identified and evaluated relative to the requirements of Section 4(f) of Appendix B.

Alfonso Perez Special Education Center

4540 Michigan Avenue Los Angeles, CA 90022

Brooklyn Avenue Elementary School

4620 Cesar Chavez Avenue, Los Angeles, Ca 90022

Garfield Community Adult School

4343 New York Street Los Angeles, CA 90022

Marianna Elementary School

4215 E. Gleason Street Los Angeles, CA 90063

Our Lady of Soledad School

4545 Dozier Ave, Los Angeles, CA 90022"

L-7-24

Table 3.3-8 Permanent Direct and Indirect Impacts to Schools and Other Community Facilities

The Mexican American Opportunity Foundation Childcare Center located directly across the street from the 3rd Street exit and entrance to the I-710 freeway at Ford Blvd was not studied. It should be studied and analyzed for impacts.

Ford Blvd. Elementary School: The information listed is inaccurate. The school is located adjacent to the I-710 mainline and a freeway exit and entrance are located less than 500 feet from the school.

L-7-25

Humphreys Avenue Elementary School: Here the school is listed as being eligible for a sound wall, but Section 3.14.5.3 lists, Humphreys Avenue Elementary School, as being considered for a soundwall, but rejected.

Schools North of the I-60 freeway should be evaluated as they are located less than a mile from the SR60 and I-710 intersection.

ENVIRONMENTAL JUSTICE

Section 3.3.3 deals with environmental justice. " EO 12898 directs Federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of Federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law."

"When differences between the build alternatives and Alternative 1 are considered, areas that would be more adversely impacted (i.e., could have a higher cancer risk under the build alternative) have higher concentrations of minority, low-income, young, and disabled populations than in the reference population of Los Angeles County. The most pronounced differences are seen in the north end of the I-710 Corridor, between the northern terminus of the freight corridor and State Route 60 (SR-60), where

impacts are based on analysis results that reflect the assumption that trucks not on the freight corridor do not have zero-emission technologies under Alternatives 6A/B/C. Under the ZEE Design Option of Alternatives 6A/B/C, the impacts would be eliminated as the segment between the northern terminus of the freight corridor, and SR-60 would experience the same emission reductions as in the areas traversed by the zero-emission freight corridor."

The above statement is in controversy. The summary of the Draft EIR tells of increased cancer risks in certain areas of East Los Angeles. Emissions are increased under most build alternatives compared to the non build alternative.

L-7-26

We believe that the increases in Noise Pollution, Traffic and Air Pollution in East Los Angeles under all build alternatives are environmental justice issues and should be mitigated.

ADDITIONAL ALTERNATIVES AND OPTIONS:

An additional alternative which incorporates a separate Truck Corridor to the Rail yards and a Zero Emissions Extension option, but does not increase the number of non-corridor freeway lanes should be added to see if emissions of NOx, PM2.5 and PM10 can be reduced and if DPM emissions near the I710 North of 6th Street and along the I-60 can be reduced. Additionally this may improve the Level of Service ratings in the area, and decrease noise pollution.

L-7-27

Additionally, all alternatives and their various options should be examined with an additional Northbound Lane from the I-5 to the I-60 to see if air quality and level of service is improved and noise pollution reduced. We believe this lane could be added on existing Caltrans property. The East Los Angeles Local Advisory Committee remains opposed to any expansion plans that would require the taking of homes or businesses in East Los Angeles.

L-7-28

Submitted by:

The East Los Angeles Local Advisory Committee on the I-710 Corridor Project

Gustavo Camacho, Chair — Martha Hernandez, Vice Chair

Diana Tarango — Clara M. Solis

Yolanda Duarte — Eddie Torres

Thomas Delgado

L-7-1

Notices regarding the release of the Draft EIR/EIS for public review and locations/times of the public hearings were published in the Los Angeles Times, the Long Beach Press Telegram, the LA Watts Times, the LA Eastside Sun, and La Opinion on two occasions (once upon release of the Draft EIR/EIS in June 2012 and once one week before the public hearings in August 2012). Additionally, mailers were sent to all properties within a 300-foot radius of the project improvements. Throughout the life of the project, the community of East Los Angeles has been actively involved through its Local Advisory Committee (LAC), and meetings specific to the release of the Draft EIR/EIS were offered to the entire community between July 2 and August 6, 2012, prior to the public hearings (held on August 7, 8, and 9, 2012). Prior to the release of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), additional meetings were held with the East Los Angeles LAC.

L-7-2

The noise levels along the Interstate 710 (I-710) Corridor within the project limits are predicted to increase due to widening and addition of freeway lanes. However, measures to abate noise impacts have been considered in the form of sound barriers. In places where there are no sound barriers (and where there would be noise impacts), sound barriers have been recommended. In places where there are existing sound barriers, raising the height of these barriers has been analyzed. Please refer to the *Noise Abatement Decision Report* (NADR, June 2017), a design document, which selects the height of a wall (from a range of acoustically feasible heights provided in the *Noise Study Report* (NSR, May 2016)) for design/construction based on cost and other design constraints.

The NSR and NADR address the noise impacts of the I-710 Corridor Project; the request to conduct a noise study of the entire East Los Angeles community would require analysis beyond the limits of the noise impacts of the I-710 Corridor Project and which is not required under either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA).

L-7-3

The California Department of Transportation (Caltrans) noise analysis followed the required policies and procedures as outlined in the United States Code of Federal Regulations (23 CFR 772) to protect public health and welfare. Based on these policies and procedures, there is no “acceptable” noise level to which a sound barrier must reduce. The sound barrier must be acoustically feasible (provide at least five decibel [dB] noise reduction – considered to be a readily perceptible reduction in noise) and cost effective (the construction cost of each barrier

must be below the cost allowance for that barrier). Sound barriers are the most effective and practical abatement measure the State employs. Landscaping does not provide noticeable (at least five dB) noise reduction, as vegetation does not create a solid barrier. Though quieter pavement (such as the rubberized asphalt concrete) has shown to reduce noise, the 23 CFR 772 regulations do not include this as a noise abatement measure for which Federal funding can be used. Other sources of funds may be used to provide a quieter pavement. As for noiseproof windows, Caltrans (and the Federal Highway Administration [FHWA]) does not have a program or a mechanism to provide soundproof windows. However, to address the wide range of community needs of concern, a Community Health and Benefit Program is included in Section 2.3.2.1 of the Recirculated Draft EIR/Supplemental Draft EIS and provides for a mitigation program for cities and community groups to apply for and obtain grant funding for health-related measures. The provision of alternative noise abatement would be a potential candidate for this programmatic element of the Project Description.

L-7-4

Since there are 12-foot-high existing sound barriers along I-710 already shielding the Humphreys Avenue Elementary School, the modeling results indicated that raising the height of these barriers would not provide additional noticeable noise reduction.

Based on the field survey, the Calvary Cemetery does not have a formalized gathering area or an operator defined informal gathering area (basically an exterior area of frequent human use) that would be benefited by a lowered noise level. Activities such as jogging, running, and walking are considered to be transient uses, in addition to a parking lot (where people get in and out of cars), and hence, are not considered noise-sensitive land uses. Therefore, no noise abatement has been considered there.

L-7-5

Caltrans and the Los Angeles County Metropolitan Transportation Authority (Metro) continue to be committed to working with the County of Los Angeles (County) staff to address these types of traffic issues associated with the proposed project. In the RDEIR/SDEIS, Alternative 7 provides an alternative with a ZE/NZE freight corridor, but no additional general purpose lanes, as requested in this comment. With regard to the request to consider adding a fifth northbound lane between Interstate 5 (I-5) and State Route 60 (SR-60), under Alternative 5C, auxiliary lanes will be added up to SR-60 and under Design Options 3A/3B, I-710 would be reconstructed and widened to accommodate auxiliary lanes and interchange reconfigurations including the I-710/SR-60 interchange.

L-7-6

Caltrans acknowledges the concerns raised in this comment related to reductions in LOS under the build alternatives evaluated in the Draft EIR/EIS. Please refer to the updated LOS analysis provided in Section 3.5 of the RDEIR/SDEIS.

L-7-7

Caltrans acknowledges the commenter's concern regarding air quality. A revised set of build alternatives (Alternative 5C and 7) are being carried forward in the RDEIR/SDEIS. Project-funded ZE/NZE trucks along the I-710 Corridor are a component of both Alternatives 5C and 7, and Alternative 7 includes a ZE/NZE freight corridor. Based on the revised *Air Quality/ Greenhouse Gas/Health Risk Assessment Technical Study* (AQ/GHG/HRA) (June 2017), both build alternatives show air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 Baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.)

L-7-8

This comment refers to a disproportionate environmental justice impact identified in East Los Angeles, which is related to the air quality analysis assumption that trucks leaving the dedicated freight corridor would no longer have zero emissions. As discussed in Section 3.3 of the RDEIR/SDEIS, there are some disproportionate adverse impacts to minority and low-income census tracts. These impacts include projected increases in emissions of PM_{10} and in concentrations of PM_{10} (annual and 24-hour average) for all project alternatives, and projected increases in 24-hour average concentrations of $PM_{2.5}$ for Alternative 7. These census tracts are primarily located immediately to either side of the I-710 right-of-way. However, decreases in cancer risk and most vehicle exhaust emissions compared to the 2012 Baseline were identified for all I-710 Corridor Project alternatives. These beneficial effects of the proposed project will apply to all residents of the I-710 Corridor, including the environmental justice populations that are prevalent throughout the area. In general, adverse effects identified have the potential to be mitigated which would reduce the potential for these effects to be considered disproportionate. Please refer to the revised Community Impact Assessment (CIA, June 2017) and Section 3.3.3 of the RDEIR/SDEIS, which provides an updated analysis of potential disproportionate project impacts to low income and minority communities.

L-7-9

The diesel particulate matter (DPM) emissions for Alternative 5A and 6A are presented in the Air Quality/Health Risk Assessment (AQ/HRA) report (Chapter 4.0). In the Draft EIR/EIS, results for the ZEE Option are only for Alternatives 6B and 6C, the only alternatives with zero emission technologies. However, the RDEIR/SDEIS only evaluates the revised build alternatives; Alternatives 5A and 6A/B/C are no longer under consideration. Please refer to the revised AQ/GHG/HRA and Section 3.13 of the RDEIR/SDEIS for an updated discussion of air quality impacts and benefits associated with the proposed project.

L-7-10

The isopleth level of 0.04 pounds per day of DPM was chosen based on an analysis of South Coast Air Quality Management District (SCAQMD) screening risk thresholds for DPM. Emissions at that level and lower would not be expected to have incremental cancer risk impacts (residential assumptions) greater than 10 per 1 million, even with the worst-case methodology. Based on this, adding finer gradations below 0.04 pounds per day of DPM is not warranted.

L-7-11

This statement, that the No Build Alternative has the lowest emissions for nitrogen oxides (NO_x), is correct based on the analysis in the Draft EIR/EIS However, in the RDEIR/SDEIS, which is based on the revised AQ/GHG/HRA technical report, both build alternatives show air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative.

L-7-12

Caltrans agrees with the statement. However, it should be noted that the total particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) emissions include entrained dust emissions calculated using the AP-42 methodology and growth assumptions that assume infinite silt reservoir. See Response to Comment R-2-17 for more information on this issue. Also, please refer to Response to Comment L-7-8 for more specific information regarding air quality effects of the proposed project.

L-7-13

Caltrans disagrees with the statement made in this comment, and notes that there may be some confusion. Emissions increases and decreases in neighboring emission grid cells can result in smaller incremental changes (positive or negative) in the resulting concentration, because the

emission changes offset each other as they disperse aerially. Thus, there is no contradiction between the emissions and the modeled concentration results.

The commenter refers to Figures 13 and 14 when discussing the conclusions related to ultrafine particles (UFPs). However, these figures refer to particulate matter less than 10 microns in diameter (PM_{10}), which was not the surrogate for UFPs.

The commenter also refers to Figures 21 and 22. The ZEE Option results show that exhaust annual average $PM_{2.5}$ levels decrease compared to the 2035 No Build conditions. The commenter may have been referencing the "total" $PM_{2.5}$ levels. However, because UFPs are purely combustion products, "total" $PM_{2.5}$ emissions that include entrained road dust impacts would not be the correct surrogate; exhaust $PM_{2.5}$ would be. For more information, we refer the commenter to the revised AQ/GHG/HRA report and addendum.

In conclusion, the information in the Draft EIR/EIS was not contradictory. Please refer to Section 3.13 of the RDEIR/SDEIS for the results of the revised AQ/GHG/HRA analysis.

L-7-14

We agree with the statement that Alternatives 6B and 6C, ZEE Option, show the greatest decrease in exhaust emission impacts among the build alternatives. However, it should be noted that the total $PM_{2.5}$ emissions include entrained dust emissions calculated using the AP-42 methodology and growth assumptions that assume infinite silt reservoir, which we believe is a non-physical artifact. See Response to Comment R-2-17 for more information on this issue. Also, please refer to Section 3.13 of the RDEIR/SDEIS for the results of the revised AQ/GHG/HRA analysis. Please refer to Figures 3.3-4 through Figures 3.3-9 (Section 3.3.3.5) which have been added to show sensitive receptors on top of emissions and cancer risk information.

L-7-15

All incremental particulate matter (PM) concentration impact figures include an isopleth or bubble at the SCAQMD localized significance threshold concentration. These figures (including those in the AQ/HRA report and addendum) can be used to assess local impacts, including those in East Los Angeles. Please refer to Section 3.13 of the RDEIR/SDEIS for the results of the revised AQ/GHG/HRA analysis. Based on the updated analysis, the following conclusions were made regarding environmental justice impacts related to air quality for East Los Angeles: For PM_{10} Annual Average Concentration, under both Alternatives 5C and 7, census tracts within East Los Angeles are projected to exceed the SCAQMD criteria of 1 µg/m3. Please refer to Figures 3.3-4 through Figures 3.3-9 (Section 3.3.3.5) that show sensitive receptors on top of

emissions and cancer risk information. However, the proposed project also includes a Community Health Benefits Grant Program, which can be used to fund improvements that would reduce pollutant exposure in areas along I-710. To address these impacts to those areas near the roadway, an expanded program of mitigation measures is provided in Section 3.13.4 of the RDEIR/SDEIS. Also, an expanded program of construction-related air quality mitigation measures is provided in Section 3.24.4.13 of the RDEIR/SDEIS.

L-7-16

The gridded mass emission maps show emission increases/decreases for DPM in the area of interest that includes the East Los Angeles area. Since DPM is the main driver for health risks, and cancer risk in particular, these mass emission maps can be used to draw conclusions. We note that the modeled analysis of incremental cancer risk and health hazards (acute and chronic) include the compounds listed by the commenter. Thus, full incremental health risk information is provided.

L-7-17

As disclosed in the Draft EIR/EIS, the reported incremental cancer risk would increase at a few receptors near the Washington Blvd. area (for build alternatives compared to No Build). However, most maximum impacts are not true incremental residential cancer risk changes because the receptors with the greatest impacts are not in residential areas, or in areas with sensitive receptors, and the assumption implicit in the residential cancer risk calculations are not applicable to those areas. In other words, actual incremental residential cancer risk would only occur if the area bounded by the isopleth was in a residential area. As discussed in Section 3.13 of the RDEIR/SDEIS for the results of the revised AQ/GHG/HRA analysis, decreases in cancer risk and most vehicle exhaust emissions compared to the 2012 Baseline were identified for all I-710 Corridor Project alternatives. For example, the maximum modeled cancer risk in 2012 is 1421 in a million; maximum cancer risk in the 2035 No Build Alternative, Alternative 5C and Alternative 7 is 57, 45 and 30 in a million, respectively.

L-7-18

The Community Health and Benefit Program, included in Section 2.3.2.1 of the RDEIR/SDEIS, provides for a mitigation program for cities and community groups to apply for and obtain grant funding for health-related measures. The health clinic cited in this comment would be a potential candidate for this programmatic element of the Project Description.

L-7-19

As noted in this comment, the segment of E. 6th St. between I-710 and Eastern Ave. was incorrectly shown as "Existing Caltrans and Local Right-of-way" on the concept plans in Appendix O in the Draft EIR/EIS. This has been corrected on the concept plans for the build alternatives provided in Appendix O of the RDEIR/SDEIS. The commenters' opposition to the acquisition of homes for the I-710 Corridor Project is noted.

L-7-20

This comment requests that nine additional intersections be added to the analysis included in the EIR/EIS. Only three of the nine intersections included in this comment have been included in the revised *Intersection Traffic Impact Analysis Report* (TIAR, March 2017): 3rd Street at Gage Avenue, 3rd Street at Downey Road, and 3rd Street at Eastern Avenue. The analysis of the 174 intersections that were analyzed is included in the revised *Intersection Traffic Impact Analysis Report* and is summarized in Section 3.5 of the RDEIR/SDEIS.

L-7-21

Metro received the comments from the County dated February 23, 2012. Those comments were addressed in a letter to the County in 2012, and were discussed at a meeting on April 26, 2012, between the County and Metro. Please refer to Section 3.5 of the RDEIR/SDEIS for an updated discussion of the intersection analysis and proposed mitigation measures.

L-7-22

This comment raises concerns about the impacts of increased truck traffic on roadway pavement sections. The I-710 Corridor Project does not increase the truck volumes on these local arterials. The updated TIAR shows that under the 2035 No Build conditions, major north-south arterials are most congested in the area between I-105 and I-5, as well as between I-405 and Anaheim Street. The east-west arterials are most congested near the I-710 interchanges and near the Alameda Corridor. Under 2035 No Build conditions, more arterial roadway segments are projected to operate near or over capacity than under existing conditions. The results are attributed to the overall ambient traffic growth within the study area. Increases in roadway volumes are most prominently observed in port truck volumes on all major north-south arterials and on east-west arterials south of Florence Avenue. In general, without major improvements to the I-710, the traffic conditions on the arterial highway system will deteriorate further in the future. This analysis is summarized in Section 3.5 of the RDEIR/SDEIS.

L-7-23

This comment raises concerns about the effects of the proposed peak hour parking restrictions on local businesses. Please refer to the updated analysis of these impacts in Section 3.3.1.3 of the RDEIR/SDEIS.

L-7-24

The Mexican American Opportunity Foundation (MAOF) is a private foundation funded by partnerships with companies and nonprofit organizations to provide services and programs to the greater Latino population of California. The MAOF Ford Center is a child care center for children 2 to 5 years old, with a capacity of 88 children (htttp://www.maoaf.org/index.php?option=com_content&view=category&layout=blot&id+, accessed October 22, 2012). Generally, private daycares were not individually evaluated in the *Community Impact Assessment* (March 2017) due to the large project area and the sheer number of private daycare facilities within the study area.

Table A.2 cited in this comment is in Appendix B, Section 4(f), in the Draft EIR/EIS, which discusses the potential effects of the I-710 Corridor Project related to protection under the requirements of Section 4(f). As discussed on page 1-7 in Appendix B, the requirements of Section 4(f) apply to "…the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance…" Because the MAOF Ford Center is not publicly owned and operated, the requirements for protection under Section 4(f) do not apply to the MAOF Ford Center. As a result, the MAOF Ford Center was not identified or evaluated as a Section 4(f) property in Appendix B of the Draft EIR/EIS.

- **Calvary Cemetery Los Angeles (4201 Whittier Blvd., Los Angeles, 90023):** Calvary Cemetery Los Angeles is a privately owned (Archdiocese of Los Angeles) property for which the primary purpose is to serve as a cemetery. The website for the cemetery (http:///www.la-archdiocese.org/org/cemeteries/directory/Pages/Calvary-LA.aspx, accessed 10-22-12) describes the property as 136 acres with over 20,000 square feet of enclosed space, three visitation rooms, four private arrangement rooms, a flower shop, offices, large public areas including a lounge, a children's playroom, and a landscaped courtyard. As noted in Response to Comment IP-89-36, later in this report, the perimeter of the cemetery property is used by local area residents as a walking, running, and jogging track, along 3rd St., Downey Rd., Whittier Blvd., and Eastern Ave.

  As noted above, the requirements of Section 4(f) apply to "…the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance…" Because the Calvary Cemetery Los Angeles is privately owned,

the requirements for protection under Section 4(f) do not apply to this property. As a result, the Calvary Cemetery Los Angeles was not identified or evaluated as a Section 4(f) property in Appendix B in the Draft EIR/EIS. Further, the use of the perimeter area of the cemetery by local residents as a walking and jogging track does not result in the property being defined as for recreation purposes. The description of the cemetery property cited above does not include amenities that would be considered recreational; the amenities at the cemetery are clearly related to the purpose of the property as a cemetery and not as a recreation resource. Because the cemetery is privately owned and is not a defined recreation resource, the requirements for protection under Section 4(f) were not described or evaluated in the Draft EIR/EIS as a Section 4(f) property.

The following schools were added to or were included in the evaluation in Section 3.3 of the RDEIR/SDEIS:

- **A. B. Perez Special Education Center (4540 Michigan Ave., Los Angeles, 90022):** This is a publicly owned and operated school in the Los Angeles Unified School District (LAUSD), which serves special needs students from pre-kindergarten through the 12th grade. The school property contains basketball and other sports courts on asphalt located between the northern and southern school buildings and grassy play areas east, south, and west of those asphalt areas (http://www.lausd.k12.ca.us/Perez_School/school.html, accessed October 31, 2012, and http://www.maps.google.com/maps?hl=en&tab=wl, accessed November 1, 2012).
- **Brooklyn Avenue Elementary School (4620 Cesar Chavez Ave., Los Angeles, 90022):** This is a publicly owned and operated school in the LAUSD, which serves kindergarten through the 5th grade.
- **Garfield Community Adult School (4343 New York St., Los Angeles, 90022):** This is a public owned and operated adult education school in the LAUSD. It provides adult education, immigration services, and job training programs for residents in the LAUSD (http://www.first5la.org/grantees/Garfield-community-adult-school; accessed October 31, 2012). This school does not include outdoor sports or play areas (http://www.maps.google.com?hl=en&tab=wl, accessed November 1, 2012).
- **Marianna Elementary School (4215 East Gleason St., Los Angeles, 90063):** The school includes a large asphalt play area with painted basketball courts, track, and other sports areas. The asphalt play area is northwest of the school and is entirely within a loop formed by Zaring St. and South Marianna Ave. (http://www.maps.google.com/maps?hl=en&tb=wl, accessed November 1, 2012).
- **Our Lady of Soledad School (4545 Dozier Ave., Los Angeles, 90022):** Our Lady of Soledad School is a privately owned Catholic school.

As noted above, the requirements of Section 4(f) apply to "…the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance…" Because Our Lady of Soledad School is privately owned, the requirements for protection under Section 4(f) do not apply to this property. As a result, Our Lady of Soledad School and the Calvary Cemetery Los Angeles were not identified or evaluated as Section 4(f) properties in Appendix B in the Draft EIR/EIS.

L-7-25

Please refer to Response to Comment L-7-24 and Section 3.3 of the RDEIR/SDEIS, which provides an updated discussion of community facilities, including those listed in this comment. Regarding Ford Blvd. Elementary School, due to changes in project design, a description of the school's location is no longer necessary, but it is included in Table 3.3-5 of the RDEIR/SDEIS as a school located within 0.5 mile of the I-710 mainline and interchange improvements.

L-7-26

This comment refers to a disproportionate environmental justice impact identified in East Los Angeles related to the air quality analysis assumption that trucks leaving the dedicated freight corridor would no longer have zero emissions. Please refer to response to comment L-7-8 for a summary of the proposed project's air quality effects to environmental justice communities.

L-7-27

As described in Chapter 2.0, Project Alternatives, of the RDEIR/SDEIS, Alternative 7 is an alternative with a ZE/NZE freight corridor and no additional general purpose lanes.

L-7-28

The East Los Angeles LAC opposition to the acquisition of homes or businesses for the I-710 Corridor Project is acknowledged. With regard to the requested addition of a fifth northbound lane on State Route 710 (SR-710) from I-5 to SR-60 under Alternative 5C, auxiliary lanes will be added up to SR-60 and under Design Options 3A/3B, I-710 would be reconstructed and widened to accommodate auxiliary lanes and interchange reconfigurations including the I-710/SR-60 interchange.

City of South Gate

8650 CALIFORNIA AVENUE • SOUTH GATE, CA 90280 • (323) 563-9503
FAX (323) 569-2678 • gtroxcil@sogate.org

GEORGE TROXCIL
CITY MANAGER

September 26, 2012

Mr. Ronald Kosinski RK
Caltrans District 7
Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, California 90012

Subject: Review of the I-710 Corridor Project Draft EIR/EIS

Dear Mr. Kosinski:

On behalf of the City of South Gate, I would like to thank you for providing us with an opportunity to review and comment on the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) prepared for the proposed I-710 Corridor Project. The City of South Gate is bisected by the I-710 Freeway and any modification to the freeway will have a direct and measurable impact on our City. The City of South Gate has experienced, first hand, the traffic, noise, and air pollution impacts related to the freeway's increased traffic volumes over the past decades. As a result, our City will welcome any initiative that will be beneficial in reducing the freeway's traffic congestion, truck congestion, and its attendant impacts. However, we are concerned that the planned improvements to the Corridor may lead to unintended consequences related to growth inducement, cumulative impacts, dislocation, and a general degradation of the existing environment. It is not our intent to obstruct any efforts to improve the freeway's operation, but to ensure that the well being of our residents and businesses are considered in the ongoing planning and development phases. The attached comments have identified numerous concerns regarding the proposed project's environmental impacts to the City, its businesses, residents and property owners. We look forward to having these concerns addressed appropriately by the proposed project and the lead agencies.

L-8-1

Sincerely,

George Troxcil
City Manager

GT/MM:lc
l-mm417
Attachment(s)

General Introductory Comment

The City of South Gate is bisected by the I-710 Freeway and any modification to the freeway will have a direct impact on the local environment. South Gate has experienced, first hand, the traffic, noise, and air pollution impacts related to the freeway's increased traffic in past decades. As a result, our City will welcome any initiative that will be beneficial in reducing the freeway's traffic congestion and its attendant impacts. However, we want to make sure that the improvements to the corridor do not lead to any unintended environmental impacts. It is not our intent to obstruct any efforts to improve the freeway's operation, but to ensure that the well being of our residents, businesses, and property owners are considered in the ongoing planning and development phases. L-8-2

Chapter 1.0 Project Description

The scope and complexity of the project makes a concise overview of such a project difficult, though the Draft EIR/EIS did a good job. We do have some issues with the discussion of the "Purpose and Need" though these comments will be raised under discussion of air quality, traffic, etc. This section also does a good job at identifying those design issues that have lead to the existing congestion and safety problems. This section also does a good job in describing the "related [transit] projects" that will have a direct impact on future traffic volumes (especially truck traffic) that will affect the future operation of the I-710. Our specific comments are outlined below.

Comment 1. The project description clearly identifies the direct correlation of the ports (the Port of Los Angeles [POLA] and the Port of Long Beach [POLB]) and the rail yards in Commerce, Vernon, and East Los Angeles on the freeway's future operation. While the ports are anticipated to experience a significant increase in cargo between now and the year 2035, no such expansion plans are proposed for the (Burlington Northern Santa Fe (BNSF) Hobart rail yard or the Union Pacific (UP) East Los Angeles rail yard.[1] We are concerned that in the absence of any improvements to the rail yards, a "bottleneck" may be created since the container capacity at these rail yards will not increase. This could translate into increased truck queuing on both the new dedicated freeway truck lanes and the arterial roadways that will feed into the freeway. L-8-3

Comment 2. The Draft EIR/EIR indicates the UP and BNSF railroad main lines are anticipated to experience significant increase in the number of trains operating on a daily basis. For example, the UP's Alhambra Subdivision's rail traffic will increase from the year 2005 volumes of between 22 to 34 trains per day up to 22 to 91 trains per day by 2035.[2] These additional trains will continue to operate on the existing rail segments which underscore our previous concern related to the creation of a bottle neck due to a shortfall in yard capacity. We are concerned that no provision has been made in analyzing these potential constraints that could affect the operation of the freeway truck lanes. L-8-4

Comment 3. We realize that the service area of the I-710 Freeway is well defined and that the affected area noted in the project description, which includes the City of South Gate, will experience the majority of the construction and operational impacts. A statement included in Section 1.2.2.2 (Independent Utility and Termini) seems to imply that the project should be L-8-5

[1] State of California Department of Transportation and the Los Angeles County Metropolitan Transportation Authority. I-710 Corridor Project Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation. June 2012. Chapter 1.0 Proposed Project, Page 1-36.

[2] Ibid. Page 1-37.

considered mutually exclusive from other transportation projects.[3] While this approach may be sufficient in characterizing direct project impacts, it may not be an accurate statement with respect to the evaluation of the potential cumulative and growth inducing impacts. L-8-5

Chapter 2.0 Project Alternatives

The discussion of the project alternatives overall are accurate and informative. Our only comment regarding this section of the Draft EIR/EIS is provided below.

Comment 4. The No Build Alternative along with the other alternatives, assume that certain improvements would be made to the UP and BNSF rail facilities that would expand their capacity.[4] What is the nature and extent of these improvements and should they not be identified in the Draft EIR/EIS? L-8-6

Chapter 3.0 Affected Environment

Our comments regarding Section 3.0 are categorized according to the individual topical issues (land use, growth, community impacts, etc.). As stated previously, our comments focus on those issues that will directly affect the City of South Gate.

Chapter 3.1 Land Use

Our comments regarding the analysis of land use impacts are outlined below and on the following pages.

Comment 5. The discussion of the environmental setting focuses on the adopted land use and development policy for the affected area. For South Gate, the discussion focuses on selected general plan land use policies included in the Mobility Element, Community Design Element, and the Healthy Community Element. While we do not disagree with the Draft EIR/EIS selection, these and other elements also indicate that any improvements must not harm affect the community's physical or economic wellbeing. L-8-7

Comment 6. The discussion of direct and indirect land use impacts focus on the proposed I-710 project impacts on parks and recreational facilities. The analysis should also consider the proposed project's impacts on the Los Angeles River's recreational trails and those local connections to this trail. More significantly, the proposed project will have a significant impact on a planned park, the Parque dos Rios.[5] The Draft EIR/EIS fails to identify the candidate site(s) for the replacement park. L-8-8

Comment 7. The proposed project shows that multiple properties and buildings in the City of South Gate will be affected by implementation of the proposed project.[6] The proposed project needs to eliminate building takes and should minimize property acquisitions in the City. The acquisitions of buildings and properties would result in impact to businesses and long term job growth in the City. L-8-9

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[3] CALTRANS and METRO *I-710 Corridor Project Draft EIR/EIS and Section 4(f) Evaluation.* June 2012. Chapter 1.0 Proposed Project, Page 1-39.

[4] Ibid. Chapter 2 Alternatives Page 2-11.

[5] CALTRANS and METRO. *I-710 Corridor Project Draft EIR/EIS and Section 4(f) Evaluation.* June 2012. Chapter 3.1 Land Use, Table 3.1-5, Page 3.1-71.

[6] Ibid. Chapter 3.3 Community Impacts. Page 2-11.

Comment 8. The City of South Gate supports the proposed Patata Street extension which will provide a northbound off-ramp and southbound on-ramp directly to the proposed Freight Corridor. However, the proposed Patata Street extension should be constructed completely within the UP) right-of-way (ROW), which would not result in any building or property acquisitions. L-8-10

Comment 9. The description of the proposed Patata Street alignment provided in the Draft EIR/EIS shows that property acquisition may be required for APN 6216-035-001 in the City of South Gate, but it was not identified as an affected property. The Draft EIR/EIS should provide clarification if property acquisition is needed from said property if the proposed Patata Street extension cannot be implemented completely within the UP ROW as discussed above. L-8-11

Chapter 3.2 Growth

This section of the Draft EIR/EIS focuses on potential growth-inducing impacts that would be associated with the proposed project's implementation. Our comments regarding the analysis of growth inducing impacts are outlined below.

Comment 10. The discussion of growth impacts focuses on a general description of the regional growth projections for the region and the individual cities. This discussion of growth trends in goods movement largely repeats an earlier discussion included in the Project Description and our concerns regarding the rail yard and rail line capacity to accommodate a significant increase in rail traffic is restated here. This section also correctly details a correlation between activity and growth in the ports and increased truck traffic along the I-710 Corridor. However, this section does not address actual growth inducing impacts.[7] An example of a project that could lead to a potentially growth inducing impact is one that involves the expansion of roadways and other transportation facilities or the extension of infrastructure and other improvements. The Draft EIR/EIS does mention that there may be potential growth inducing impacts on traffic, noise, air quality, and health-related impacts though it does not specifically identify those impacts that may affect the City's residents. L-8-12

Chapter 3.3 Community Impacts

The discussion of community impacts provides a general overview of the socio-economic characteristics of the study area and the individual cities within the area. This section of the Draft EIR/EIS also includes a detailed description of schools and public facilities within the affected area. Our specific comments are listed below.

Comment 11. The discussion of community impacts indicates the amount of displacement that is anticipated under the project alternatives. Under Alternative 5A, a total of 5 non-residential properties will be impacted to such an extent that relocation will be required. Under Alternative 6A, Option 2, the number of non-residential properties requiring relocation is 15.[8] The analysis provided in subsequent tables indicates the number of employees that would be displaced and the potential loss in revenue to the City (both sales tax and property tax). The latter analysis assumed an average sales tax and property tax based on a citywide average. Given the relatively small numbers of sites in the City, we request L-8-13

[7] Foot note citing CEQA section needs to be added.

[8] CALTRANS and METRO. *I-710 Corridor Project Draft EIR/EIS and Section 4(f) Evaluation.* June 2012. Chapter 3.3 Community Impacts. Table 3.3-10. Page 3.3-31

specific information regarding the dislocated businesses, employment, and their revenue generation. L-8-13

Comment 12. The relatively small numbers of properties in South Gate that will need to be acquired is not in agreement with the large number of affected properties that were identified in the Appendix L, Table L-1. This table identified more than 79 properties that would involve a partial or full take which is far more than the number of a properties identified in the Draft EIR/EIS. Why there is this discrepancy and what is the accurate number of potentially displaced properties. L-8-14

Comment 13. The Draft EIR/EIS indicates that the provisions of the "Uniform Act" will be adhered to in providing just and fair compensation to affected property owners. We are also requesting a detailed tally of those individuals that would lose their jobs as part of the relocation. Table 3.3-12-indicates the number of dislocated employees and we request these figures be revisited because they are lower that the number of dislocated businesses that were identified.[9] In addition, did the preparers of the environmental documents or the lead agencies contact any of the property owners and/or business owners? L-8-15

Comment 14. The Draft EIR/EIS does not describe the potential impact of parking restrictions that are proposed along Garfield Avenue, Long Beach Boulevard and Atlantic Avenue. Would these parking prohibitions lead to an indirect dislocation of the affected South Gate businesses? Only a general discussion is provided in this section of the Draft EIR/EIS and this discussion is insufficient in understanding the potential impact.[10] L-8-16

Comment 15. The Draft EIR/EIS's description of the environmental justice issue is both accurate and sobering. The City of South Gate, like its neighboring communities located along the I-710 Corridor, is experiencing economic conditions that have not been seen since the Great Depression. Some communities have unemployment rates more than three times that of the nation and double that of the State. The construction effort will span many years costing billions of dollars. The majority of the corridor residents reside in lower income minority households. We request that the lead agencies make a diligent effort to attract local businesses and personnel to assist is the construction effort. The local hiring preferences will go a long way in reducing the potential environmental justice impacts. This initiative should be identified as a mitigation measure. L-8-17

The health-related risks and other impacts described in this section (noise, air quality, etc) will be commented on in later sections.

Chapter 3.4 Utility/Emergency Services Impacts

The discussion provided in this section of the Draft EIR/EIS provides a good overview of the emergency public services and utility providers in the affected area though we do have some concerns. Our specific comments are listed below. L-8-18

[9] Ibid. Chapter 3.3 Community Impacts, Tale 3.3-12, Page 3.3-32.

[10] CALTRANS and METRO. *I-710 Corridor Project Draft EIR/EIS and Section 4(f) Evaluation.* June 2012. Chapter 3.5 Traffic. Page 3.3-44.

[10] Ibid. Chapter 3.5 Traffic. Page 3.3-31

Comment 16. The Draft EIR/EIS is correct in indicating that the civic center complex and police station is located one block north of the intersection of Firestone Boulevard and California Avenue. We are concerned that emergency vehicles will have much lower response due to the nature and extent of the proposed construction. L-8-18

Comment 17. As indicated in the previous comment, the Draft EIR/EIS does not mention the impacts of construction-related activities on emergency response.[11] The complete closure of segments of Firestone Boulevard, key intersections, or freeway crossing points would have a serious impact on our City's emergency response capabilities. Mitigation is needed and should be identified in the Draft EIR/EIS to ensure that appropriate measures are taken to ensure that emergency access is maintained. L-8-19

Chapter 3.5 Traffic and Transportation/Pedestrian and Bicycle Facilities

The discussion provided in this section of the Draft EIR/EIS provided an overview of the traffic-related impacts and we have some concerns regarding the analysis. Our specific comments are listed below.

Comment 18. The traffic impact analysis did not analyze all of the arterial highways and intersections in the City of South Gate. Therefore, the proposed project may not have identified all of the potential traffic impacts generated by the proposed project in the City of South Gate.[12] It is our understanding that the proposed I-405/I-605/SR 91 Freeways project will evaluate all of the arterial highways and intersections in the City, and that any other improvements in the City identified for that project would be constructed with that project. However, the I-405/I-605/SR 91 project will be evaluated on its own merits, and if that project does not get approved, then the improvements needed for the City arterial highways and intersections may not be constructed. Consequently, the I-710 Major Corridor project may result in significant adverse impacts to City arterial highways and intersections if all of the improvements in the I-405/I-605/SR 91 Freeways project do not get constructed. All of these arterial highways and intersection improvements should be constructed in advanced of or current with the proposed I-710 Major Corridor project. Attached is the list of arterial highways and intersections improvements that the City provided to Gateway COG to be evaluated in the I-405/I-605/SR 91 Freeways project. L-8-20

Comment 19. The Draft EIR/EIS determined that improvements were needed at the intersections of California Avenue at Firestone Boulevard, Atlantic Avenue at Firestone Boulevard, Garfield Avenue at Firestone Boulevard and Garfield Avenue at Imperial Highway. However, the proposed intersection widening on the various corners do not always correlate with the property acquisitions. The intersection of California Avenue at Firestone Boulevard shows a road widening on the northeast and southwest corners of the intersection, but the Draft EIR/EIS shows that no property acquisitions are needed on these corner. The intersection of Atlantic Avenue at Firestone Boulevard shows a road widening on the northeast corner of the intersection, but the Draft EIR/EIS shows that no property acquisitions are needed on this corner. The intersection of Garfield Avenue at Firestone Boulevard shows a road widening on the northeast corner of the intersection, but the Draft EIR/EIS shows that no property acquisitions are needed on this corner. The Draft EIR/EIS L-8-21

[11] The potential for short-term impacts on emergency services are indicated in the paragraph under Section 3.4.3 on page 3.4-31.. The mitigation focuses on utility relocation mitigation and the impacts to a Fire Station in Vernon.

[12] CALTRANS and METRO. *I-710 Corridor Project Draft EIR/EIS and Section 4(f) Evaluation.* June 2012. Section 3.5 Traffic. 3.5.22. Page 3.5-7.

should provide clarification if property acquisitions are needed for these corners at these intersections; and the affected property owners should be properly notified of the potential property acquisitions. L-8-21

Comment 20. The Draft EIR/EIS shows that property acquisitions would be needed for the northeast property at the intersection of Wright Road at Imperial Highway. However, no intersection concept plans were provided for this intersection. L-8-22

Comment 21. The Draft EIR/EIS identified that peak hour parking prohibitions need to be implemented on Long Beach Boulevard south of Firestone Boulevard, Atlantic Avenue and Garfield Avenue during the peak periods to provide an additional travel lane. The Draft EIR/EIS should provide alternatives for consideration in lieu of implementing the on-street parking prohibition. L-8-23

Comment 22. The Southern Avenue extension over the Los Angeles River and I-710 Freeway should be constructed as an Early Action Project (EAP). The Southern Avenue extension would provide an additional connection between the east side and west side of the City and would reduce the anticipated congestion during construction work of the improvements for the I-710 Freeway/Firestone Boulevard interchange and I-710 Freeway/Imperial Highway interchange. In addition, construction of the Southern Avenue extension as an EAP will provide emergency vehicles with an additional alternative route between the east side and west side of the City. L-8-24

Comment 23. Previous concept plans for the I-710 Major Corridor project showed that a traffic signal would be constructed at the intersection of Miller Way at Garfield Avenue. This traffic signal should be constructed without any property and building acquisitions. The implementation of a traffic signal at this location would provide an alternative access point to the industrial businesses and Thunderbird Mobile Home Villas. In association with the traffic signal improvement project, the Garfield Avenue bridge just south of the intersection and over the Rio Hondo Channel should be widened. L-8-25

Comment 24. The loop access from West Frontage Road (adjacent to Thunderbird Mobile Home Villas) to the proposed Southern Avenue extension should be considered as a one-way outbound access only in order to minimize vehicular intrusion to the residential area. L-8-26

Comment 25. The City has an adopted Bicycle Transportation Plan (BTP). When the existing southbound Imperial Avenue off-ramp which terminates at the intersection of Wright Road at Abbott Road is vacated, it should be converted into a bike trail that connects directly to the Los Angeles River regional bike trail. The implementation of this bike trail would be consistent with the BTP. In addition, the proposed roadway improvements associated with the I-710 Major Corridor project for Firestone Boulevard, Imperial Highway, the Patata Street extension, and the Southern Avenue extension should provide bikeway facilities. Attached is a copy of the City's BTP map; and a copy of the entire BTP can be made available upon request. L-8-27

Comment 26. The implementation of the proposed Slauson Interchange would be beneficial to the City of South Gate and should be constructed. It would provide additional freeway accesses north of the City and reduce the need for vehicles to exit the freeway at Firestone Boulevard when there is congestion on the I-710 Freeway. L-8-28

Comment 27. The level of service (LOS) for the freeway segments north of the City would continue to operate at LOS F in 2035 with the various build alternatives. When the freeway operates at LOS F, the traffic congestion would cause drivers to seek alternative routes such as Atlantic Avenue and Garfield Avenue, and thereby, continue to impact intersections in the City of South Gate. The continued congestion on the I-710 Freeway with the various construction projects is a major concern to the City. Additional analyses should be provided in order to improve the LOS on the freeway segments to an acceptable LOS in order minimize impacts to the City. L-8-29

Chapter 3.6 Visual/Aesthetics

The freeways are the single most important element that has shaped the visual landscape of the region. Our specific comments are listed below.

Comment 28. The visual simulations were very helpful in illustrating the "before and after" views of the freeway improvements at selected locations. The visual image taken in the Thunderbird Villa Mobile Home Park and those taken along the Los Angeles River indicate the dramatic visual changes that will occur.[13] The imaging does not appear to accurately illustrate the options that would have the truck travel lanes which are further elevated above the freeway road grade. We would request the visual simulations be revisited for the 6A/B/C options. L-8-30

Comment 29. The use of screening shown in the images will have other impacts that are not mentioned. While screening is necessary to attenuate noise along those segments where residential neighborhoods are located in close proximity to the freeway, in other areas the screening will block the "off-site" views where freeway visibility may be desirable. For example, new commercial development near the Firestone Boulevard ramps greatly benefit from the freeway visibility. The Draft EIR/EIS must include mitigation to ensure that there will not be a proliferation of even taller and larger signage along the freeway corridor to compensate for the loss of freeway visibility. L-8-31

Comment 30. The Draft EIR/EIS used individual scenes (Key Views) to illustrate before and after views. While these simulations help the reader understand localized impacts, other image simulations that include oblique or panoramic views would aid in a more accurate visual characterization of impacts. The notion that a "picture is worth a thousand words" truly applies here. L-8-32

Chapter 3.7 Cultural Resources

This section of the Draft EIR/EIS analyzed the proposed project's environmental impacts on historic resources and cultural resources. Our specific comments are listed below.

Comment 31. The Draft EIR/EIS indicated the area of potential effect (APE) using general terms. The APE is important in that it provides information regarding the geographic extent of the survey. The Draft EIR/EIS description of the APE is vague stating "the APE is the maximum extent of all potential direct and indirect project impacts on cultural resources." This makes it difficult to ascertain the correctness of the analysis.[14] The EIR/EIS needs to clearly indicate the location and extent of the APE. L-8-33

[13] CALTRANS and METRO. *I-710 Corridor Project Draft EIR/EIS and Section 4(f) Evaluation.* June 2012. Chapter 3.6 Visual/Aesthetics, Key Views 18 through 22.

[14] Ibid. Chapter 3.7 Cultural Resources, Page 3.7-7.

Comment 32. The Draft EIR/EIS indicates a limited number of historic resources in the planning area. Table 3.7-1 identifies five sites though none are specifically identified as being in South Gate.[15] However, after careful reading later in the narrative, mention is made that one of the sites, the community center, is in fact in South Gate. In addition, the City contains many properties and structures that are locally significant which weren't identified. L-8-34

Chapter 3.8 Hydrology and Floodplain and Chapter 3.9 Water Quality

This section of the Draft EIR/EIS analyzed the proposed project's water quality, hydrological and floodplain impacts in Chapters 3.8 and 3.9. Our specific comments related to both hydrology and water quality are identified below.

Comment 33. The City is concerned that by potentially waiting until 2035 to install stormwater runoff treatment systems, that water quality goals may not be met until the Corridor Project's projected competition date of 2035. Table 3.9-2 lists 26 TMDLs that have either gone into effect or are expected to go into effect through January 2021; and many of these TMDLs have interim and final limits that will be in effect well before the project's completion.[16] The EIR does not discuss how the runoff from the project will be treated and controlled in order to achieve interim and final targets. L-8-35

Comment 34. Table 3.9-2 should be updated to reflect that the Bacteria TMDL for the Los Angeles River (Reaches, 1, 2 and the Estuary) was approved by the USEPA on March 23, 2012.[17] L-8-36

Comment 35. Many of the effective dates of Regional Board and USEPA TMDLs are not accurately reflected in the Draft EIR/EIS (specifically Table 7). For example: cadmium, copper, lead and zinc were re-approved and reaffirmed by the EPA for Reaches 1 and 2 the Los Angeles River on October 29, 2008; the metals TMDL for the San Gabriel River on March 26, 2007; the metals TMDL for Los Cerritos Channel on March 17, 2010; and, the estuary (Greater LA Harbor Toxics TMDL) on March 23, 2012. L-8-37

Comment 36. Section 3.9.2.3 of the Draft EIR/EIS does not adequately reflect the complexity of the TMDL waterbody/pollutant process.[18] At a minimum, the document should include a description of which waterbody (e.g. Los Angeles River, Los Angeles River Estuary, etc.) each of the listed pollutants applies to. In addition, the Draft EIR/EIS should delineate which post construction areas of the I-710 will be discharging into which waterbody. L-8-38

Comment 37. Section 3.9.3.1 of the Draft EIR/EIS does not address how Caltrans intends to work with municipalities to achieve water quality standards where discharges from Caltrans owned and operated facilities where runoff will become commingled with municipal runoff prior to the outfalls. The concern is that since Caltrans may be operating under their Statewide Stormwater Permit, while municipalities will be working under a separate MS4 permit; there is the distinct possibility the Caltrans may be meeting their permit requirements, L-8-39

[15] CALTRANS and METRO. *I-710 Corridor Project Draft EIR/EIS and Section 4(f) Evaluation.* June 2012. Chapter 3.7 Cultural Resources. Page 3.7-12.

[16] Ibid. Chapter 3.9 Water Quality, Page 3.9-12.

[17] Ibid.

[18] Ibid. Page 3.9-11

but contributing pollutants that will cause comingled discharges to exceed municipal permit requirements. The Draft EIR/EIS states, "These potential operations impacts would be addressed though the incorporation of design BMPs in accordance with Caltrans' statewide stormwater permit." This is not the same as incorporating BMPs that will meet the Water Quality Objectives of the receiving water, the standard that municipalities are being held to. L-8-39

Comment 38. There will be some loss of park space for all proposed alternatives. The Draft EIR/EIS specifically states that "the impervious increases would be minimal." This does not take into account that municipalities must actively reduce pollutants in runoff from current levels. This can be accomplished, in part, by increasing pervious areas. Maintaining pollutant discharge levels at current levels is not an acceptable option. The Draft EIR/EIS should describe mitigation efforts for any existing pervious areas being converted to impervious areas. L-8-40

Comment 39. On page 3.9.17, "Alternative 1" is the "no build alternative" for the project, and the EIR makes a strong case that any of the other alternatives 5A, 6A, 6B, or 6C will result in an improvements. However, Caltrans would be required to install BMPs (and in fact already is) as part of their ongoing effort to reduce pollutants in runoff. For the "no-build" alternative, the baseline used should be the anticipated stormwater treatment systems that would be installed if the no-build option was ultimately selected. L-8-41

Comment 40. The EIR, Section 3.9, should contain preliminary estimates of the efficiency of each of the proposed treatment BMPs (biofiltration strips and swales, infiltration basins, detention basins, media filters, etc.) for removal of each of the anticipated pollutants and provide an analysis of how each BMP will meet TMDL compliance. L-8-42

Comment 41. Section 5.4 of the Water Quality and Stormwater Study does not adequately address how Caltrans intends to maintain the stormwater treatment BMPs once construction is complete. The EIR needs to specify the operations and maintenance practices that will be follow once the treatment BMPs are installed. Under the anticipated (next) MS4 permit, municipalities such as South Gate are expected to conduct post-construction effectiveness assessments of their treatment BMPs. How will Caltrans assure ongoing effectiveness of the treatment BMPs? L-8-43

Comment 42. Mentioned in several sections of the Draft EIR/EIS including page 3.9-13, it appears that this project is likely to require significant modifications to the Dominguez Gap. The very nature of Dominguez Gap as a settling and retention basins aids the mitigation of pollutants such as metals which are often in the particulate phase. The Metals TMDL's Jurisdictional Group 1, which includes portions of South Gate and Caltrans, has already submitted an Implementation Plan to the Regional Board. This plan makes use of the existing mitigation capacity of Dominguez Gap and other settling/retention basins along the lower portions of the Los Angeles River. Any changes to Dominguez Gap either during construction or post-construction may necessitate the Jurisdictional Group 1 revising their implementation schedule which has already been accepted by the Regional Board. The impact of any activity within these basins needs to be reviewed from the standpoint impact of the Metals TMDL's Implementation Plans. L-8-44

Comment 43. Water Quality Standards (see Water Quality and Stormwater Study Table 6) need to be met on a current and ongoing basis as these are likely to be detected once outfall monitoring begins under the next MS4 permit. The Statewide Highway Characterization L-8-45

referred to in the Draft EIR/EIS indicates that there are several pollutants categories (i.e. conventional, hydrocarbons, metals, microbiological, semi-volatile organics) that are likely to be discharges at significant levels. The Draft EIR/EIS mentions these pollutants but does not specify immediate or long-term pollutant reduction measures. L-8-45

Comment 44. In Section 5.1 of the Water Quality and Stormwater Study (Risk Associated with Project Impacts) it is unclear if the proposed channel structures (roadway bridges) – 24 channel structures for Alternative 5A and 33 channel structures for Alternative 6A/B/C will discharge directly to the rivers/waterways or will be collected and directed to a treatment system. As reported in the Draft EIR/EIS, alternative 5A would create approximately 13,500 square feet of new structures (new bridges or expansions of existing ones) over rivers and Alternative 6A/B/C would create approximately 24,000 square feet of new structures over rivers. The bridges directly over the Los Angeles River and Rio Hondo are being significantly widened. Direct draining into the Los Angeles River without treatment could have a deleterious effect on municipal efforts to demonstrate compliance with Quality Standards. The EIR needs to address this issue. L-8-46

Comment 45. Wetlands, including Compton Creek into which a significant portion of runoff from South Gate flows, are mentioned in the Draft EIR/EIS (including page 3.17-4). The Los Angeles River, through the entire length of the proposed corridor, is impaired. Overall water quality needs to be improved. Simply maintaining the water quality status quo is not a viable option at this time. Alteration to or removal of any portion of the existing wetlands (regardless of the size) without adequate mitigation measures will have a negative impact on water quality. The Draft EIR/EIS should detail what mitigation measures are proposed for any lost wetland areas. L-8-47

Comment 46. Under, Avoidance, Minimization, and/or Mitigation Measures (Section 3.5.4) There are proposed modifications to arterial intersections, which include extending (changing form single to double) the current lanes and adding separate eastbound and westbound right turn lanes (for example, Garfield and Firestone and several other intersections in South Gate.). These modifications are likely to trigger the Green Streets requirement under the anticipated (next) MS4 permit. The Draft EIR/EIS should address the Green Streets approaches and/ or treatment systems that will be incorporated for these areas. L-8-48

Chapter 3.10 Geology

This section of the Draft EIR/EIS discusses the geologic setting of the planning area. The Draft EIR/EIS indicates the nature of seismic and soil constraints within the study area. The Draft EIR/EIS also indicates the location and extent of a number of blind thrust faults that are often overlooked in many environmental documents. Our specific comment related to this issue is listed below. L-8-49

Comment 47. Given the historic problems related to the ability of elevated freeway structures to withstand strong ground motion and surface rupture, we are concerned that the elevated structure (Options 6A/B/and C) and the high sound walls can withstand such events. While the mitigation identified in Section 3.10.4 is critical, additional geotechnical investigation and mitigation (including possible avoidance) may be required for those improvements located near the Thunderbird Villa Mobile Home Park.

Chapter 3.11 Paleontology

This section of the Draft EIR/EIS discusses the proposed project's impacts on paleontological resources in the area. The analysis is correct in indicating the potential for the discovery of such resources in very low given the alluvial nature of the soils in the area and their recent deposition. We also concur with the mitigation measures identified in Section 3.11.4.[19] L-8-50

Chapter 3.12 Hazardous Waste

This section of the Draft EIR/EIS discusses the proposed project's impacts on hazardous waste site in the study area. Our specific comments are listed below.

Comment 48. The Draft EIR/EIS includes a listing of known sites along the I-710 corridor that could be affected by the proposed project. There are four locations in the City that are designated Cortese sites and numerous other sites that are known to be contaminated and are undergoing remediation.[20] Many of the sites are located in close proximity to Firestone Boulevard, Southern Avenue, or Garfield Avenue. The Draft EIR/EIS should be expanded to identify those other sites that could be affected by the other intersection and arterial roadway improvements that will be undertaken as part of the proposed project's implementation. For example, only the Firestone/Garfield intersection was identified as an "intersection of potential concern." Potential contamination near these other sites in the City and the attendant mitigation should be identified. L-8-51

Comment 49. The Draft EIR/EIS, in Section 3.12.4, indicates that "data gaps" to the ISA report will be identified and a "Supplemental ISA" will be completed prior to the preparation of the Final EIR/EIS.[21] The necessary "file reviews" for the various options should be completed prior to the circulation of the Draft EIR/EIS so that a meaningful consideration by all of the stakeholders may be undertaken. L-8-52

Comment 50. The great majority of the mitigation measures identified in the Draft EIR/EIS involve some form of additional study or investigation.[22] While we recognize that some information is only possible during the demolition phases, a great deal of information (presence of lead paint, asbestos containing materials, etc) can be ascertained with a walk through survey by trained professionals. L-8-53

Chapter 3.13 Air Quality

This section of the Draft EIR/EIS discusses the proposed project's air quality impacts. Our specific comments are listed below. L-8-54

Comment 51. The Draft EIR/EIS includes air quality data for the reporting stations in the study area that is more than six years old.[23] More recent monitoring data is available and the Draft EIR/EIS data should be updated.

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[19] CALTRANS and METRO. *I-710 Corridor Project Draft EIR/EIS and Section 4(f) Evaluation.* June 2012. Chapter 3.11 Paleontology, Page 3.11-8.

[20] Ibid. Chapter 3.12 Hazardous Waste/Materials, Table 3.12-1, Table 3.12-2, Table 3.12-3, Table 3.12-4, and Table 3.12-5

[21] Ibid. Chapter 3.12 Hazardous Waste/Materials, Page 3.12-85.

[22] CALTRANS and METRO. *I-710 Corridor Project Draft EIR/EIS and Section 4(f) Evaluation.* June 2012. Chapter 3.12 Hazardous Waste/Materials, Page 3.12-86.

[23] Ibid. Chapter 3.13 Air Quality. Page 3.13-9

Comment 52. The Draft EIR/EIS does not include an analysis of potential "hot spots." For example, a screening analysis was used to identify CO concentrations at study area intersections as opposed to the use of computer modeling.[24] In addition, the Draft EIR/EIS indicated some intersections would be significantly impacted though they were not identified in the Draft EIR/EIS document. L-8-55

Comment 53. The analysis indicates that in 2015, the 24-hour PM2.5 concentrations would be 11% below the Federal standards. The year 2015 24-hour PM10 concentrations would be 49% below the Federal Standard. With Alternatives 5A and 6A, the PM2.5 and PM10 emissions would actually increase (refer to Tables 3.13-14 and 3.13.15). The South Coast Air Basin is currently non-attainment for both ozone and particulates. Following our review of the Draft EIR/EIS, Alternative 1 (the No Building) represents the environmentally superior alternative. L-8-56

Comment 54. Table 3.13-20 indicates the projected reductions in toxics (as measured from the baseline year of 2008) for Alternative 1 and Alternative 5A, Alternative 6A, and the Alternative 6 options.[25] The projected reductions are roughly the same. Does this mean that the new vehicle emissions controls, rather than the proposed project, will be more effective in reducing airborne toxic contaminants? L-8-57

Chapter 3.14 Noise

This section of the Draft EIR/EIS discusses the proposed project's potential noise impacts. Construction noise is not considered in this section of the Draft EIR/EIS. Our specific comments are listed below.

Comment 55. The noise measurement locations listed in Table 3.14-2 are difficult to reconcile with the measurement locations shown in the exhibits provided at the end of this section.[26] This table should be revised so that the public may use the information as a means to understand the potential noise impacts to their homes and businesses. For example, an additional column indicating the city in which the measurement/modeling is located would be helpful. L-8-58

Comment 56. The Draft EIR/EIS includes an analysis of existing and projected noise levels that are summarized in Table 3.14-2.[27] It appears that noise measurements were collected at 6 locations within the City of South Gate. At only one location was noise level measurements actually collected while modeling was used at the other 5 locations. We request that 24-hour noise measurements be taken at the Thunderbird Villa Mobile Home Park due to its proximity to the existing freeway and the proposed improvements. L-8-59

Comment 57. The results of the noise measurements/modeling for the six locations are summarized in the table provided below. Given the high noise levels indicated for those locations within the Thunderbird Villa Mobile Home Park, actual 24-hour field measurements are critical as indicated previously. The existing noise levels are clearly "very L-8-60

[24] Ibid. Page 3.13-15

[25] Ibid. Air Quality. Page 3.13-33

[26] CALTRANS and METRO. *I-710 Corridor Project Draft EIR/EIS and Section 4(f) Evaluation.* June 2012. Chapter 3.14 Noise, Page 3.12-86.

[27] Ibid. Chapter 3.14 Noise, Page 3.14-7.

unhealthful" by any measure and any increase noise level will further exacerbate the problem.

Site #	Location	Measured Noise Level	Modeled Noise Level	Worse-Case Noise Levels			
				Alt.5A	Δ Exist.	Alt.6A/B /C	Δ Exist.
SB-61	10518 Bluemont Rd.	66.4	69.2	66.2	0.0	69.5	3.0
SB-62	10442 Bluemont Rd.	68.0	71.8	67.2	0.0	70.7	2.7
SB-63	10334 Bluemont Rd.	65.8	69.3	67.0	1.2	70.2	4.4
SB-64	No. 20 W. Frontage Rd.	74.2	75.8	74.6	0.3	75.6	1.3
SB-65	No. 4 W. Frontage Rd.	74.7	77.0	76.3	1.5	77.0	2.2
SB-66	No. 221 W. Frontage Rd.	78.7	80.4	81.6	2.8	81.3	2.5

L-8-60

Comment 58. The modeled noise analysis shows that the proposed project would create a significant noise impact to the Thunderbird Mobile Home Villas. Figures 3.14-1 and 3.14-2 show that sound walls will be constructed on the west side of the mainline freeway and the proposed freight corridor.[28] However, sound walls are not proposed on the south side of the proposed Southern Avenue extension adjacent to the north end of the Thunderbird Mobile Home Villas. Sound walls should be constructed on the south side of the Southern Avenue extension in order minimize the noise impacts.

L-8-61

Comment 59. Based on Figures 3.14-1 and 3.14-2, Monitoring Noise Site SB-MS1 is shown to be taken in the center of the courtyard of one of the apartment complexes located 5230 Pendleton Avenue, which may have resulted in inaccurate noise measurements resulting from the noise insulation from the apartment complex. Sound walls should be constructed on the mainline freeway adjacent to the apartment complexes located at 5230 Pendleton Avenue.

L-8-62

Comment 60. The depiction of daily mobile noise from roadway traffic is best illustrated using contour maps derived from computer models that indicate noise levels a given distance from a roadway's centerline. This noise modeling would aid in our understanding of future noise exposure along the entire I-710 Corridor that extends through the City.

L-8-63

Comment 61. No noise modeling was undertaken to assess the increased traffic noise from those arterials (such as Firestone Boulevard and Imperial Highway) that would be affected by the proposed project. We request existing and future traffic noise be analyzed for Firestone Boulevard and Imperial Highway.

L-8-64

Chapter 3.15 Energy

The potential energy consumption rates for the various scenarios are described in this section of the Draft EIR/EIS. Our only comment concerning this issue is indicated below.

L-8-65

[28] CALTRANS and METRO. *I-710 Corridor Project Draft EIR/EIS and Section 4(f) Evaluation.* June 2012. Chapter 3.14 Noise, Pages 3.12-63 and 65..

Comment 62. The analysis included in this section appears to focus on the energy costs associated with VMTs and congestion associated with the "No Build Alternative." However, the Draft EIR/EIS did not consider the energy consumption impacts related to the use of the electrical powered zero emission trucks. The Draft EIR/EIS should compare the impacts of the 5A alternative at build-out with those Alternative 6 options that would use "zero emissions" truck focusing on the energy consumption related to off-site electrical power consumption. L-8-65

Chapter 3.16 Natural Communities

The Draft EIR/EIS includes an analysis of the proposed project's potential impacts on the "natural communities" in the study area. The Draft EIR/EIS indicates that the primary impacts will be related to the coastal impacts and other impacts to riparian areas. The City of South Gate does not take any issue with the Draft EIR/EIS's analysis and the recommended mitigation. L-8-66

Chapter 3.17 Wetlands

The Draft EIR/EIS includes an analysis of the proposed project's potential impacts on the "wetlands" in the study area. The Draft EIR/EIS indicates the importance of both the Los Angeles River and the area located at the confluence of the Rio Hondo and Los Angeles Rivers as jurisdictional waters. Our comments are outlined below.

Comment 63. The majority of the Los Angeles River in the study area is concrete line due to its historic use as a major regional flood control channel. In recent years, a number of measures have been implemented to restore the river's utility for groundwater recharge, recreation, and as a habitat for numerous avian species. Many of the categories identified in Table 3.17-2 are ranked as "low" based on its current concrete-lined condition which does not reflect the future condition of the river following its restoration. What would be the impact following the restoration of the Los Angeles River? L-8-67

Comment 64. The Draft EIR/EIS (Table 3.17-3) indicated that a relatively small amount of the Los Angeles River would be directly impacted by the proposed project. Again, we request that these direct and indirect impacts be reconsidered in the context of the Los Angeles River Restoration Plan. L-8-68

Chapter 3.18 Plant Species

This section of the Draft EIR/EIS includes an analysis of the proposed project's potential impacts on the plant species within the study area. Since no protected plant species are known or suspected to be found within those segments located in South Gate, we have no comments at this time other than the following: L-8-69

Comment 65. Any street trees that will be removed as part of the proposed project's implementation must be replaced at a one-to-one ratio.

Chapter 3.19 Animal Species

This section of the Draft EIR/EIS includes an analysis of the proposed project's potential impacts on animals within the study area. Since no protected species are known or suspected to be found within those segments located in South Gate, we have no comments at this time. We do concur that the mitigation measure (AS-1) identified in the Section of the Draft EIR/EIS must be implemented as a means to protect the avian species foraging in the Los Angeles River Channel. L-8-70

Chapter 3.20 Threatened and Endangered Species

This section of the Draft EIR/EIS includes an analysis of the proposed project's potential impacts on designated threatened and endangered plant and animal specific within the study area. Since no such species are known or suspected to be located within those segments located in South Gate, we have no comments at this time.

Chapter 3.21 Invasive Species

This section of the Draft EIR/EIS includes an analysis of the proposed project's potential impacts related to invasive species that may affect the study area. We have no comments at this time on this section of the Draft EIR/EIS other than the proposed mitigation measure should be implemented (Measure IS-1). L-8-71

Chapter 3.22 Relationship Between Local Short-term Uses of the Human Environment and the Maintenance of Long-term Productivity

This section of the Draft EIR/EIS includes an analysis of the proposed project's significant impacts which are balanced with long-term benefits. Our comments are outlined below. L-8-72

Comment 66. The statement under Section 3.22.2.1 that all of the "...Build Alternatives have similar impacts" is too general. An effort should be made to compare or rank the impacts to aid the reader in the identification of those alternatives that have the greatest impact.

Comment 67. The purpose of the discussion provided under Section 3.22.2.2 is unclear. The discussion implies that Alternative 1 is the environmentally superior alternative. According to CEQA, when the existing baseline conditions is the environmentally superior alternative, a second project alternative (other than the no project alternative) that meets some or all of the project objectives should be identified. L-8-73

Comment 68. The long term gains indicated in the list provided under Section 3.22.2.2 is not supported by the analysis. The impacts on noise, air quality, traffic, and aesthetics will vary greatly among the various alternatives though their impacts will be greater, not less, when compared to the baseline (existing and future). Again, some form of ranking would be useful. L-8-74

Chapter 3.23 Irreversible and Irretrievable Commitments of Resources that would be Involved in the Proposed Project.

This section of the Draft EIR/EIS describes resources that will be permanently committed to the proposed project. Our comments are outlined below. L-8-75

Comment 69. The loss of productive businesses that may be displaced and the attendant impacts (lost jobs, revenue, etc.) is a significant irreversible and irretrievable impact to our community. These impacts should be identified in this section and in the other relevant sections of the Draft EIR/EIS.

Chapter 3.24 Construction Impacts

This section of the Draft EIR/EIS describes the construction impacts on resources that will be permanently committed to the proposed project. Our comments are outlined below. L-8-76

Comment 70. The discussion of the land use impacts is too general and does not provide a useful analysis of land use impacts.[29] In addition, the table referred to in the Draft EIR/EIS (Table 3.24-1) only discusses the project's impact on recreational and park facilities. L-8-76

Comment 71. The analysis of temporary construction impacts of the land use impacts also is too general.[30] This section of the Draft EIR/EIS provides a general description of roadway and intersection closure impacts. We request the analysis to be expanded to include an estimate of the amount of time these closures will occur. L-8-77

Comment 72. The analysis of traffic, pedestrian, and bicycle impacts is unsatisfactory. No real information other than generalized statements are provided such as "...During construction, the I-710 Corridor Project will result in temporary impacts due to traffic diversions resulting from temporary closures to local roadways, sidewalks and bikeways, and freeways and ramps." The statement that "many of the details will be worked out during the design phases of the project" does not conform to the requirements of CEQA. The proposed project's full implementation will span decades with localized construction impacts, and the attendant disruption, taking place over a number of years. The City requests more detailed information regarding the proposed project's construction impacts on local streets such as Garfield Avenue, Atlantic Avenue, Long Beach Boulevard, and Firestone Boulevard. L-8-78

Comment 73. The Traffic Management Plan for the construction of the proposed project should be shared with the City for our review and comment. Construction impacts to Garfield Avenue and Atlantic Avenue should be avoided; and Garfield Avenue should not be used as a detour route. During the recent I-710 Rehabilitation project, the various freeway and ramp closures diverted freeway traffic onto Garfield Avenue and Atlantic Avenue, which has affected the quality of life for the residents and businesses that reside on these streets. L-8-79

Comment 74. The Draft EIR/EIS indicates those intersections located near hazardous materials sites that may be impacted by the proposed project. A number of these intersections are located along the Firestone Boulevard.[31] The City concurs that soils investigations of these areas must be performed prior to construction. L-8-80

Comment 75. The Draft EIR/EIS's analysis of construction emissions is to general to be of use in terms of understanding localized impacts. The greatest potential construction-related impact is the generation of fugitive dust during demolition, grading, finishing. The potential daily PM10 and PM2.5 emissions are likely to exceed thresholds in those areas of the City where sensitive receptors are located. We request that the air quality analysis be expanded to include a modeling of PM10 and PM2.5 emissions at sensitive receptors located nearest the freeway corridor. For example, the Thunderbird Villa Mobile Home Park should be included in the analysis. L-8-81

Comment 76. The Draft EIR/EIS's analysis of construction noise impacts emissions is far too general to provide a meaningful description of the vibration and construction noise impacts. Again, noise and vibration impacts must be described so that residents and business may understand the impacts. The analysis should consider, at a minimum, homes (including L-8-82

[29] CALTRANS and METRO. *I-710 Corridor Project Draft EIR/EIS and Section 4(f) Evaluation.* June 2012. Chapter 3.24 Construction Impacts, Page 3.24-5.

[30] Ibid., Page 3.24-12.

[31] Ibid., Page 3.24-19.

the Thunderbird Villa Mobile Home Park) and local schools located within ¼ mile of the potential construction area. In addition, those schools that will be impacted by arterial and intersection construction noise must be identified along with the potential impacts and the attendant mitigation.

L-8-82

Chapter 3.25 Cumulative Impacts

This section of the Draft EIR/EIS describes the potential cumulative impacts related to the proposed project's implementation. Our comments are outlined below.

L-8-83

Comment 77. The Draft EIR/EIS's identification of the related projects is very through and well done (refer to Table 3.25-1). The cumulative analysis is good given the complexity of both the project and the related projects. It would be helpful to "rank" those related projects that will more closely affect the proposed I-710 Corridor project.

MAP 6-1: EXISTING AND PROPOSED BIKEWAYS



LIST OF IMPROVEMENT PROJECTS PROVIDED TO GATEWAY COG FOR EVALUATION IN I-405/I-605/SR 91 FREEWAYS PROJECT

- **Alameda Street at Firestone Boulevard** – Add protected left-turn phasing on all approaches. (Intersection is shared with the County of Los Angeles.)

- **Long Beach Boulevard at Firestone Boulevard** – Construct dual left-turn lanes on all approaches.

- **Long Beach Boulevard at Tweedy Boulevard** – Add protected left-turn phasing on all approaches. (Intersection is shared with the City of Lynwood).

- **State Street at Tweedy Boulevard** – Add left-turn lane on all approaches. Add protected left-turn phasing on all approaches. (Intersection is shared with the City of Lynwood.)

- **California Avenue at Firestone Boulevard** – Construct dual left-turn lanes on the eastbound and westbound approaches. Add protected left-turn phasing on all approaches.

- **Atlantic Avenue at Southern Avenue** – Construct dual left-turn lanes on the southbound and westbound approaches. Add protected left-turn phasing on all approaches.

- **Atlantic Avenue at Tweedy Boulevard** – Construct dual left-turn lanes on all approaches. Add protected left-turn phasing on all approaches.

- **Garfield Avenue at Firestone Boulevard** – Construct dual left-turn lanes on all approaches. Eastbound to northbound left-turn movement may be triple left-turn lanes.

- **Garfield Avenue at Southern Avenue** – Construct dual left-turn lanes on the northbound and eastbound approaches.

- **Garfield Avenue at Imperial Highway** – Construct dual left-turn lanes on all approaches.

- **Miller Way at Garfield Avenue** – Improve intersection to allow all movements. Add northeast-bound left-turn lane and right-turn lane on Miller Way. Add northbound left-turn lane on Garfield Avenue. Signalize intersection. Widen Garfield Avenue bridge over Rio Hondo Channel (I-710 Early Action Project).

- **Independence Avenue/Ardmore Avenue Street Improvements** – Construct street improvements that compliment the Union Pacific Railroad line and right-of-way.

- **Independence Avenue/Ardmore Avenue Extension** – Extend Independence Avenue and Ardmore Avenue through Union Pacific Railroad right-of-way from Otis Street to Atlantic Avenue/Salt Lake Avenue/Patata Street intersection. Street extensions will include bike facilities.

LIST OF IMPROVEMENT PROJECTS PROVIDED TO GATEWAY COG FOR EVALUATION IN I-405/I-605/SR 91 FREEWAYS PROJECT

- **Patata Street Extension** – Widen and extend Patata Street from the Atlantic Avenue/Salt Lake Avenue intersection to the Eastern Avenue/Garfield Avenue intersection. Patata Street extension will be grade separated over the Los Angeles River and the I-710 Freeway and will provide access ramps to the project I-710 freight corridor. Patata Street will have two (2) travel lanes in each direction, bike lanes and a raised median.
- **Firestone Boulevard Improvements** – Construct a raised median from west City limit to east City limit. Firestone Boulevard will have three (3) travel lanes in each direction. Construct bridge widening over Alameda Corridor, Los Angeles River and Rio Hondo Channel.

- **Southern Avenue Improvements** – Construct street improvements that are complementary to the bike lanes under the City of Los Angeles Department of Water and Power (LADWP) power lines.

- **Southern Avenue Extension** – Widen and extend Southern Avenue from Atlantic Avenue to Garfield Avenue. Southern Avenue extension will be grade separated over the Los Angeles River and the I-710 Freeway. Southern Avenue will have two (2) travel lanes in each direction, bike lanes and a raised median.

- **Tweedy Boulevard Improvements** – Construct street improvements from Long Beach Boulevard to Atlantic Avenue that are complementary to the adjacent land uses.

- **Imperial Highway Improvements** – Widen Imperial Highway to three (3) lanes in each direction and construct a raised median.

- **Santa Fe Avenue Improvements** – Construct a raised median from the north City limit to Southern Avenue.

- **Long Beach Boulevard Improvements** – Widen Long Beach Boulevard to three (3) lanes in each direction and construct a raised median.

- **State Street Improvements** – Construct street improvements that are complementary to the adjacent land uses.

- **California Avenue Improvements** – Construct street improvements that are complementary to the adjacent land uses.

- **Otis Street Improvements** – Construct street improvements that are complementary to the adjacent land uses.

- **Atlantic Avenue Improvements** – Widen Atlantic Avenue to three (3) lanes in each direction.

LIST OF IMPROVEMENT PROJECTS PROVIDED TO GATEWAY COG FOR EVALUATION IN I-405/I-605/SR 91 FREEWAYS PROJECT

- **Rayo Avenue Improvements** – Construct street improvements that are complementary to the adjacent land uses.

- **Wilcox Street Extension/Improvements** – Construct a new street from the Patata Street extension to Southern Avenue. A portion of the street may be in the Union Pacific Railroad right-of-way.

- **Garfield Avenue Improvements** – Widen Garfield Avenue to three (3) lanes in each direction and construct a raised median. Construct bridge widening over Rio Hondo Channel.

- **Paramount Boulevard Improvements** – Widen Paramount Boulevard to three (3) lanes in each direction and construct a raised median.

- **Traffic signal synchronization** – Synchronize traffic signals.

- **Bicycle Transportation Master Plan** – Implement bicycle facilities on the arterial streets.

- **South Gate Transit Service** – Add and expand existing South Gate local transit service.

L-8-1

This comment is an introductory comment stating the City of South Gate's support of initiatives to relieve traffic and truck congestion on Interstate 710 (I-710), but expresses concerns regarding potential adverse effects of any improvements on the City's residents and businesses. The I-710 Project Team has taken into consideration the commenter's concerns. Please refer to Responses to Comments L-8-3 through L-8-83 for more detailed responses to the City's concerns.

L-8-2

This comment repeats the statements made in Comment L-8-1. Please refer to Responses to Comments L-8-3 through L-8-83 for more detailed responses to the City's concerns.

L-8-3

This comment raises concerns about potential adverse traffic effects that would result from lack of expansion of the rail yards to accept an increased volume of containers coming from the Ports of Los Angeles and Long Beach (Ports). The goods movement forecasts used for the Draft EIR/EIS did assume increased numbers of container lifts at both the Burlington Northern Santa Fe (BNSF) Hobart and Union Pacific (UP) Railroad East Los Angeles rail yards, accomplished by increased efficiencies in yard operations, including adjustments in the internal configurations of the yards. However, more information regarding traffic and cargo behaviors has been realized since the 2012 Draft EIR/EIS, and the section has been revised accordingly. Please see Section 2.2.2, Revised Alternatives Development and Refinements, for more information.

L-8-4

This comment raises concerns about the capacity of the rail system for freight movement. The *I-710 Railroad Goods Movement Technical Memorandum* (CSI, 2008) assessed the railroad mainline and yard capacity to handle the assumed railroad share of the forecast container volume of 43 million annual twenty-foot equivalent units (TEUs). The analysis concluded that with additional capacity expansion of mainline and yard facilities, both the BNSF and the UP Railroads can operationally carry the annual volume of containers forecast to move via rail in 2035. In addition, the port cargo forecasts have been updated since the 2012 Draft EIR/EIS. Please refer to Section 1.2.1.4 of the RDEIR/SDEIS for a revised discussion.

L-8-5

This comment raises a concern that the statement regarding the project's independent utility (i.e., it does not depend upon other infrastructure projects to achieve the project purpose) in Section 1.2.2.2 of the Draft EIR/EIS implies that growth-related and cumulative effects of other projects would not be considered in the EIR/EIS. Text added to Section 1.2.2.2 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) describes the ability of the proposed project to be a usable and a reasonable expenditure even if no additional transportation improvements in the area are made. Logical termini for the proposed project are defined to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated. However, the proposed project is not evaluated as a project mutually exclusive from other transportation projects. In accordance with the California Department of Transportation (Caltrans) Guidelines for Preparers of Cumulative Impact Analysis, Section 3.25, Cumulative Impacts, of the RDEIR/SDEIS discusses potential direct and indirect impacts, including growth-induced impacts, from construction and operation of both build alternatives that, when combined with other projects, could contribute to cumulative impacts to resources of concern.

L-8-6

This comment requests that the EIR/EIS include information about any planned improvements to the BNSF and UP rail yards. The most current information available regarding potential improvements to the UP and BNSF rail facilities have been included in Chapter 1.0 and to the cumulative impacts analysis starting in Section 3.25 of the RDEIR/SDEIS.

L-8-7

This comment is on the section of the EIR/EIS that analyzes project consistency with the City's General Plan, stating that "these and other elements also indicate that any improvements must not harm/affect the community's physical or economic wellbeing."

As discussed in this section of the Draft EIR/EIS, as well as in the RDEIR/SDEIS, the I-710 Corridor build alternatives would result in some impacts such as changes in access; however, once in operation the project would not result in adverse impacts to modes of travel for students and would enhance access to schools by reducing traffic congestion. Pedestrian facilities (i.e., sidewalks) would be improved and bike travel would also be improved by providing new pavement on arterial bridges that will be replaced over I-710 and the Los Angeles River.

As described in Section 2.4.2 in the Recirculated Draft EIR/Supplemental Draft EIS, Alternatives 5A and 6A have been withdrawn from further consideration and a revised set of build

alternatives (Alternative 5C and 7) are being carried forward in the RDEIR/SDEIS. Project-funded ZE/NZE trucks along the I-710 Corridor are a component of both Alternatives 5C and 7, and Alternative 7 includes a ZE/NZE freight corridor. Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

L-8-8

This comment raises concerns about potential impacts to park and recreational facilities, including the Los Angeles River Trail and Parque do Rios. Section 3.1 of the RDEIR/SDEIS includes an updated discussion of the effects of the build alternatives on recreational trails. The mitigation for the effects of Alternatives 5A and 6A/B/C on Parque Dos Rios were discussed in detail in Section 3.1.3, Parks and Recreation Facilities, and Appendix B, Section 4(f), in the Draft EIR/EIS. Refer to Responses to Comments S-6-1 through S-6-3, earlier in this report, for discussion regarding possible replacement sites for the Parque Dos Rios under the build alternatives. Section 3.1.3 of the RDEIR/SDEIS has been revised to reflect the current project design and proposed mitigation measures.

L-8-9

This comment raises concerns about property impacts. Due to changes in the project design, the property acquisitions in the City of South Gate have been reduced. Please see the revised discussion beginning in Section 3.1.3.3 of the RDEIR/SDEIS.

L-8-10

This comment suggests that the proposed Patata St. extension should be wholly within UP right-of-way. As shown in Appendix O and as discussed in Chapter 2.0 in the RDEIR/SDEIS, the proposed Patata St. extension is not included in the revised build alternatives.

L-8-11

As noted in Response to Comment L-8-10, above, the proposed Patata St. extension is not included in the revised build alternatives. Therefore, the acquisition of the property at Assessor's Parcel Number (APN) 6216-035-001 will not be required for the project.

L-8-12

This comment states that Section 3.2, Growth, does not address actual growth-inducing impacts. Growth-inducing impacts are discussed in Section 3.2.3.1 of this chapter. Analysis is provided on pages 3.2-13 through 3.2-15, with the following conclusion presented at the bottom of page 3.2-15: "The I-710 Corridor Project build alternatives are not expected to influence the amount, timing, or location of growth in the project area because the proposed project improves existing transportation infrastructure, the Study Area is already highly developed, and there is limited land available for new development or redevelopment. Accordingly, there is no reasonably foreseeable project-related growth expected to result from any of the I-710 Corridor Project build alternatives." The comment also suggests a footnote regarding the applicable California Environmental Quality Act (CEQA) section be added. This change was not made because all of the CEQA-related discussion of the project is provided in Chapter 4.0 of the EIR/EIS, with the discussion of growth inducement as defined by CEQA discussed in Section 4.2.2.10 of both the Draft EIR/EIS and the RDEIR/SDEIS.

L-8-13

The Draft EIR/EIS provided impact information regarding the number of businesses potentially impacted by the proposed alternatives, as well as the number of employees potentially displaced and tax revenue generation lost for the respective cities; refer to Section 3.3 for an updated discussion of impacts to businesses as a result of the revised build alternatives**.** The Draft EIR/EIS includes mitigation for Caltrans to follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), which includes relocating businesses (refer to Mitigation Measure C-1). All attempts will be made by Caltrans to relocate the affected property within the same city, as to keep jobs and tax revenues within affected cities.

L-8-14

This comment questions why the information in Appendix L appears to list more parcels for acquisition than the table in Section 3.3 of the Draft EIR/EIS. The difference in the number of properties affected is that some parcels are either vacant, or the same business occupies

multiple parcels (i.e., only one business would require relocation even though multiple parcels would be acquired for the project).

L-8-15

This comment raised questions about the accuracy of the estimated number of employees affected and whether property owners and businesses were contacted during the preparation of the Draft EIR/EIS. The updated analysis of employee displacements is provided in Section 3.3.2.3 of the RDEIR/SDEIS. Caltrans does not typically contact property or business owners during the preparation of technical studies such as the *Relocation Impact Report* (RIR, March 2017).

L-8-16

As requested in this comment, the EIR/EIS has been updated to include more detail regarding the analysis of proposed peak-period parking restrictions (see Section 3.3.1.3 of the RDEIR/SDEIS.

L-8-17

This comment requests that a local hiring program be required for project construction. Metro, in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the I-710 Corridor Project. This effort is being made in parallel to the RDEIR/SDEIS process.

L-8-18

This comment raises concerns about emergency access during construction. Section 3.24.3.4, Utilities/Emergency Services acknowledges that emergency services response times may be impacted in the vicinity of project construction areas. Measure CON-U&ES-1, Fire, Law Enforcement, Emergency Services, and School Districts (Section 3.24.4.4), requires Caltrans and the construction contractor to coordinate all temporary ramp closures and detour plans with fire, emergency medical, and law enforcement providers to minimize temporary delays in emergency response times as part of the TMP, including the identification of alternative routes and routes across the construction areas for emergency vehicles, which will be developed in coordination with the affected agencies. Measure CON-TR-1 (Section 3.24.4.5) requires the preparation of the TMP, which includes extensive public outreach prior to and during construction including emergency services providers.

L-8-19

This comment also raises concerns about emergency access during construction, with specific reference to Firestone Blvd. and various arterial crossings of I-710 and the Los Angeles River. Specific road closures and durations will not be known until completion of more detailed plans during the final design phase of the project. As described in Response to Comment L-8-18, Measure CON-U&ES-1 in the EIR/EIS requires that, prior to and during construction, Caltrans and the construction contractor will coordinate all temporary ramp closures and detour plans with fire, emergency medical, and law enforcement providers to minimize temporary delays in emergency response times as part of the TMP, including the identification of alternative routes and routes across the construction areas for emergency vehicles, developed in coordination with the affected agencies.

L-8-20

This comment requests that additional intersections in the City be analyzed in the EIR/EIS. Intersections in the City of South Gate analyzed as part of the TIAR include:

- Imperial Hwy./Garfield Ave.
- Firestone Blvd./Long Beach Blvd.
- Firestone Blvd./California Ave.
- Firestone Blvd./Atlantic Ave.
- Firestone Blvd./Garfield Ave.
- I-710 SB/Imperial Hwy. (Off at Wright Rd.)
- I-710 NB/Firestone Blvd. (Off)
- I-710 SB/Firestone Blvd.
- Atlantic Ave./Southern Ave.
- Firestone Blvd./Rayo Ave.
- Firestone Blvd./Otis St.
- I-710 NB/Slauson Ave. (FC Off)
- I-710 SB/Slauson Ave. (FC On)
- Imperial Hwy./Wright Rd.
- Garfield Ave./Southern Ave.

Please refer to Section 3.5.3 for an analysis of these intersections.

L-8-21

This comment requests that additional right of way analysis be conducted for proposed intersections identified for improvement in the 2012 DEIR/DEIS. The intersection analysis has been updated since the 2012 DEIR/DEIS. Please refer to Section 3.5.2 for a revised summary of the traffic impact analysis findings, drawn from the updated *Intersection Traffic Impact Analysis Report*. For those intersections impacted by the proposed project, as lead agency, Caltrans will work with the City to identify potentially affected property owners and to refine recommended mitigation improvements, in conjunction with the I-710 Project design process. For those intersections eligible for improvement under the I-710 ITS/TSM/Congestion Relief funding program, the local jurisdictions (individual cities or the County of Los Angeles) will serve as the lead agency to develop the proposed improvements, including planning, environmental and design studies, and any right of way acquisition that may be required.

L-8-22

This comment requests a conceptual plan for the intersection of Wright Rd. at Imperial Hwy. The RDEIR/SDEIS provides concept plans for the revised build alternatives in Appendix O.

L-8-23

This comment raises concerns about the impact of peak-period parking restrictions and requests identification of alternatives in lieu of such restrictions. The proposed peak-hour parking restrictions were part of the Transportation Systems Management/Transportation Demand Management (TSM/TDM) alternative proposed during the Major Corridor Study (MCS) phase of this project. The only alternative to provide additional capacity on the arterials without restricting peak-period parking would be to widen the arterials. Widening the arterials would have a greater impact on the community due to the increased property acquisition.

L-8-24

This comment requests construction of the Southern Ave. overcrossing of I-710 and the Los Angeles River as an Early Action Project to provide an alternate route during construction. Caltrans and Metro encourage the City of South Gate to nominate the Southern Ave. overcrossing of I-710 and the Los Angeles River as an Early Action Project through the existing Early Action Project nomination process.

L-8-25

This comment raises concerns about access to Miller Wy. and requests that improvements be made to Garfield Ave. Access to Miller Wy from the freight corridor has been modified under the revised build alternatives. As shown in Table 2.3-1 in Section 2.3.2.1 of the RDEIR/SDEIS, improvements at Miller Wy and Garfield Ave. include:

- Replacement of the undercrossing to accommodate wider freeway section between East Frontage Rd.
- Relocation of the Garfield Ave/Miller Wy intersection approximately 200 feet south and reconstructed in a three-legged T-intersection configuration to accommodate the relocated Imperial Hwy. off-ramp location.

L-8-26

This comment makes suggestions related to the access to the Thunderbird Mobile Home Villas and West Frontage Rd. As shown in Table 2.3-1 in Section 2.3.2.1 of the RDEIR/SDEIS, improvements related to the Thunderbird Mobile Home Villas include:

- Construction of Southern Ave., including a freeway overcrossing and bridge over the Los Angeles River, between Salt Lake Ave. and Garfield Ave.
- Construction of a one-way street couplet re-establishing access between East Frontage Rd. and Southern Ave.

L-8-27

This comment requests that the I-710 Corridor Project provide improvements consistent with the City's adopted Bicycle Transportation Plan. The Gateway Cities Council of Governments (Gateway Cities COG) is assessing a comprehensive bike master plan. For these areas where the plan interfaces with the project, those elements have been addressed in the revised build alternatives (see Sections 2.3.2.1 and 2.3.2.3 of the RDEIR/SDEIS for a discussion of bicycle and pedestrian facilities provided by the project).

L-8-28

The Project Team acknowledges the City of South Gate's preference for construction of the on- and off-ramps at Slauson Ave. Alternative 7 evaluated in the RDEIR/SDEIS provides for a freight corridor only I-710/Slauson Ave. interchange.

L-8-29

This comment raises concerns related to the congestion on the I-710 and the impacts to South Gate streets. The traffic analysis in Section 3.5 of the RDEIR/SDEIS has been substantially revised based upon the revised traffic forecast assumptions and the revised design of the build alternatives.

L-8-30

This comment questions the accuracy of the visual simulations presented in the Draft EIR/EIS, specifically those showing the elevated freight corridor in Alternatives 6A/B/C. Because of the substantial design changes in the revised build alternatives, most of the visual simulations were revised in Section 3.6 of the RDEIR/SDEIS. The accuracy of the visual simulations has been checked by the project engineer in comparison to the project plans and profiles.

L-8-31

This comment raises two concerns: (1) that soundwalls and screen walls not impact visibility of businesses from the freeway, and (2) that the project not result in even higher billboards or other signs. Soundwalls and screen walls would typically not be placed along commercial areas where freeway visibility is important to local businesses. A measure to ensure signage height limits will not be added to the RDEIR/SDEIS as it may not be enforceable by Caltrans. However, Caltrans will continue to regulate outdoor signage in accordance with the State's *Outdoor Advertising Ave and Regulations (2014 edition)*. For more information, please see http://www.dot.ca.gov/trafficops/oda/docs/ODA_Act_&_Regulations.pdf.

L-8-32

This comment requests oblique and/or panoramic visual simulations in addition to the Key Views provided in Section 3.6 of the EIR/EIS. Federal Highway Administration's (FHWA) *Visual Impact Assessment* Guidelines (1981) require analysis of views "of the road" and "from the road." Neither oblique nor panoramic visual simulations would aid in that analysis; therefore, they have not been added to the RDEIR/SDEIS as requested in this comment.

L-8-33

This comment requests a detailed description of the APE, including the APE map itself. The APE is described in Section 3.7.2.2 of the RDEIR/SDEIS. The APE maps were too voluminous to provide in the Draft EIR/EIS itself, but were made available for public review in the *Historic Property Survey Report* available for review at the offices of Caltrans, Metro, Gateway Cities

COG, and numerous public libraries, as well as on the Internet at http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor.

L-8-34

This comment asks why only historic property within the City of South Gate was discussed in the Draft EIR/EIS. Caltrans identifies and evaluates properties that are located in the project's APE. This includes all areas that are reasonably expected to be impacted directly or indirectly by the proposed undertaking. Therefore, the identification of locally significant properties was limited to the APE. As a result of the records search, only one previously determined locally significant property was present within the APE in the City of South Gate. Caltrans' Standard Environmental Reference (SER) requires that the evaluation reports only discuss properties located within the APE that have the potential to be affected by the proposed undertaking and, therefore, no further discussion was provided on locally significant properties located outside the APE.

L-8-35

This comment raises concerns about the ability to comply with various TMDLs that have gone into effect or will go into effect by 2021. During the preparation of the Draft EIR/EIS, the State Water Resources Control Board (SWRCB) was revising the Caltrans Municipal Separate Storm Sewer Systems (MS4) Permit. This permit covers Caltrans rights-of-way, properties, facilities, and activities in the State. The assessment of the affected environment and environmental consequences were based upon Caltrans Statewide Storm Water Management Plan (SWMP), which complies with the MS4 permit in use at the time. These assessments were captured in a Water Quality and Stormwater Runoff Study and Storm Water Data Report (SWDR), and summarized in Section 3.9 of the Draft EIR/EIS. Section 3.9 describes the regulatory setting, affected environment, and the build alternatives' environmental consequences.

In the Fall of 2012, the SWRCB adopted a new Caltrans MS4 Permit. Effective July 1, 2013, redevelopment projects such as the I-710 Corridor Project must comply with the new permit. To comply with SWRCB's order dated September 19, 2012, Caltrans will update its SWMP. The revised SWMP will include several elements. Among these elements are the Monitoring and Discharge Characterization Program, Project Planning and Design, and Best Management Practice (BMP) Development and Implementation. These elements have been addressed in the revised technical studies and summarized in Section 3.9 of the RDEIR/SDEIS. The revised water quality assessments address the build alternatives' effects on beneficial uses of surface and coastal waters and how alternatives meet water quality objectives established for water bodies within the Study Area. BMP features have been incorporated in build alternatives in

accordance with revised applicable guidance, standards, and tools, including updated Caltrans Storm Water Quality Project Planning and Design Guide (PPDG).

L-8-36

As requested in this comment, Table 3.9-2 in the RDEIR/SDEIS was updated to reflect the current status of TMDLs.

L-8-37

As requested in this comment, Table 3.9-2 in the RDEIR/SDEIS was updated to reflect the current status of TMDLs.

L-8-38

This comment requests a more in-depth discussion of the TMDL water quality/water body process, and specifically requests delineation to which water bodies that runoff from I-710 will be discharged following construction. This has been addressed by adding the water quality limited segment name to Table 3.9-2 in the RDEIR/SDEIS.

L-8-39

This comment raises the concern that in complying with its MS4 permit, discharges from I-710 runoff may impact the ability of local jurisdictions to comply with their MS4 permits. The Caltrans Statewide permit includes the following text which states that the Caltrans permit does not supersede the permits of local jurisdictions: "*Storm water and non-storm water from the Department's ROW, properties, facilities, and activities may discharge to storm water conveyance systems managed by other NPDES permitted municipalities. This Order does not preempt or supersede the authority of the permitted municipalities to prohibit, restrict, or control storm water discharges and conditionally exempt non-storm water discharges to storm drain systems or other watercourses within their jurisdiction as allowed by State and federal law*."

L-8-40

This comment requests that the EIR/EIS should describe mitigation efforts for any existing pervious areas being converted to impervious areas. Clarifying text to address this concern has been added to page 3.9.3.1 of the RDEIR/SDEIS.

L-8-41

This comment requests that for the water quality analysis, the No Build Alternative should reflect the planned and programmed water treatment systems by others that would be in place even if the No Build Alternative was selected. Clarifying text to address this comment has been added to page 3.9.3.1 of the RDEIR/SDEIS.

L-8-42

This comment requests an estimate of the efficiency of each of the proposed treatment BMPs. Clarifying text to address this comment has been added to page 3.9.3.1 of the RDEIR/SDEIS.

L-8-43

This comment requests that the EIR/EIS include information on what operations and maintenance practices will be followed once the treatment BMPs are installed. Clarifying text to address this comment has been added to Section 3.9.3.1 of the RDEIR/SDEIS.

L-8-44

This comment raises a specific concern regarding the project's impact to the Dominguez Gap West Basin and the potential adverse impact to the Metals TMDL Implementation Plans. The I-710 Utility Relocation Study (Central Segment) Stormwater Basin Relocation Analysis (Design Alternative 7), included in the SWDR appendices, stated that coordination with the Gateway Cities Council of Governments has occurred. Clarifying text to address this concern has been added to page 3.9.3.1 of the RDEIR/SDEIS.

L-8-45

This comment requests additional information on pollutants not specifically discussed in the water quality analysis. Clarifying text to address this comment has been added to Section 3.9.3.1 of the RDEIR/SDEIS.

L-8-46

This comment requests clarification of whether new or modified bridge structures would discharge directly to the Los Angeles River or other water bodies. Clarifying text to address this concern has been added to Section 3.9.3.1 of the RDEIR/SDEIS.

L-8-47

This comment raises concerns about impacts to wetlands relative to water quality. As discussed in Section 3.16.3 of the Draft EIR/EIS, Alternatives 5C and 7 are expected to permanently impact wetlands, specifically the earthen-bottom intertidal portions of the Los Angeles River, Dominguez Gap Wetlands West Basin, and marsh natural communities. However, mitigation measures have been drafted and refined to address lost wetland areas near the Los Angeles River. These measures are listed in Section 3.16, Natural Communities (Measure NC-1) and Section 3.24, Construction Impacts (Measures CON-WET-1 through CON-WET-3). The measures note that prior to construction, Caltrans shall obtain an appropriate permit from the USACE for placement of fill in jurisdictional wetlands or waters pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act; Caltrans shall apply for and obtain a Lake or Streambed Alteration Agreement (SAA) from the CDFW; and Caltrans shall apply for and obtain a Water Quality Certification from the RWQCB for effects to jurisdictional wetlands. These measures are also referenced in Section 3.17, Wetlands. In addition, compliance with standard requirements and permits listed in Sections 3.9.4 and 3.24.4.9 would minimize project impacts to water quality.

L-8-48

This comment raises a concern that the arterial intersection improvements may trigger the Green Streets requirement under the latest MS4 permit. Clarifying text to address this concern has been added to page 3.9.3.1 of the RDEIR/SDEIS.

L-8-49

This comment raises concerns about seismic safety related to the elevated sections of the freight corridor and other large structures such as the proposed soundwall near the Thunderbird Villa Mobile Home Park. As noted in Measure GEO-1 (Section 3.10.3) in the RDEIR/SDEIS, if a build alternative is selected for implementation, the final design will include detailed geotechnical investigations and seismic evaluations for all project structures and facilities. The project design will be consistent with the applicable Caltrans engineering standards and will comply with State seismic and geotechnical design requirements. As a result, the structures and facilities in a selected build alternative would not expose the area occupied by the Thunderbird Villa Mobile Home Park or other land uses near I-710 to extraordinary risks associated with strong ground motion or surface rupture.

L-8-50

The City's comments regarding the low potential for the discovery of paleontological resources and the mitigation measures described in Section 3.11.4 in the RDEIR/SDEIS are noted. No further response is necessary.

L-8-51

This comment raises concerns regarding the proximity of known hazardous waste sites within the City of South Gate to proposed construction areas. Section 3.12 of the RDEIR/SDEIS has been substantively updated based on the revised build alternatives.

L-8-52

This comment raises concerns regarding the "data gaps" on hazardous waste described in the Draft EIR/EIS. Based on the updated ISA prepared for the project, Section 3.12, Hazardous Waste, of the RDEIR/SDEIS has been revised to include the most current available information for all project improvement areas. Due to the amount of properties identified in the records search (over 1,000 properties), no file reviews were conducted at the various State, Federal, or local regulatory agencies. Given the stage of project development, in lieu of file reviews, all full, partial and TCE properties considered to be "high risk" and are included in Table 3.12-1 through Table 3.12-3 which identify properties of environmental concern. Once the preferred alternative has been identified, parcel-by-parcel investigations will be performed for properties that have been identified as environmental concerns and have the potential to impact the initial phase of the project. The recommendations for further evaluation of high and medium risk sites include one or more of the following, in this order:

- Review current regulatory status through online databases;
- Conduct file reviews at the oversight regulatory agency, if necessary;
- Parcel specific historical summary using one or more of the following resources: Sanborn maps, historical city directories, chain of title, or building department records;
- Perform a site reconnaissance including on-site interviews with persons knowledgeable about site operations; and
- If warranted, perform a subsurface investigation based on the findings of the previous recommendations or if the findings are inconclusive.

L-8-53

This comment is correct in that additional information regarding the potential presence of hazardous materials and/or contamination on individual properties can be acquired based on walk-throughs of individual properties. However, the majority of the properties that might be full or partial acquisitions are currently in private ownership, and those property owners are under no obligation to provide access to their properties to Caltrans or Metro for walk-throughs or other activities related to hazardous materials/contamination investigations. As a result, existing records and visual examination from adjacent public properties are the most effective way to develop a database of known and potential hazardous materials/contamination issues at properties that might be acquired for the project. If a build alternative is selected for implementation, the intent of the extensive mitigation for hazardous materials and wastes is to update the information provided in Section 3.13 just prior to any property acquisition to verify any needed remediation or other measures for each property determined to require mitigation.

L-8-54

This comment raises a concern regarding how current is the air quality monitoring data that was presented in the Draft EIR/EIS. The data that was presented in the Draft EIR/EIS was for three years prior to and including the Notice of Preparation (NOP) year, which was in 2008. Tables 3.13-1 and 3.13-2 in the RDEIR/SDEIS have been updated to include more recent monitoring data.

L-8-55

The comment states that the Draft EIR/EIS does not include an analysis of the proposed project potential carbon monoxide (CO) hot spots. Section 3.13.3-1 on page 3.13-15 in the Draft EIR/EIS included a summary of the CO hot spot analysis that was prepared for the proposed project. Section 4.7 of the AQ/HRA includes the full CO hot spot analysis, which included modeling of the CO concentrations within the vicinity of ten intersections within the project area. These intersections were selected based on their LOS, traffic volumes, and project contribution. Please review Sections 3.13 and 4.0 of the RDEIR/SDEIS for an updated discussion of air quality impacts under the revised build alternatives.

L-8-56

The comment is correct in stating that the particulate matter (PM) hot spot analysis determined that Alternatives 5A and 6A would result in an increase in emissions when compared to the No Build conditions (Alternative 1). However, as shown in Tables 3.13-14 and 3.13-15 of the Draft EIR/EIS, when compared to the No Build conditions, Alternatives 6B and 6C would either

reduce or result in a very small increase in the PM emissions within the I-710 area. Therefore, Alternative 1 is not the environmentally superior alternative for PM conformity. Please see Section 3.13.3.1 in the RDEIR/SDEIS for the results of the updated hot spot analysis.

L-8-57

This comment asks whether it is emission control technology or the I-710 build alternatives that help reduce airborne toxic contaminants. The future technologies do help in reducing the emissions. There are also reductions associated with zero emission technology and reductions that can result from improved mobility. However, these two effects for a single freeway project (even one as large as the I-710) would be small compared to total emissions in a region such as the South Coast Air Basin (Basin) or even the project Study Area (Area of Interest). Thus, we would expect to see small or no variations among alternatives for those regions. DPM emissions, the main air toxics risk driver, from traffic on I-710 itself show variations among the alternatives. Certain build alternatives (i.e., Alternative 6B and Alternative 6C, ZEE Option) further reduce diesel-related impacts through zero emission freight corridors and related systems. Please see Section 3.13.3.1 in the RDEIR/SDEIS for the results of the updated mobile source air toxics analysis.

L-8-58

This comment requests better correlation between the table of noise measurement locations and the maps provided in Section 3.14 of the RDEIR/SDEIS. All noise monitoring locations are in a numerical order going from the south end of the project to the north. Moreover, on the charts, the site locations are separated by major interchanges along the I-710. This way is more efficient as one can follow the charts and the aerial photos hand in hand (from south to north).

L-8-59

This comment requested that a 24-hour noise measurement be conducted at the Thunderbird Villa Mobile Home Park. The criteria as to when noise impacts occur is based on predicted (after-project) noise levels. Existing field noise monitoring is done to not only assess the current highest noise levels in a given area, but also to calibrate the model for future predicted noise levels. Generally, one or two 24-hour noise monitoring is conducted within an interchange to capture the existing worst-hour noise level. Then short-term (usually 10-minute) noise monitoring is performed within the same interchange to identify existing noise levels. All of this short-term noise monitoring is then adjusted to the worst-hour noise level using the 24-hour noise monitoring. In this case, one 24-hour noise measurement for the Draft EIR/EIS was conducted at Site #SB-62 between Imperial Hwy. and Firestone Blvd. along southbound I-710 in the City of South Gate. The short-term (Sites #SB-64, 65, and 66) noise measurements

conducted at the Thunderbird Villa Mobile Home Park were then adjusted using the information from Site #SB-62 (24-hour monitoring location) to existing worst-hour noise levels. Therefore, there is no need of 24-hour noise monitoring at the Thunderbird Villa Mobile Home Park. Furthermore, noise impacts have been identified and noise abatement considered in the form of a sound barrier. The sound barrier proposed for the Thunderbird Villa Mobile Home Park is predicted to reduce noise levels by about 10 decibels (dB), which is reducing the noise level in half. Table 3.14-3 in the Draft EIR/EIS also shows the noise level reductions at other sensitive receivers resulting from the proposed sound barriers. Please see Table 3.14-3 in the RDEIR/SDEIS for the results of the updated noise analysis.

L-8-60

This comment raises concerns about the existing and future noise levels in the City of South Gate. The criteria as to when noise impacts occur is based on predicted (after-project) noise levels. Existing field noise monitoring is done to not only assess the current highest noise levels in a given area, but also to calibrate the model for future predicted noise levels. Generally, one or two 24-hour noise monitoring is conducted within an interchange to capture the existing worst-hour noise level. Then short-term (usually 10-minute) noise monitoring is performed within the same interchange to identify existing noise levels. All of these short-term noise monitoring is then adjusted to the worst-hour noise level using the 24-hour noise monitoring. In this case, one 24-hour noise measurement was conducted at Site #SB-62 between the Imperial Hwy. and Firestone Blvd. along southbound I-710 in the City of South Gate. The short-term (Sites #SB-64, 65, and 66) noise measurements conducted at the Thunderbird Villa Mobile Home Park were then adjusted using the information from Site #SB-62 (24-hour monitoring location) to existing worst-hour noise levels. Therefore, there is no need of a 24-hour noise monitoring at the Thunderbird Villa Mobile Home Park. Furthermore, noise impacts have been identified and noise abatement considered in the form of a sound barrier. As shown in Table 3.14-3 of the Draft EIR/EIS, the sound barrier proposed for the Thunderbird Villa Mobile Home Park is predicted to reduce noise levels by about 10 dB, which is reducing the noise level in half. Table 3.14-3 in the Draft EIR/EIS also shows the noise level reductions at other sensitive receivers resulting from the proposed sound barriers. Please see Table 3.14-3 in the RDEIR/SDEIS for the results of the updated noise analysis.

L-8-61

The predominant noise source for the Thunderbird Villa is the I-710 freeway. Therefore, all efforts to reduce noise from this source have been made to ensure that this community receives a minimum of 5 dB (readily perceptible noise reduction). In this case, the noise levels are predicted to be reduced by 10 dB (perceived as reducing noise level by half). Any efforts to further reduce noise levels by proposing a sound barrier along Southern Ave. would have to be

made by the local city and its noise ordinances. Please see Section 3.14 of the RDEIR/SDEIS for the updated noise analysis.

L-8-62

This comment raises a concern that noise levels were underpredicted at the apartment complex at 5230 Pendleton Ave. in the City of South Gate. Based on the Caltrans Traffic Noise Analysis Protocol (Protocol), noise sites whether measured or modeled must represent an exterior area of frequent human use. In this case (Site #SB-MS1), the swimming pool area of an apartment complex is used to represent an area of exterior frequent human use. Based on the results (since the I-710 freeway is being shifted away from this complex quite considerably to the east), there is no noise impact identified. The predicted noise level of 56 dB does not approach or exceed the FHWA noise abatement criteria of 67 dB. Therefore, no noise abatement is proposed for this apartment complex at 5230 Pendleton Ave. in the City of South Gate. Please refer to Section 3.14 of the RDEIR/SDEIS for the updated noise analysis.

L-8-63

This comment requests a map of noise contours. Noise contour maps are not generated as part of studies that comply with the Caltrans Protocol; therefore, there are no noise contour maps available to provide.

L-8-64

This comment requests analysis of noise impacts at local arterial intersections (specifically at Imperial Hwy. and Firestone Blvd. As mentioned previously, the predominant noise source in this area is the I-710 freeway. As such, although Imperial Hwy. and Firestone Blvd. (local arterials) may contribute to the overall noise environment, noise impacts have only been assessed (in compliance with the Protocol) with the freeway as the primary and predominant noise source. Please see Section 3.14 of the RDEIR/SDEIS for the updated noise analysis.

L-8-65

This comment requests that the analysis of energy impacts consider the energy used for the zero emission alternative (Alternative 7 in the Draft EIR/EIS). Tables 3.15-7 and 3.15-8 in the Energy Section of the EIR compares the total energy impacts of all Alternatives (1, 5C, and 7) with the existing scenario and all the build alternatives (5C and 7) with Alternative 1 (No Build) for 2035. The impacts shown in Tables 3.15-7 and 3.15-8 include the energy consumption impacts related to the use of the electrical powered zero emission trucks. A comparison of the impacts of Alternative 5C at build out with Alternative 7 can be made from the information in Table 3.15-7. Alternative 5C would increase total energy consumption by 0.8 percent from

Alternative 1 and Alternative 7 would increase total energy consumption by 1.4 percent from Alternative 1. These results show that the alternative using zero emission trucks (Alternative 7) would use more energy than Alternative 5C.

L-8-66

The Project Team acknowledges that the City of South Gate does not take any issue with the Draft EIR/EIS's analysis and the recommended mitigation for natural communities.

L-8-67

This comment questions whether impacts to wetlands would be greater in the future given the many planned and programmed restoration projects along the Los Angeles River. In the assessment of impacts to wetlands, the future conditions of the Los Angeles River were considered after reasonably foreseeable restoration projects have been performed. The project consultants coordinated with the Los Angeles County Department of Public Works (LACDPW), the Los Angeles River and San Gabriel Rivers Watershed Council, and the Rivers and Mountains Conservancy. The LACDPW provided the boundaries of the County's restoration areas. Two areas were found to overlap the limits of the BSA. The BSA boundaries of all alternatives overlap with the DeForest Park Restoration Project and Alternative 7 is expected to potentially result in direct permanent impacts to 9.41 acres of riparian/riverine natural communities (including 5.34 acres of open water in the Dominguez Gap and DeForest Treatment Wetlands). However, measure FP-2 will ensure a suitable replacement that will provide equal to or greater capacity than the impacted portion of the Dominguez Gap currently provides.

L-8-68

As requested in this comment, the Los Angeles River Master Plan was taken into consideration during project design and in order to analyze direct and indirect project impacts. For additional details, see Response to Comment L-8-67.

L-8-69

This comment requests that any street trees be replaced at a 1:1 ratio. Nonnative street trees are not considered a sensitive biological resource (other than potential nesting habitat for birds); therefore, they are not addressed in Section 3.18, Plant Species, of the Draft EIR/EIS. However, they are addressed in Section 3.6, Visual/Aesthetics. Measure VIS-2 requires additional landscape improvements be incorporated into the final design where existing mature trees are removed.

L-8-70

The Project Team acknowledges that the City of South Gate has no comments at this time and that the City concurs that Mitigation Measure AS-1, identified in Section 3.19, Animal Species, must be implemented as a means to protect the avian species foraging in the Los Angeles River channel.

L-8-71

The Project Team acknowledges that the City of South Gate has no comments on Section 3.21, Invasive Species. As documented in Section 3.21.4 of the RDEIR/SDEIS, Measure IS-1 is included in the environmental commitments for the project.

L-8-72

The referenced sentence in Section 3.22.2.1 that includes the statement "All four build alternatives would have similar impacts" has been revised in the RDEIR/SDEIS to address the revised build alternatives. A table was not added at the end of Section 3.22.3 that would provide a rating for each build alternative and the No Build Alternative from highest to lowest impact for each of the environmental elements listed because the entirety of the RDEIR/SDEIS should be taken into account by decisionmakers. A similar table outlining the environmental impacts is contained in the Executive Summary.

L-8-73

This comment questions the purpose of Section 3.22 and requests identification of the environmentally superior alternative as required by CEQA. The CEQA Guidelines Section 15126.6 (e) (2) text regarding identification of the environmentally superior alternative is as follows:

> If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Caltrans will identify an environmentally superior alternative in the Final EIR/EIS.

L-8-74

This comment states that "the long term gains indicated in the list provided under Section 3.22.2.2 is not supported by the analysis." Please see the Response to Comment L-8-72.

L-8-75

This comment states that losses of productive businesses are an irreversible effect of the proposed project. Economic impacts, including jobs losses, economic losses, and reimbursement under the Relocation Assistance Program (RAP), are thoroughly addressed in Chapter 3.0, Section 3.3, Community Impacts, of the RDEIR/SDEIS. As stated in Section 3.3.2.4 (Measure C-1), it is the goal of the project to relocate any impacted businesses within their existing communities; therefore, losses of productive businesses would not be an irreversible effect of the proposed project.

L-8-76

This states that the land use discussion under Section 3.24, Construction Impacts, does not provide enough detail. The discussion of temporary land use impacts during construction has been revised in Section 3.24.3.1 of the RDEIR/SDEIS.

L-8-77

This comment requests an estimate of expected roadway closures. Such information cannot be provided at this point due to the preliminary level of design available for analysis; however, it is anticipated that some construction-related closures would occur, as with any major construction project. Measure CON-TR-1 in the RDEIR/SDEIS provides for a TMP that would minimize and provide for coordination regarding any construction closures.

L-8-78

This comment requests specific detail on local street closures and detours during construction. Such information cannot be provided due to the preliminary level of design available for analysis; therefore, the proposed TMP mitigation measure (Measure CON-TR-1) in the RDEIR/SDEIS complies with CEQA by establishing a performance standard that will be complied with prior to and during project construction.

L-8-79

This comment requests identification of the TMP and expresses concern over the effects of detouring that occurred during the recent I-710 pavement rehabilitation project. Measure CON-TR-1 (Section 3.24.4.5) in the RDEIR/SDEIS requires the preparation and implementation of a TMP. Measure CON-TR-1 identifies key components of the TMP. The complete TMP will be developed during final design and part of that process will be the coordination of the TMP components, such as ramp and street closures and detours with the applicable local jurisdictions to help reduce traffic impacts in areas near the construction activities. As a result, each local jurisdiction will be provided an opportunity to work with Caltrans and the construction

contractor to identify local street and lane closures and detours to minimize the effects of those activities in each community.

L-8-80

This comment re-emphasizes the need for completion of hazardous waste testing prior to construction. As indicated in Section 3.12.4 of the RDEIR/SDEIS, the project includes commitments to conduct soil investigations of the areas outlined in Section 3.12, Hazardous Materials, prior to construction.

L-8-81

This comment requests analysis of construction emissions at specific receptors. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction. See also Responses to Comments R-2-33 and R-2-35. A general discussion of construction emissions is included in Section 3.24.3.13 of the RDEIR/SDEIS.

L-8-82

This comment requests analysis of construction noise and vibration impacts at specific receptors. At this stage of the project, details are not known about the equipment that will be used for construction. Therefore, the construction noise and vibration levels cannot be estimated for specific properties. The discussion of potential noise and vibration impacts provided in Section 3.24 discloses a realistic range of noise and vibration levels that could be experienced by properties located near the construction areas. Please refer to Section 3.24.4.14 of the RDEIR/SDEIS for measures related to reducing noise and vibration effects during construction.

L-8-83

In response to this comment, Table 3.25-1 in the RDEIR/SDEIS has been revised to identify those projects that more closely affect the I-710 Corridor Project by virtue of a “Major Project” designation. Although all of the projects listed in Table 3.25-1 have the potential to result in cumulative impacts together with the I-710 Corridor Project, a subset of “Major Projects” expected to have a greater potential for adverse impacts on the environment were researched and analyzed in greater depth for purposes of the cumulative analysis. These projects and their anticipated construction schedules are listed in Table 3.25-2 and are discussed in the Environmental Consequences section.

L-9-1

COUNTY OF LOS ANGELES

DEPARTMENT OF PARKS AND RECREATION

"Creating Community Through People, Parks and Programs"

Russ Guiney, Director

September 27, 2012

Sent via email: Ron_Kosinski@dot.ca.gov

Mr. Ronald Kosinski
Deputy District Director, Environmental Planning
Caltrans District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)/ STATEMENT (EIS) FOR THE I-710CORRIDOR PROJECT

The Department of Parks and Recreation has reviewed the above project for potential impact on the facilities under the jurisdiction of the Department and offer the following comments:

There is an existing County trail, the Los Angeles River Trail, which is not mentioned in the Draft EIR/ EIS. The Los Angeles River Trail is a multi- use trail approximately 9.9 miles in length and begins where the Rio Hondo River meets the Los Angeles River near Imperial Highway and runs on the east side of the Los Angeles River, ending south at West Willow Street (see attached). The County's Los Angeles River Trail, for the most part, runs parallel to a bike path as a dirt shoulder, sometimes separated by a fence, bank stabilization or open space. The bike path and trail merge together when going under streets and railroads. The Los Angeles River Trail mentioned in the document only refers to the bike path and is not the same as the County's multi-use trail, which includes mountain biking, hiking and equestrian uses. L-9-1

Thank you for including this Department in the environmental review process. If you have any trail related questions, please contact Mr. Jeremy Bok at (213) 351-5137 or jbok@parks.lacounty.gov. For any other inquiries, please contact me at (213) 351-5127 or jyom@parks.lacounty.gov.

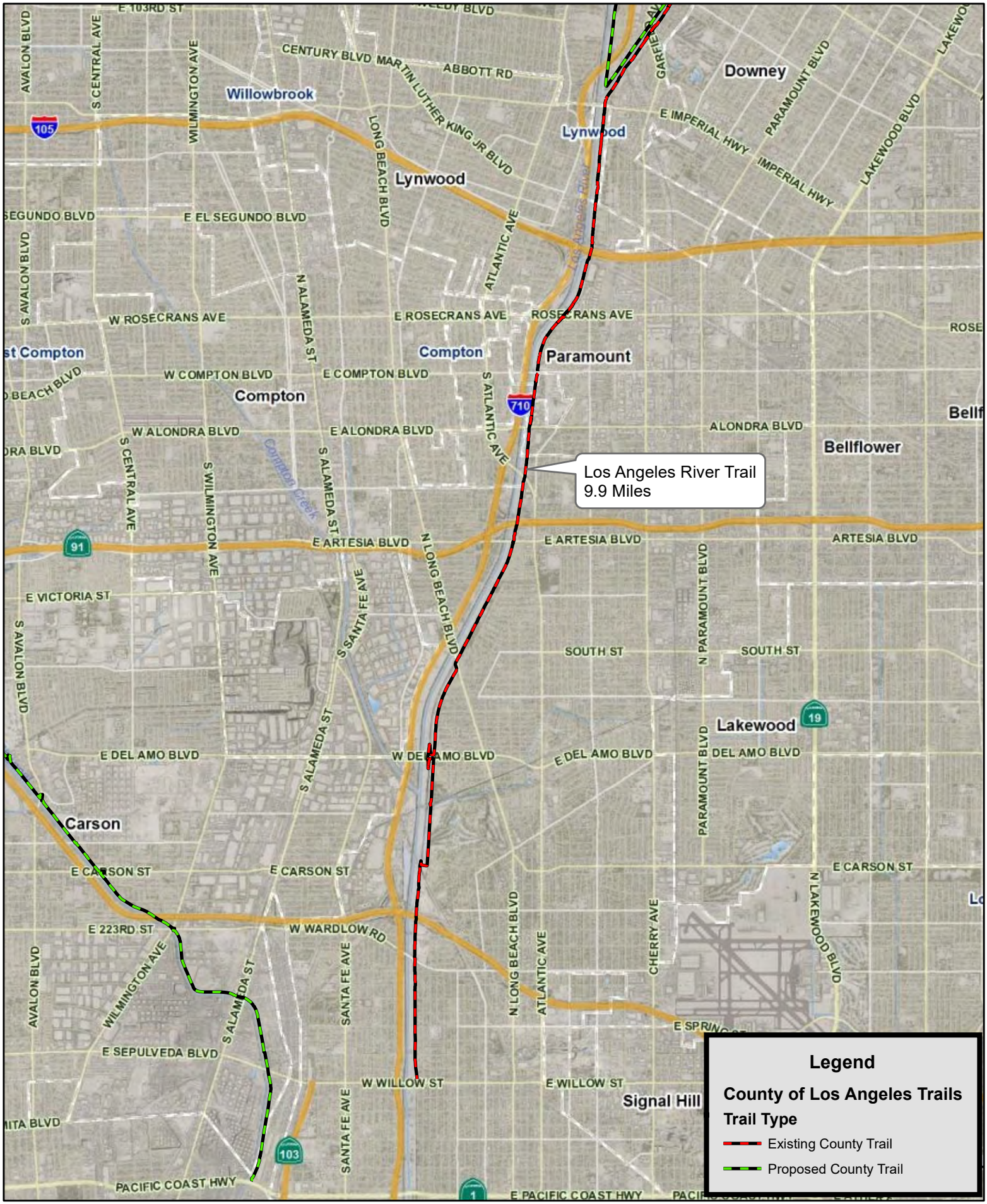
Sincerely,

Julie Yom
Park Planner

JY: Response to Caltrans for the I-710 Draft EIR/ EIS

Enclosure: Map depicting the County's Los Angeles River Trail

c: Parks and Recreation (N. E. Garcia, K. King, J. Rupert, F. Moreno, J. Bok)



Date: Aug. 21, 2012
Map Prepared By: Planning

Trails: DPR
Roads and HWY's: Thomas Brothers, All Rights Reserved
Aerial: LAR-IAC3

Los Angeles River Trail

County of Los Angeles Department of Parks and Recreation

1 Miles

N

L-9-1

This comment states that the Los Angeles River Trail was not mentioned in the Draft EIR/EIS. In the Draft EIR/EIS, the Los Angeles River Trail was discussed on page 3.1-63 and highlighted in Figure 3.1-4. The Los Angeles River Trail noted in Appendix B (Section 4(f) Evaluation) of the Draft EIR/EIS. Section 3.1.3.1, Section 3.1.3.2 in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) have been updated to include a more detailed description of the multi-use Los Angeles River Trail and a discussion of potential impacts and proposed mitigation measures. A more detailed discussion was not added to Appendix B since no L&WCF Act funds were used for the Los Angeles River Trail. Therefore, that trail is not subject to the requirements of Section 6(f).

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COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

GAIL FARBER, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

L-10

September 27, 2012

IN REPLY PLEASE
REFER TO FILE: LD-1

Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
ENVIRONMENTAL IMPACT STATEMENT (EIS)
INTERSTATE 710 (I-710) CORRIDOR PROJECT

Thank you for the opportunity to review the DEIR for the I-710 Corridor project. The project consists of improving I-710, in the County of Los Angeles between State Route 60 (SR-60) and Ocean Boulevard to include widening of I-710's general purpose lanes (five in each direction); to modernize and reconfigure Interstate 405, State Route 91, and a portion of Interstate 5 (I-5) interchanges with I-710; to modernize and reconfigure most local arterial interchanges along I-710; and for provision of a separated four-lane freight corridor to be used by conventional or zero-emission trucks.

The following comments are for your consideration and relate to the environmental document only:

Services-Traffic/Access

General Comment

1. As stated on page 26 of the DEIR, compared to Alternative 1, Alternative 6B and Alternative 6C have lower cancer risk impacts until the freight corridor ends near the rail yards, while the other alternatives have greater cancer risk impacts. Cancer risk impacts north of Washington Boulevard are greater for all build alternatives (compared to Alternative 1), even for Alternatives 6B and 6C, because it is assumed that trucks not on the freight corridor are not operating in zero emission mode. The ZEE design options for Alternative 6B and 6C would reduce the health risk north of the rail yards. **County will not approve any alternative that have greater cancer risk impacts than "No Build."** L-10-1

2. County disagrees with the Synchro reports included in the Intersection Traffic Impact Report. Comments for County Intersections (copy enclosed) were provided to Metro on February 23, 2012. Revised Synchro files may change the number of intersections impacted with each proposed design alternative. Each County intersection impacted by the I-710 Corridor project needs to be mitigated such that its Level of Service is equal to or better than "No Build" conditions. Public Works reserves the right to provide additional comments in the future when revised information or details are available for review. L-10-2

3. As stated on page 6 of the DEIR, the purpose of the I-710 Corridor project is to improve air quality and public health; improve traffic safety; provide modern design; and to address projected traffic volumes and growth in population, employment, and activities related to goods movements. However; according to Figure 10-3 of the Traffic Operations Analysis Report (WBS ID: 160.10.35), the general purpose lanes' Level of Service on the mainline segment between Atlantic Boulevard/Bandini Boulevard and SR-60 are projected to operate at over capacity during peak hours under build Alternatives 6A, 6B, and 6C. Projected traffic congestion will have adverse impacts for the unincorporated County community of East Los Angeles. Public Works requests to carry the proposed five general purpose northbound lanes for all design alternatives all the way to SR-60 in order to improve performance of this segment to equal to or better than "No Build" conditions. L-10-3

4. Removal of peak-hour, on-street parking will severely impact adjacent businesses and residences. Segments under County jurisdiction include; Atlantic Boulevard from I-5 to SR-60, Alameda Street from Imperial Highway to Firestone Boulevard, Garfield Avenue between Ferguson Drive and Whittier Boulevard, Del Amo Boulevard west of the I-710 to west of Alameda Street, Rosecrans Avenue between Atlantic Boulevard and Cherry Avenue, and Florence Avenue between Alameda Street and Atlantic Boulevard. The negative impacts to businesses and residences resulting from loss of on-street parking must be analyzed and fully mitigated. L-10-4

5. The DEIR fails to identify mitigation measures, other than on-street, peak-hour parking removal, on Del Amo Boulevard. Existing lane widths on Del Amo Boulevard over Compton Creek are below current design standards and would need to be widened to carry projected auto and truck volumes shown on Tables 6-2 through 6-11 of the Intersection Traffic Impact Report. This widening must be clearly identified as a mitigation measure in the DEIR. L-10-5

6. Existing pavement structure section for County roads along Washington Boulevard, Whittier Boulevard, Atlantic Boulevard, Alameda Street, Del Amo Boulevard, Garfield Avenue, Rosecrans Avenue, and Florence Avenue will not be adequate to handle the increased truck volume shown on Tables 6-2 through 6-11 of the Intersection Traffic Impact Report. Thus, all impacts to County roads resulting from increased truck volume must be analyzed and fully mitigated. L-10-6

7. Noise impacts are discussed in the DEIR/EIS. However, not all noise impacts are mitigated. Noise impacts shall be mitigated to equal or below than "No Built" conditions. If it is determined that increasing the height of existing sound wall or constructing new sound wall will not achieve the desired mitigation results, then combination of sound wall and interior noise abatement measures is required to reduce noise levels to equal or below than "No Built". Special attention should be given to all schools in the East LA area, in particular Humphreys Elementary School and Ford Boulevard Elementary School, due their proximity to the freeway. L-10-7

8. Bell Shelter, located at 5600 Rickenbacker Road in the City of Bell, was not correctly identified as an Emergency/Community Services Center in the DEIR/EIS. Bell Shelter is the largest homeless shelter west of the Mississippi. It operates a comprehensive program that offers transitional care for up to 350 homeless men and women. Services offered include emergency shelter, transitional housing, substance abuse rehabilitation, case management, counseling, on-site health care and medical referrals, HIV/AIDS education, ESL classes, computer training, vocational assistance, job referrals, and life skills classes. This shelter is located in a community and serves nearby communities in which over 50 percent are minority and over 50 percent of households are below twice the Federal poverty level. The Emergency/Community Service Center must be clearly identified and described in the DEIR/EIS, and all project impacts must be thoroughly analyzed and fully mitigated. In addition, alternatives that eliminate the project's impacts on this emergency shelter should be developed, explored, and analyzed in the DEIR/EIS. L-10-8

9. The Mexican American Opportunity Foundation (MAOF), located at 330 South Ford Boulevard in East Los Angeles, was not correctly identified as a community center providing for the socio-economic betterment of the greater Latino community of East Los Angeles. MAOF provides programs in early childhood education and family services, job training, and senior lifestyle development. The MAOF community center must be clearly identified and described in the DEIR/EIS, and all project impacts must be thoroughly analyzed and fully mitigated. The MAOF community center shall be identified and evaluated relative to the requirements of Section 4(F) of Appendix B. L-10-9

10. The area surrounding Calvary Cemetery along Third Street, Downey Road, Whittier Boulevard, and Eastern Avenue in East Los Angeles, serves also as a recreational area; therefore, it should be identified and evaluated relative to the requirements of Section 4(F) of Appendix B. L-10-10

11. The following schools are located within one-half mile of the proposed project. Permanent direct and indirect impacts to these schools must be thoroughly analyzed and fully mitigated. These schools serve also as recreational areas for the community; therefore, they should also be identified and evaluated relative to the requirements of Section 4(f) of Appendix B. L-10-11

    Alfonso Perez Special Education Center
    4540 Michigan Avenue, Los Angeles, CA 90022

    Brooklyn Avenue Elementary School
    4620 Cesar Chavez Avenue, Los Angeles, CA 90022

    Garfield Community Adult School
    4343 New York Street, Los Angeles, CA 90022

    Marianna Elementary School
    4215 East Gleason Street, Los Angeles, CA 90063

    Our Lady of Soledad School
    4545 Dozier Ave, Los Angeles, CA 90022

12. Existing Caltrans and local right of way and proposed right of way lines along 6th Avenue between Eastern and I-710 in East Los Angeles are incorrectly identified on Sheet 24 of Alternative 5A's concept plans and Sheet 24 of Alternative 6A/6B/6C's concept plans in Appendix O. L-10-12

13. The project could have major impacts to various existing and future planned Los Angeles County Bicycle facilities. Although the DEIR/EIS indicates that the project proponent intends to mitigate for impacts to existing facilities, the DEIR/EIS lacks sufficient detail and specific information about the mitigation measures proposed to address the project impacts. The document also lacks detail and specifics on the impacts to future planned bicycle facilities in the County of Los Angles 2012 Bicycle Master Plan. Any proposed project improvements must make reasonable accommodations for planned bicycle facilities in the County of Los Angeles 2012 Bicycle Master Plan. L-10-13

14. Project impacts to existing bike path access points and access ramps need to be identified and any changes to the existing conditions resulting in poor accessibility to the bike path should be avoided. L-10-14

15. Any closures and related detours along the Los Angeles River Bike Path and other bikeways shall be identified early during project design. This project may result in several closures along the Los Angeles River Bike Path and other bikeways. The project shall explore options for minimizing closure durations and keeping the Los Angeles River Bike Path and other bikeways open as much as possible using partial closures instead of full closures. All proposed closures and related detours shall be well publicized at least a month before the closure is in place. L-10-15

16. Table L-1, Parcel Acquisitions: Parcel Nos. 7306019084, 7306019095, and 7306021018 are located in the unincorporated County community of Rancho Dominguez not in the City of Compton. L-10-16

    If you have any questions regarding Services-Traffic/Access comments 1 through 16, please contact James Yang at (626) 458-5921 or jyang@dpw.lacounty.gov.

17. We disagree with the DEIR on the following findings. The DEIR shall be revised to include the comments below.

    A. Table 2.4-2, Arterial Intersection Improvements: Include Intersection No. 34, Del Amo Boulevard at Santa Fe Avenue, and No. 98, Beverly Boulevard at 3rd Street, since they are identified with Level of Service F in Alternative 5A and Project Traffic Impact Analysis. (see enclosed). L-10-17

    B. Pages 2.43 and 3.5-83, Intersection No. 106, Humphreys Avenue at Cesar Chavez Avenue: Delete Intersection No. 106 since the location is signalized and no longer reaches significant traffic impact. L-10-18

    C. Table 3.5-30, Summary of Arterial Highway Congestion Relief Intersection Improvements: Include Intersection No. 34, Del Amo Boulevard at Santa Fe Avenue, and No. 98, Beverly Boulevard at 3rd Street, since they are identified with degraded Level of Service E or less in build alternatives and increase in intersection delay over Alternative 1 conditions according to page 3.5-81 and Project Traffic Impact Analysis conducted by URS Corporation. L-10-19

D. Page 3.5-88, City of Carson, Del Amo Boulevard at Santa Fe Avenue: Revise the jurisdiction from City of Carson to City of Carson/County of Los Angeles as this is a shared jurisdiction between two agencies. L-10-20

E. Executive Summary, Section S.5.5, Traffic Circulation, and Table S-3 Summary Comparison of Alternatives (Traffic), shall reference the recommended traffic mitigation measures in Table 2.4-2, Table 3.5-30, and TR-1. L-10-21

18. The DEIR shall also be revised to include the following additional nine County study intersections as was previously requested by the County in a meeting with URS Corporation on April 26, 2012. L-10-22

- 3rd Street at Gage Avenue
- 3rd Street at Downey Road
- 3rd Street at Eastern Avenue
- 3rd Street at Mednik Avenue
- Cesar Chavez Avenue at Indiana Street
- Cesar Chavez Avenue at Mednik Avenue
- Floral Drive at Eastern Avenue
- Floral Drive at Mednik Avenue
- City Terrace Drive at Eastern Avenue

If you have any questions regarding the Services-Traffic/Access comments 17 and 18, please contact Jeff Pletyak at (626) 300-4794 or jplety@dpw.lacounty.gov.

Hazards-Environmental Safety

19. The project site may be within 100 feet of existing landfill and 200 feet of an oil well. The County of Los Angeles Building Code, Section 110.4 and 110.3, requires building and structures located adjacent to or within 25 feet of active, abandoned, or idle oil or gas well (25 feet to 200 feet without certificate of proper abandonment L-10-23

from Department of Conservation, Division of Oil, Gas and Geothermal Resources) or within 1,000 feet from a landfill shall not be issued a permit unless designed according to recommendation prepared by licensed Civil Engineer and approved by building official. The County of Los Angeles, Department of Public Works' Environmental Programs Division must be contacted for issuance of necessary clearance/approval. L-10-23

If you have any questions regarding the Hazards-Environmental Safety comment, please contact Corey Mayne at (626) 458-3524 or cmayne@dpw.lacounty.gov.

Hazards-Flood/Water Quality

General Comment

20. The project could have major impacts to various Los Angeles County Flood Control District (LACFCD) facilities including the Los Angeles River Channel capacity and the Dominguez Gap Spreading Grounds groundwater recharge capability. The project will also impact projects planned by the LACFCD and its stakeholders identified in the Los Angeles River Master Plan (LARMP). Though the DEIR/EIS indicates that the project proponent intends to mitigate these impacts, the DEIR/EIS lacks sufficient detail and specific information about the mitigation measures proposed to address the project impacts. The document also lacks detail and specifics on the impacts from the proposed mitigation measures. The Los Angeles County Metropolitan Transportation Authority (Metro) and Caltrans have had initial discussions with the LACFCD regarding the relocation of power lines to accommodate I-710 expansion and placement of proposed truck corridor over Los Angeles River. However, the DEIR/EIS should include additional alternatives to accommodate the power and truck corridor without impacts to the Los Angeles River. L-10-24

Los Angeles River Capacity

21. The proposed I-710 Corridor project impacts the capacity of portions of the Los Angeles River. It will also impact the ability to make future potentially needed modifications to accommodate more storm flows. These capacity impacts must be discussed in detail within Section 3.8. L-10-25

22. The river hydraulic analysis for the proposed channel modifications discussed in Section 4.4 states that hydraulic impacts will be mitigated through channel modifications. However, the report does not provide any details of the analysis L-10-26

that was performed. The LACFCD reserves the right to review and approve the hydraulic analysis, which should be done comprehensively for the entire reach of the river impacted by the project. L-10-26

Permitting

23. A Flood Construction permit is required for any improvements or modifications within the LACFCD's right of way. Add the following at the end of Chapter 2.5.1.5- Major Drainage Facilities: "A Flood Construction permit must be approved and issued by the LACFCD for all modifications to the LACFCD- maintained facilities including, but not limited to, portions of the Los Angeles River, Dominguez Gap West Basin, storm drains, etc." L-10-27

24. The I-710 Corridor project requires a U.S. Army Corps of Engineers 408 Permit with the LACFCD as the local sponsor and 408 Permittee. Caltrans would also have to enter into an agreement with the LACFCD regarding the terms and conditions of this permit issued by the Corps. L-10-28

Los Angeles River Master Plan

25. On page 29 of the Executive Summary, the LARMP is briefly mentioned on a photo caption that reads: "The I-710 Corridor Project will be designed to be compatible with the LARMP." The impacts and mitigation measures for all the projects identified in the LARMP should be thoroughly discussed individually for each LARMP project within the Los Angeles River Impact Report (Section 4.5.5) and within Chapter 3, Affected Environment Section. L-10-29

Dominguez Gap Spreading Grounds

26. Table 2.4-1, Item 14, 208th Street (page 2-32): The report should provide more information of how improvements will impact the Dominguez Gap West Spreading Grounds Facility. L-10-30

27. Sections 2.4.1.6 (page 2-41) and Section 2.5.1.5 (page 2-67): The report must discuss impacts to the Dominguez Gap Spreading Grounds; Storm Drains Project Nos. 14, Unit 3, 543, Line B, and 1210, Unit 2, Line A; and Drainage District Improvement Nos. 22 and 23, Banding Trunk. L-10-31

28. Table 2.5-1, Item 6, 208th Street (page 2-67): The report should discuss impacts to Dominguez Gap West from the proposed freight corridor. L-10-32

29. Section 3.9.2.4-Groundwater (page 3.9-13- paragraph 3): The report states the Dominguez Gap Spreading Grounds are designed to take peak flow. This is not correct for the Dominguez Gap Spreading Grounds West Basin. The East Basin has a pump station and the statement could apply, but the West and East Basins can take water year round, but would never take water from the River during peak flows. L-10-33

30. Regarding Section 3.9.4-WQ2, at some point there were discussions about a land swap or purchase associated with the Dominguez Spreading Grounds. In principle, we were open to the discussion, but we have not heard anything more about this proposal and the document only includes a small excerpt in Section 3.9.4, which incorrectly states that Caltrans is working with the City of Los Angeles Department of Water and Power on this issue. This should be corrected to the LACFCD. L-10-34

31. Section 3.8.4-FP3: Any impacts to the groundwater recharge facilities and/or the Los Angeles River should require a separate meeting with the LACFCD to discuss details. It is imperative that all proposed work is coordinated to ensure impacts to operations and maintenance are satisfactorily handled and flood management is not compromised. L-10-35

32. Section 3.9.4-WQ2: There has been no investigation into the sites to replace the Dominguez Spreading Grounds West Basin that we are aware of, so there can be no assurances we can be compensated for the water conservation loss. If Caltrans moves toward Option 6, Caltrans needs to address the loss in water conservation. L-10-36

33. Section 3.9.2.4: Any direct runoff or discharge from the project (or the highway) to the groundwater recharge facilities is prohibited. L-10-37

<u>Additional Facility Impacts</u>

34. All impacted LACFCD storm drains identified in Chapter 2.0 PLT must be discussed in Chapter 3, Affected Environment Report, including encroachments to the right of way of these drains. L-10-38

35. Suggested widening of several bridges discussed in Chapter 2 and installation of new bridges will need to accommodate clearance under these structures to guarantee minimum clearance heights along the access road for emergency vehicles. L-10-39

36. Section 3.8.3.1 (page 3.8-16), paragraph 3, states 18 of 30 existing drainage outlets impacted by the proposed improvements, but it should also list these facilities with station number, location, and ownership or some means for the owners of these facilities to know which ones are impacted. L-10-40

37. Section 3.8.3.1 (page 3.8-16), paragraph 4, states 19 of 22 pump stations along the Los Angeles River will be impacted. Please list these stations and provide any direct impacts to these facilities. L-10-41

38. Section 3.8: Impacts and mitigation measures to the retention basin under the 105 Freeway, between I-710 and the Los Angeles River (Lynwood Pump Station's detention basin), needs to be discussed in further detail. L-10-42

39. Section 3.24: The worksite capacity for this project should also include the existing channel right of way and LACFCD storm drain easements that have been or will be acquired for this project. L-10-43

40. Sections 3.24.3.8 and 9: Temporary construction impacts should also include impacts to the maintenance channel access road and storm drain easements. L-10-44

If you have any questions regarding the Hazards-Flood Water Quality comments, please contact Cung Nguyen at (626) 458-4370 or cnguyen@dpw.lacounty.gov.

If you have any other questions or require additional information, please contact Ruben Cruz at (626) 458-4921 or rcruz@dpw.lacounty.gov.

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38. Section 3.8: Impacts and mitigation measures to the retention basin under the 105 Freeway, between I-710 and the Los Angeles River (Lynwood Pump Station's detention basin), needs to be discussed in further detail.

39. Section 3.24: The worksite capacity for this project should also include the existing channel right of way and LACFCD storm drain easements that have been or will be acquired for this project.

40. Sections 3.24.3.8 and 9: Temporary construction impacts should also include impacts to the maintenance channel access road and storm drain easements.

If you have any questions regarding the Hazards-Flood Water Quality comments, please contact Cung Nguyen at (626) 458-4370 or cnguyen@dpw.lacounty.gov.

If you have any other questions or require additional information, please contact Ruben Cruz at (626) 458-4921 or rcruz@dpw.lacounty.gov.

Very truly yours,

GAIL FARBER
Director of Public Works

ANTHONY E. NYIVIH
Assistant Deputy Director
Land Development Division

SB

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L-10-1

The opposition of the LACDPW to any Interstate 710 (I-710) Corridor build alternative, which results in a greater cancer risk than the No Build Alternative, is noted. Please refer to Section 3.13 and Chapter 4.0 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for a revised AQ/GHG/HRA.

L-10-2

This comment is the same as Comment L-7-21. Please refer to Response to Comment L-7-21 earlier in this document for discussion regarding the SYNCHRO software and other issues related to the traffic impact analyses.

L-10-3

This comment requests that a fifth northbound lane between I-5 and SR-60 be added to all build alternatives. With regard to the request to consider adding a fifth northbound lane between Interstate 5 (I-5) and State Route 60 (SR-60), under Alternative 5C, auxiliary lanes will be added up to SR-60 and under Design Options 3A/3B, I-710 would be reconstructed and widened to accommodate auxiliary lanes and interchange reconfigurations including the I-710/SR-60 interchange.

L-10-4

As requested in this comment, Section 3.3 of the RDEIR/SDEIS has been updated to include more detail regarding the parking analysis and conclusions where parking restrictions are proposed.

L-10-5

This comment expresses concern about insufficient traffic capacity on Del Amo Blvd. at Compton Creek. The widening of Del Amo Blvd. over Compton Creek is not identified as a needed improvement in the No Build condition and is not included in the County General Plan Mobility Element, the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), or the 2017 Federal Transportation Improvement Program (FTIP). However, the intersection of Del Amo Blvd. and Santa Fe Ave., an intersection just west of Del Amo Blvd. at Compton Creek, has been identified as an arterial intersection slated for improvements in Section 3.5, Mitigation Measure TR-1. These improvements will result in an acceptable Level of Service in year 2035 under Alternative 5C (refer to Table 7-3 in Section 3.5) and Alternative 7 (refer to Table 7-9 in Section 3.5).

L-10-6

This comment (the same as L-7-22) raises concerns about the impacts of increased truck traffic on roadway pavement sections. The I-710 Corridor Project does not increase the truck volumes on these local arterials. The updated TIAR shows that under the 2035 No Build conditions, major north-south arterials are most congested in the area between I-105 and I-5, as well as between I-405 and Anaheim Street. The east-west arterials are most congested near the I-710 interchanges and near the Alameda Corridor. Under 2035 No Build conditions, more arterial roadway segments are projected to operate near or over capacity than under existing conditions. The results are attributed to the overall ambient traffic growth within the study area. Increases in roadway volumes are most prominently observed in port truck volumes on all major north-south arterials and on east-west arterials south of Florence Ave. In general, without major improvements to the I-710, the traffic conditions on the arterial highway system will deteriorate further in the future. This analysis is summarized in Section 3.5.3.

L-10-7

The NSR was prepared in accordance with the requirements of 23 CFR 772. These policies pertain to protecting public health and welfare, and providing California's noise abatement criteria as well as a list of abatement measures. As such, the *Noise Study Report* identified noise impacts along the I-710 Corridor within the project limits, and considered noise abatement measures (generally in the form of sound barriers) where acoustically feasible and reasonable. Based on the California Department of Transportation (Caltrans) Protocol, a sound barrier is not required to reduce noise levels to below the noise abatement criteria, but must provide at least 5 dB noise reduction to impacted receivers. Since there are 12-foot-high existing sound barriers along I-710 already shielding the Humphreys Avenue Elementary School, the modeling results indicated that raising the heights of these barriers would not provide an additional noticeable noise reduction. Sound barriers that are deemed feasible and reasonable per the analysis included in the NADR will be built in accordance with the Caltrans Traffic Noise Protocol.

L-10-8

The revised build alternatives have been redesigned to avoid/minimize impacts to the Bell Shelter. Please refer to Section 3.3.1.3 for more detail on potential impacts to the Bell Shelter.

L-10-9

The comments in this letter regarding the MAOF Ford Center are the same as the comments provided in Comment L-7-24, earlier in this report, from Supervisor Molina (Board of

Supervisors, County of Los Angeles). Refer to Response to Comment L-7-24 for discussion regarding the MAOF Ford Center and how it is addressed in the RDEIR/SDEIS.

L-10-10

The comments in this letter regarding Calvary Cemetery Los Angeles are the same as the comments provided in Comment L-7-24, earlier in this report, from Supervisor Molina (Board of Supervisors, County of Los Angeles). Refer to Response to Comment L-7-24 for discussion regarding the Calvary Cemetery Los Angeles and how it is addressed in the RDEIR/SDEIS.

L-10-11

The comments in this letter regarding Alfonso Perez Special Education Center, Brooklyn Avenue Elementary School, Garfield Community Adult School, Marianna Elementary School, and Our Lady of Soledad School are the same as the comments provided in Comment L-7-24, earlier in this report, from Supervisor Molina (Board of Supervisors, County of Los Angeles). Refer to Response to Comment L-7-24 for discussion regarding these schools and how they are addressed in the RDEIR/SDEIS.

L-10-12

As noted in this comment, the segment of E. 6th St. between I-710 and Eastern Ave. was incorrectly shown as “Existing Caltrans and Local Right-of-way” on the concept plans in Appendix O in the Draft EIR/EIS. This has been corrected on the concept plans for the build alternatives provided in Appendix O of the RDEIR/SDEIS.

L-10-13

This comment raises concerns about impacts to bicycle facilities. As discussed in Section 3.1 of the Draft EIR/EIS, the I-710 Corridor build alternatives would result in impacts to the Los Angeles River Trail and the Rio Hondo Trail. Mitigation has been identified to minimize impacts to these trails as a result of the project. Specifically, Mitigation Measures PR-17 through PR-21 require Caltrans to coordinate closely with LACDPW and local jurisdictions. It is not standard practice for a project of this scale to coordinate during the Draft EIR/EIS stage on such trail closures and rerouting; this coordination would follow approval of the project but prior to construction when more detailed and final design plans for construction have been finalized.

The comment also claims the document lacks details and specifics on impacts to future planned bicycle facilities in the County of Los Angeles 2012 Bicycle Master Plan. The County’s 2012 Bicycle Master Plan had not yet been approved when the Draft EIR/EIS was being finalized for public circulation; however, the plan has been reviewed and the RDEIR/SDEIS has been

updated to account for and address any impacts to additional bicycle facilities within the I-710 Corridor that are included in the County of Los Angeles 2012 Bicycle Master Plan.

L-10-14

Project related impacts to bicycle paths are identified in Section 3.1 and Appendix B of the RDEIR/SDEIS.

L-10-15

This comment raises concerns about construction-related impacts to bicycle facilities. The Draft EIR/EIS included three construction-related mitigation measures, CON-LU-1, CON-LU-2, and CON-TR-1, to reduce the potential impact of project construction on bicycle/bikeway facilities. Measure CON-LU-1 requires the Construction Contractor to maintain vehicular, bicycle, and pedestrian access to businesses within the construction area throughout the construction period. If existing access points are disrupted, alternative access will be provided. Appropriate signage and temporary sidewalks will be provided as needed throughout construction, and the Construction Contractor will provide and maintain appropriate signage to direct pedestrian, bicycle, and vehicular traffic to businesses via alternate routes. Disabled access will also be maintained during construction.

Measure CON-LU-2 requires Caltrans to establish one or more public information field office(s) near the construction site(s). The field office(s) will:

- Provide the community and businesses with a physical location where information pertaining to construction can be obtained in both English and Spanish, including information on lane, street, and ramp closures, including pedestrian and bicycle facility closures and applicable detours
- Enable Caltrans staff to facilitate communication between Caltrans staff and residents and business operators
- Notify property owners, residences, and businesses of major construction activities (e.g., utility relocation/disruption, rerouting of delivery trucks) at least 14 days prior to the disruption
- Respond to phone inquiries
- Coordinate business outreach programs

Measure CON-TR-1 requires Caltrans to prepare and implement a TMP prior to construction to address short-term traffic impacts during construction. The objectives of the TMP are to:

- Maintain traffic safety during construction
- Maintain an acceptable level of traffic flow throughout the transportation system during construction
- Minimize traffic delays and facilitate reduction in the overall duration of construction activities
- Minimize detours and impacts to pedestrians and bicyclists
- Foster public awareness of the project and construction-related impacts

The TMP will include the elements recommended in the Caltrans TMP Guidelines (June 2009) including:

- Public information
- Traveler information strategies
- Incident management
- Construction strategies
- Demand management
- Alternate route strategies

Consistent with the Caltrans *Complete Intersections Guide: A Guide to Reconstructing Intersections and Interchanges for Bicycles and Pedestrians*, the TMP will consider the short-term project effects on all travel modes including pedestrians, bicyclists, and transit users to minimize closures and the effects of temporary detours on those travelers. This clarification has been added to Measure CON-TR-1 in the RDEIR/SDEIS.

L-10-16

In response to this comment, the RDEIR/SDEIS has been corrected to reflect the three APNs noted in the comment as being located within the unincorporated community of Rancho Dominguez, not the City of Compton.

L-10-17

This comment requests that Intersection No. 34 (Del Amo Blvd./Santa Fe Ave.) and No. 98 (Beverly Blvd./3rd St.) be added to the list of intersections to be improved by the project. Intersection No. 34 (Del Amo Blvd./Santa Fe Ave.) has been added to the list of intersections to be improved by the project, while intersection No. 98 (Beverly Blvd./3rd St.) has not.

L-10-18

It is acknowledged that intersection No. 106 (Humphreys Ave./Cesar Chavez Ave.) will have improved levels of service (LOS) due to a new traffic signal installed after the preparation of the *Traffic Intersection Analysis Report*. The *Traffic Intersection Analysis Report* and EIR/EIS, Section 3.5, have been updated in response to this comment.

L-10-19

See Response to Comment L-10-17.

L-10-20

The *Intersection Traffic Impact Analysis Report* and RDEIR/SDEIS, Section 3.5, have been updated to note that the intersection of Del Amo Blvd. and Santa Fe Ave. is a shared jurisdiction between the City of Carson and the County of Los Angeles.

L-10-21

This comment requested changes in the Executive Summary regarding the improvements to arterial roads included in the I-710 Corridor build alternatives. Those improvements were generally cited as components of Alternative 5A in Section S.3.2.2 in the Executive Summary. They were listed individually in the Draft EIR/EIS in Tables 2.4-2 and 3.5-30, and were listed individually by jurisdiction in Measure TR-1 in Section 3.5.4 in the Draft EIR/EIS. The Executive Summary has been updated to reflect the revised build alternatives. Please refer to Section S.5.5.

L-10-22

This comment is the same as Comment L-7-21. Please refer to Response to Comment L-7-21, above, for discussion regarding the intersections cited in this comment.

L-10-23

This comment notes the County of Los Angeles' requirements for construction near oil wells and landfills. If a build alternative is selected for implementation, applications for permits and approvals required from other agencies including the County of Los Angeles will be pursued prior to construction in areas covered by those permits/approvals. No project construction activities will occur in areas requiring such permits until those permits/approvals are received from the applicable agencies. Table 2.5-1 (Section 2.5 in the RDEIR/SDEIS) lists the anticipated

permits and approvals for the I-710 Corridor Project. The specific permits cited in this comment were added to Table 2.7-1 as follows:

- **Agency:** Los Angeles County, Department of Public Works Environmental Programs Division
- **Permit/Approval:** Permits for structures or buildings within 200 feet of an active, abandoned, or idle oil or gas well, or within 1,000 feet of a landfill
- **Timeline:** Prior to construction in areas near landfills or oil or gas wells

L-10-24

This comment raises concerns regarding project impacts to the Los Angeles River and associated facilities such as the Dominguez Gap West Basin spreading grounds. Because of the substantial changes in design of the revised build alternatives, many of the impacts to the Los Angeles River discussed in the Draft EIR/EIS have been avoided or minimized. Please refer to Sections 3.8 and 3.9 in the RDEIR/SDEIS for the updated discussion of impacts to hydrology, floodplains, and water quality.

L-10-25

This comment requests that the impacts to storm flows in the Los Angeles River be analyzed in the EIR/EIS. Section 3.8 of the Draft EIR/EIS addresses hydrology and floodplain aspects of the project Study Area. The regulatory setting, affected environment, and the build alternatives' environmental consequences are described in this section. As stated in this section, as well as supporting technical analyses, the project and its proposed floodway modifications will not significantly alter the existing floodplain. Modification to floodways are necessary to mitigate risks associated with new and modified structures featured in the project alternatives that are located within the floodway. Floodways within the project Study Area include the Los Angeles River, the Rio Hondo, and Compton Creek. All floodway modifications require permit approval from the USACE.

Proposed floodway modifications include transverse encroachments (bridges that cross over the floodway) and longitudinal encroachments (structures that are aligned along and inside the floodway). Typical design mitigations for transverse encroachments entail site-specific bridge pier designs, bridge site channel invert modifications, and/or bridge site channel wall modifications. These design mitigations ensure that base flood elevations are maintained. The base flood elevation is the water surface elevation of the base flood required by the USACE. Analysis of the base flood elevation is a critical factor in determining the design of a bridge

crossing. Because typical design mitigations are employed in bridge designs, these transverse encroachments do not pose a significant risk to the floodplain.

Longitudinal encroachments are potentially more significant than transverse encroachments because the floodway is affected over a longer distance, rather than a discrete “spot” location. For longitudinal floodway encroachments, designs were advanced beyond a conceptual level to assess design mitigations required to maintain base flood elevations. Hydraulic analyses (Hydrologic Engineering Centers River Analysis System [HEC-RAS] model simulations) were conducted following USACE modeling criteria. Analyses showed that channel wall modifications are required upstream, downstream, at, and in between proposed encroachments to ensure base flood elevations are maintained. These modifications were incorporated as a required feature of the project alternative. Because the design of these floodway modifications were advanced and supported by hydraulic analyses, it was demonstrated that the longitudinal encroachments do not pose a significant risk to the floodplain.

Because there are modifications to the flood control system incorporated in the project, a Conditional Letter of Map Revision (CLOMR) would be prepared to document changes. This letter is prepared at the conclusion of the project and approved by the Federal Emergency Management Agency (FEMA). Because proposed modifications do not alter base flood elevations, no revisions to FEMA Flood Insurance Rate Maps (FIRMs) are required as a result of the project.

Because of the substantial changes in design of the revised build alternatives, many of the impacts to the Los Angeles River discussed in the Draft EIR/EIS have been avoided or minimized. Please refer to Sections 3.8 and 3.9 in the RDEIR/SDEIS for the updated discussion of impacts to hydrology, floodplains, and water quality.

L-10-26

This comment requests details of the Los Angeles River hydraulic analysis. Because of the substantial changes in design of the revised build alternatives, many of the impacts to the Los Angeles River discussed in the Draft EIR/EIS have been avoided or minimized. Please refer to Sections 3.8 and 3.9 in the RDEIR/SDEIS for the updated discussion of impacts to hydrology, floodplains, and water quality. In addition, please see Response to Comment L-10-25.

If an I-710 build alternative is selected for implementation, it is acknowledged that close coordination with the Los Angeles County Flood Control District (LACFCD) regarding any project modifications in and near LACFCD facilities will be necessary during design and construction of that project.

L-10-27

In response to this comment, Section 2.5.1.5 and Table 2-7-1 were updated in the RDEIR/SDEIS to reflect the requirement for a Flood Construction Permit to be approved and issued by the LACFCD for all modifications to the LACFCD-maintained facilities.

L-10-28

Table 2.7-1, Permits and Approvals Needed, in the Draft EIR/EIS acknowledged that the project would require Caltrans to obtain a USACE 408 Permit with the LACFCD as the local sponsor and 408 Permittee. Caltrans will also enter into an agreement with the LACFCD regarding the terms and conditions of this permit.

L-10-29

This comment requests more detailed discussion of impacts to the Los Angeles River Revitalization Master Plan. More detailed discussion has been added to Section 3.1.2 of the RDEIR/SDEIS.

L-10-30

This comment requests more detailed discussion of the impacts and mitigations for the Dominguez Gap West Basin spreading grounds. Because of the substantial changes in design of the revised build alternatives, the analysis of impacts to the Dominguez Gap West Basin spreading grounds has been updated. Please refer to Sections 3.8 and 3.9 in the RDEIR/SDEIS for the updated discussion of impacts to hydrology, floodplains, and water quality.

L-10-31

Similar to Comment L-10-30, this comment requests more detailed discussion of the impacts and mitigations for the Dominguez Gap West Basin spreading grounds. Please see Response to Comment L-10-30.

L-10-32

Similar to Comment L-10-30, this comment requests more detailed discussion of the impacts and mitigations for the Dominguez Gap West Basin spreading grounds, specifically from the proposed freight corridor. Please see Response to Comment L-10-30.

L-10-33

This comment states that the Draft EIR/EIS erroneously states that the Dominguez Gap West Basin spreading grounds are designed to take peak flow. Please see Response to Comment L-10-30.

L-10-34

This comment requests an update on the status of the proposed “land swap” as mitigation for impacts to the Dominguez Gap West Basin. Please see the updated discussion of this proposed mitigation in Section 3.8.4 of the RDEIR/SDEIS. In addition, the text in measure FP-2 was corrected to note that Caltrans will need to coordinate with the LACFCD regarding this mitigation.

L-10-35

This comment requests more detailed discussion of the impacts and mitigations for any groundwater recharge facilities. Because of the substantial changes in design of the revised build alternatives, the analysis of impacts to groundwater recharge facilities has been updated. Please refer to Section 3.8.2.2 in the RDEIR/SDEIS for the updated discussion of impacts to groundwater recharge facilities.

L-10-36

This comment is similar to Comment L-10-34 regarding the proposed mitigation for the impacts to the Dominguez Gap West Basin. Please see Response to Comment L-10-34.

L-10-37

This comment states that there should be no discharge of highway stormwater runoff to groundwater recharge facilities. As discussed in Section 3.9.3.1 of the RDEIR/SDEIS, there will be no discharge of highway stormwater runoff to groundwater recharge facilities

L-10-38

This comment requests that all LACFCD storm drains identified in Chapter 2.0 be analyzed in Chapter 3.0. Please see the revised Section 3.8 of the RDEIR/SDEIS for an updated discussion of impacts.

L-10-39

In response to this comment, the County facilities are identified in the *Preliminary Hydrology Report*, and clearances for emergency vehicles have been considered in the conceptual designs of the revised build alternatives. A discussion of the need to maintain these clearances has been added to the discussion of emergency services in Section 3.4.2 of the RDEIR/SDEIS.

L-10-40

This comment requests that the EIR/EIS list the existing drainage outlets impacted by the proposed improvements, and list these facilities with station number, location, and ownership. This information has been added in Section 3.8.3.1 (Table 3.8-2) of the RDEIR/SDEIS.

L-10-41

This comment requests that the EIR/EIS list the existing pump stations impacted by the proposed improvements along with a description of the impacts. This information has been revised and is located in Section 3.8.3.1 (Table 3.8-3) of the RDEIR/SDEIS.

L-10-42

This comment requests more detailed discussion of the impacts and mitigations for the retention basin at the Interstate 105 (I-105) freeway. Because of the substantial changes in design of the revised build alternatives, the analysis of impacts to this retention basin has been updated. Please refer to Section 3.8.3.1 in the RDEIR/SDEIS for the updated discussion of impacts to this retention basin.

L-10-43

This comment requests more detailed discussion of worksite capacity and includes discussion of LACFCD easements that will be required for construction. Property impacts associated with the revised build alternatives can be found in Appendix L, Relocations, of the RDEIR/SDEIS.

L-10-44

Because of the substantial changes in design of the revised build alternatives, the analysis of impacts has been updated. Please refer to Sections 3.24.3.8 and 3.24.3.9 in the RDEIR/SDEIS.

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Subject:	I-710 Corridor Project Feedback
From:	pwagner@Bellgardens.org (pwagner@Bellgardens.org)
To:	info.i710@mbimedia.com;
Cc:	I710@LSA-Assoc.com; info.i710@yahoo.com;
Date:	Thursday, September 27, 2012 1:58 PM

L-11

From: Philip Wagner
Organization: City of Bell Gardens
Phone: 562-806-7702
Mailing Address: 7100 South Garfield Ave
City, State: Bell Gardens, CA
Zip: 90201

Comment/Question:
Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

RE: COMMENTS ON DRAFT EIR/EIS FOR I-710 CORRIDOR PROJECT

Dear Mr. Kosinski,

The City of Bell Gardens appreciates the opportunity to comment on the draft EIR/EIS for the I-710 Corridor Project. Our staff has evaluated the potential impacts and have included our comments and suggestions in the following attachment.

Sincerely,

Philip Wagner
City Manager

Attachments: Comments

We have completed a review of Draft EIR/EIS I-710 Corridor Project. Prior to evaluation, we obtained a copy of the City's Circulation Element of the General Plan to provide a base line as we reviewed the EIR document. We have also reviewed the applicable supporting studies contained within the appendices of the Draft EIR.

Chapter 1 Proposed Project

We have reviewed the chapter and there no comments or direct impacts to the City of Bell Gardens

Chapter 2 Project Alternatives

Table 2.4-2 Arterial Intersection Improvements - The intersections of Eastern/Florence and Garfield/Florence are not included with any mitigation measures. A follow-up study is being completed as part of this review to address this issue. L-11-1

Page 2-53, 2nd Bullet Point – The project proposes peak hour parking restrictions along Eastern and Garfield from the NCL to SCL to increase capacity on these streets. The City of Bell Gardens cannot support restricting parking during the peak hours as this would adversely impact the commercial businesses along Eastern Avenue and Garfield Avenue. A follow-up study is required to address the specific impacts if peak hour parking restrictions are not implemented. L-11-2

Figure 2.5-2, Sheet 1 of 2, Item 8 – Proposed extension of Patata Street from Atlantic Boulevard to Garfield Avenue, requires further study relative to significant impacts to the City of Bell Gardens. A follow-up study is required to address this issue. The study shall include an analysis of residential relocation, lost sales and/or property taxes, loss of employment and the lack of intersection functionality/operation at the proposed Patata/Garfield intersection. L-11-3

Table 2.5-1 Local Arterial Interchanges, Crossings and Frontage Roads, No. 8 Patata St. See comments for Figure 2.5-2. L-11-4

Table 2.7-1 Permits and Approvals Needed, The City of Bell Gardens will be required to issue permits and provide approvals for all work associated with the project. Include the City of Bell Gardens as an approval body to this table. L-11-5

Chapter 3.0 – Affected Environment

We have reviewed the chapter and there no comments or impacts to the City of Bell Gardens

Chapter 3.1 – Land Use

We have reviewed the chapter and propose the following changes/additions:

Page 3.1-5 Add the following (with revisions specific to Bell Gardens): According to the City of Bell Gardens General Plan (1995), residential uses account for the majority of the land use in Bell Gardens, and the majority of housing stock is over 50 years old. As a result, the City of Bell Gardens strives to preserve the existing residential neighborhoods while promoting new development in the industrial areas to provide employment opportunities. L-11-6

Page 3.1-20 and 3.1-21 Confirm the City of Bell Gardens 2010 General Plan – Land use element and circulation and transportation element statements and policies. L-11-7

Page 3.1-47 Add the following sentence to the paragraph; The City is concerned with Alternatives 6B and 6C impacts to long standing local residents and businesses required for right-of-way acquisitions. Therefore alternatives are required to be explored. L-11-8

Chapter 3.2 – Growth

We have reviewed the chapter and there no comments or impacts to the City of Bell Gardens.

Chapter 3.3 – Community Impacts

We have reviewed the chapter and have the following changes/additions:

Page 3.3-1 Add to 2nd sentence after Gage Ave, "Garfield Avenue," L-11-9

Chapter 3.4 – Utility & Emergency Services

We have reviewed the chapter and have the following changes/additions

Page 3.4-4 Section 3.4.1.2 describe water and sewer providers, a total of 40. The list does not list the water and sewer providers for the City of Bell Gardens, revise accordingly. L-11-10

Chapter 3.5 – Traffic

This portion of the review has concentrated on the existing and projected impact to traffic on local roadways and intersections within the City of Bell Gardens.

Page 3.5-84, Table 3.5-31 Does not list the intersections of Florence Avenue and Eastern Avenue, Florence Avenue and Ajax Avenue or Eastern Avenue and Garfield Avenue which the City of Bell Gardens believe will be impacted by the project. Also the future intersection of Patata and Garfield will be impacted but has not been addressed. L-11-11

The following summary notes the arterial roadway segments operating with a V/C ratio of 0.90 or greater (indicating LOS E or F) in the 2008 existing and 2035 No Build conditions (unless noted below).

- Garfield Ave., north of Florence Ave. to Whittier Blvd
- Florence Blvd., from Alameda St. to Atlantic Ave. and from Eastern Ave. to Garfield Ave. (2035 No Build only)

Page 3.5.87 - 3.5.4 Avoidance, Minimization, and/o mitigation measures. The intersection of Garfield Avenue and Gage Avenue is missing from the list. The following additional intersections have been identified as currently operating at adverse LOS in the vicinity of Florence Avenue and Eastern Avenue which require the traffic analysis be updated to include them.

- Florence Avenue and Ajax Avenue
- Eastern Avenue and Fry Street

L-11-12

I-710 Florence Avenue Ramps

The EIR identified existing adverse LOS conditions on the northbound and southbound I-710 ramps at Florence Avenue. Northbound on and off ramps currently operate at LOS F during all periods and are forecast to worsen significantly under the 2035 no build alternative. Southbound off ramps currently operate at LOS E during the PM and LOS F during the Midday. Southbound on ramps function at LOS F during the Midday period. In 2035 no build alternative adverse LOS is expected during all time periods for southbound on and off ramps.

The EIR did not identify any improvements needed to other intersections within the City of Bell Gardens. Although the EIR traffic study did not identify them, we at the City know that traffic conditions are significantly worse at the following intersections than was presented in the traffic study and EIR.

- The intersection of Eastern Avenue and Florence Avenue is presented in the EIR as currently operating at LOS "C" during the AM peak hour and LOS "C" during the PM peak hour.

o Is must be noted that the LOS calculations for that intersection did not take into consideration the significant traffic queuing which presently occurs that limits the number of vehicles that can physically travel through the intersection. This is caused by traffic backups at the following adjacent intersections and existing backups at the I-710 northbound ramps.

- Eastern Avenue and Fry Street
- Florence Avenue and Ajax Avenue

o Observations during the AM and PM peak traffic periods clearly show excessive vehicle queuing and frequent grid lock type congestion at the above intersections.

o LOS is calculated by taking the volume and dividing it by the capacity then adding up the conflicting volume capacity ratios and a clearance time. When the volume is low due to traffic physically not being able to enter or exit the intersection then the resultant volume capacity calculations indicate a condition extremely better than is actually the case.

o The City of Bell Gardens (with financial assistance from MTA) has contracted new traffic counts in this area and the collection of traffic queuing data to document the current conditions at these intersections. The count data was provided to URS who, at MTA's direction, has agreed to re-evaluate the LOS results so appropriate mitigation needs can be determined.

L-11-13

Proposed Patata Street Extension

The traffic section of the EIR evaluates the 2035 Freight Corridor ramp capacities but does not address the intersection impacts by the extension creating a new intersection at Garfield Avenue. Additionally there is no discussion of the alignment issues of extending Patata Street to Garfield Avenue and how best to align with existing intersections in the immediate area.

Furthermore the City of Bell Gardens is strongly opposed to the Patata Street Extension as it provides absolutely no benefit the community of Bell Gardens. In fact the proposed extension removes resident homes and commercial businesses without equitable benefits to the local economy. The extension of Patata Street appears to primarily benefit a local trucking firm (ARCO) within the jurisdiction of South Gate more than anyone else, therefore the traffic impact study should evaluate utilizing ROW within their property rather than taking it from the City of Bell Gardens.

Additionally, the EIR traffic study should evaluate other optional connection points for the freight corridor in lieu of the proposed Patata Street extension.

L-11-14

Chapter 3.6 – Visual Impacts

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.7 – Cultural Resources

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.8 – Hydrology/Floodplain

We have reviewed the chapter and have the following changes/additions:

Page 3.8-4 Segment 5, Pump Station. The document identifies Caltrans pump stations I-710 at Gage and I-710 at Gage. These do not

L-11-15

impact the City directly except during rain events if the freeway becomes flooded and the traffic is diverted onto the City streets. L-11-15

Chapter 3.9 – Water Quality

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.10 – Geology

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.11 – Paleontology

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.12 – Hazardous Waste

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.13 – Air Quality

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.14 – Noise

The Draft EIR/EIS documents the existence but does not mention any changes to the existing sound wall along the east side of I-710 between Clara Street and Florence Avenue and Florence Avenue and Lubec Street. Any increase to height of this existing section of sound wall would result in reduced visibility of key commercial developments. The City of Bell Gardens is concerned that visibility of commercial projects be maintained and maximized under all alternatives. L-11-16

Chapter 3.15 – Energy

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.16 – Natural Communities

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.17 – Wetlands

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.18 – Plant Species

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.19 – Animal Species

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.20 – T&E Species

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.21 – Invasive Species

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.22 – Relationship

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.23 – Irreversible

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.24 – Construction

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 3.25 – Cumulative

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

Chapter 4.0 California Environmental Quality Act Evaluation

We have reviewed the chapter and there are no comments or impacts to the City of Bell Gardens

*You received this message because Philip Wagner submitted feedback regarding the I-710 Corridor Project.

Regards,
System Administrator

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L-11-1

This comment requests mitigation for impacts to the intersections of Eastern Ave./Florence Ave. and Garfield Ave./Florence Ave. The intersections of Eastern Ave./Florence Ave. and Garfield Ave./Florence Ave. were analyzed under Existing, No Build, and Alternative 5/6 Build Conditions in the *Traffic Intersection Analysis Report* (February 2012). The analysis concluded that these two intersections did not experience significant impact due to the project alternatives and did not require mitigation. Therefore, these intersections were not included in Table 3.5-31, Project-Related Impacted Intersections, in the Draft EIR/EIS. The *Traffic Intersection Analysis* (March 2017) has been updated and concluded that the proposed project would result in impacts to Eastern Ave/Florence Ave. under both build alternatives. However, mitigation is proposed (Measure TR-1) to address this impact. No impacts were identified at Garfield Ave./Florence Ave.

L-11-2

This comment raises concerns about the effects of the proposed peak-hour parking restrictions on Eastern Ave. and Garfield Ave. on local businesses. Please refer to the updated analysis of these impacts in Section 3.3.1.3 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS).

L-11-3

This comment raises concerns about the effects of the Patata St. extension. Due to changes in project design of the revised build alternatives, concerns regarding Patata St. extension impacts are no longer applicable because this extension is no longer under consideration. As shown in Appendix O and as discussed in Chapter 2.0 in the RDEIR/SDEIS, the proposed Patata St. extension is not included in the revised build alternatives.

L-11-4

Refer to Response to Comment L-11-3, above, for discussion regarding the project effects on Patata St.

L-11-5

This comment requests that the EIR/EIS acknowledge the local permit approvals that will be required by the City of Bell Gardens for the project. The entry titled “County of Los Angeles and affected cities within the Study Area” in Table 2.7-1 of the Draft EIR/EIS was intended to include by reference to the “Study Area” all local jurisdictions that would or could be requested to

provide encroachment and or construction permits within rights-of-way owned by those local jurisdictions.

L-11-6

Text regarding the City of Bell Gardens' housing stock and future development has been added to Section 3.1.1.4 of the RDEIR/SDEIS as requested in the comment.

L-11-7

The City of Bell Gardens 2010 General Plan has been reviewed again at the request of the comment. Refer to Section 3.1.2 of the RDEIR/SDEIS.

L-11-8

Because of the substantial changes in design of the revised build alternatives, the analysis of impacts to private properties has been updated. Please refer to Section 3.3.2.3 in the RDEIR/SDEIS for the updated discussion of impacts to private properties.

L-11-9

The text in Section 3.3.1.2 of the RDEIR/SDEIS has been updated to note Garfield Ave. as another major local roadway in the City of Bell Gardens in which commercial and service areas are concentrated.

L-11-10

The RDEIR/SDEIS includes an updated list of utility providers within the Study Area, including water and sewer providers for the City of Bell Gardens. The three water and sewer providers for the City of Bell Gardens include two water providers (Southwest Water Company and Golden State Water Company) and one sewer provider (LACDPW). The number of utility providers within the project Study Area has been updated to 44, based on this and other public comments of a similar topic. Please refer to Section 3.4.2.2 of the RDEIR/SDEIS.

L-11-11

This comment requests that the intersections of Florence Ave. and Eastern Ave., Florence Ave. and Ajax Ave., and Eastern Ave. and Garfield Ave. be added to the list of impacted intersections. Also, the comment requests that an proposed future intersection of Patata and Garfield Ave, be addressed. The RDEIR/SDEIS Section 3.5 has included Florence Ave. and Eastern Ave. in the list of impacted intersections in Table 3.5-22, Project-Related Impacted

Intersections, in addition to Mitigation Measure TR-1 – a list of impacted intersection improvements. However, Florence Ave. and Ajax Ave., and Eastern Ave. and Garfield Ave. have not been identified as impacted intersections due to (1) improvements at Florence Ave. and Eastern Ave. would have a strong positive effect at the intersection of Florence Ave. and Ajax Ave. (less than 500 feet from Florence Ave. and Eastern Ave.); and (2) the intersection of Eastern Ave. and Garfield Ave. does not intersect with Interstate 710 (I-710). Also, there are no planned projects which connect Patata Road and Garfield Ave. on the City of Bell Gardens website, the 2016-2040 RTP/SCS, or the 2017 FTIP.

L-11-12

This comment requests that the intersections of Garfield Ave./Gage Ave. and I-710/Florence Ave. ramps be included in the list of intersections proposed for mitigation. Based on the updated *Traffic Intersection Analysis* (November 2016), the RDEIR/SDEIS, Garfield Ave./Gage Ave. has been included on the list of intersections proposed for mitigation in Section 3.5. However, the intersection of I-710/Florence Ave. ramps have not met the criteria in order to be considered an adversely impacted intersection, as specified in Section 3.5.3.1, Intersections.

L-11-13

This comment requested additional traffic intersection analysis in the EIR/EIS. The build alternatives have been revised and currently do not propose to make improvements to arterial intersections via this environmental document. Please refer to Section 2.3.2.1 for a description of a funding program made available by the I-710 Corridor Project that would fund improvements to arterial intersections in the Study Area that are under the jurisdiction of local agencies.

L-11-14

This comment expresses the City of Bell Gardens' opposition to the freight corridor connection to Patata St. that was proposed under Alternatives 6A/B/C in the Draft EIR/EIS. Due to changes in project design of the revised build alternatives, concerns regarding the Patata St. freight corridor connection are no longer applicable because this connection is no longer under consideration. As shown in Appendix O and as discussed in Chapter 2.0 in the RDEIR/SDEIS, the proposed Patata St. freight corridor connection is not included in the revised build alternatives.

L-11-15

This comment notes the existence of an I-710 pump station at Gage Ave. Characterization of this pump station has been confirmed and is noted in Section 3.8.2.2 of the RDEIR/SDEIS.

L-11-16

This comment expresses concern about the visibility of local businesses from I-710 if the height of existing sound barriers is increased. The existing sound barriers between Clara St. and Florence Ave. and between Florence Ave. and Lubec St. based on the project noise analysis are not affected by this project and, therefore, would remain at their current heights. Please refer to Section 3.14 of the RDEIR/SDEIS for an updated discussion of noise impacts under the revised build alternatives. Additionally, per the Noise Study Report (California Department of Transportation [Caltrans] 2016): “If any noise barrier blocks the view of commercial property in order to provide sufficient noise reduction to the adjacent impacted residents, then, an agreement must be reached with the affected residents and the commercial property owners as to the length, the limits, and the height of that wall(s).”

Subject:	I-710 Corridor Project Feedback
From:	district9@longbeach.gov (district9@longbeach.gov)
To:	info.i710@mbimedia.com;
Cc:	I710@LSA-Assoc.com; info.i710@yahoo.com;
Date:	Friday, September 28, 2012 3:18 PM

L-12

From: Steven Neal
Organization: Long Beach City Council Member
Phone: (562) 570-6137
Mailing Address: 333 W. Ocean Blvd., 14th Floor
City, State: Long Beach, CA
Zip: 90805

Comment/Question:
On July 9th and August 18, 2012, Councilmember Neal hosted two community meetings to discuss the impacts of the proposed I-710 Corridor project. At those meetings, residents indicated a number of opinions and suggestions on the project.

At the July 24th, 2012, Long Beach City Council Meeting, the city council requested staff to draft a comment letter and to include sentiments from residents at the community meetings, to express support for the alternative with the least immediate impact to the I-710 study area in Long Beach, to explore various mitigation options that serve and improve the immediate community, such as local hiring preferences, increased green space and aesthetics, as well as traffic and environmental mitigations.

Below are some key points that the community wants to see addressed:

Main Points section
Local Hire - A project of this magnitude can potentially have an economic impact to the immediate area. Please include a local-hiring preference on the construction workforce. L-12-1

Section 3.14 Noise
Sound Walls -The proposed sound wall on the I-710 SB, along White Ave. north of Long Beach Blvd should include a significant landscape buffer between the sound wall and White Ave., between Gordon St. and Adams Street. L-12-2

Double-pane Sound Insulated Windows - The most significant concern of residents were the noise and vibration impacts. The construction of the sound walls and freeway improvements will no doubt have an impact to the residents to the West of the freeway, in the Coolidge Park area and the Starr King area. The sound from the elevated truck corridor will generate increased noise as well. As mitigation, please create a home sound-proof program, which includes installation double-paned sound insulated windows and doors. L-12-3

Section 3.24 Construction Impacts
Local Arterial Street and Intersection Improvements - Some arterial streets and intersections in North Long Beach will be significantly impacted by additional traffic, namely Long Beach Blvd., Artesia Blvd., and Atlantic Ave.

Also, in the Main Points section, we request an early action project with specific improvements and sources of funding of maintenance for these corridors. Improvements can include grants for traffic and walkability studies, funding for immediate sidewalk and street reconstruction, on-ramp landscaping, sensors, signals, crosswalks, and lighting. L-12-4

Section 3.1 Land Use
Open Space - Coolidge Park is located adjacent to the existing I-710. Freeway reconstruction, the proposed sound walls, and the elevated truck corridor will all impact the use of the park, from visual, noise, and environmental perspectives. We request an additional landscaping buffer and lighting to help address the visual and air quality impacts. L-12-5

Secondly, there are two specific open space opportunities available immediately, within the unused SCE Right of Way at Artesia Blvd and the 710 exit, and at the intersection of the I-710 and Long Beach Blvd. We should explore how these can be developed into parks or urban forestry as an early action mitigation project. L-12-6

Also, in the Main Points section, we request the partnership of Cal-Trans to develop a right of way specific open space master plan, utilizing all of the available SCE Right of Way space north of the 405 Freeway L-12-7

*You received this message because Steven Neal submitted feedback regarding the I-710 Corridor Project.

Regards,
System Administrator

L-12-1

This comment requests that a local hiring program be required for project construction. The majority of the construction jobs for the Interstate 710 (I-710) Corridor Project will require skilled and semi-skilled construction workers already living in Los Angeles County and the surrounding counties. It is possible that a small number of the construction jobs, such as specialized work related to the zero emission technology, may require workers from outside the region who have very specialized skills. As a result, it is expected that the majority of construction jobs for the project will be filled from the local and regional labor pool.

Metro, in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the I-710 Corridor Project. This effort is being made in parallel to the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) process.

L-12-2

This comment requests a landscape buffer between the proposed soundwall along I-710 southbound and White Ave. (between Gordon St. and Adams St.). Provision of such a landscape buffer would be integrated into the project design as part of the Corridor Master Plan for Aesthetic Treatment described in Measure VIS-1 in Section 3.6.4.1 of the RDEIR/SDEIS. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-12-3

The comment requests that a home sound-proofing program be implemented that would include double pane sound insulated windows. The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) do not have a program or a mechanism to provide funding for acoustic insulation. However, a Community Health and Benefit Program is included in Section 2.3.2.1 of the RDEIR/SDEIS and provides for a program for cities and community groups to apply for and obtain grant funding for health-related measures. The interior noise abatement suggested would be a candidate for this mitigation program. Soundwalls will be implemented as discussed in Section 3.14.5 of the RDEIR/SDEIS. The final locations and design of soundwalls as abatement measures will be determined after completion of the public input process as part of the Final EIR/EIS.

L-12-4

This comment requests a variety of intersection and pedestrian improvements in the Main Points Section as an Early Action Project. Caltrans and Metro encourage the City of Long Beach to nominate these improvements as an Early Action Project through the existing Early Action Project nomination process to the I-710 Technical Advisory Committee and I-710 Project Committee.

L-12-5

This comment requests a landscape buffer and lighting between I-710 and Coolidge Park to mitigate visual and air quality impacts. As shown in Table 3.1-4 of the RDEIR/SDEIS, a low to moderately-low visual impact to Coolidge Park would result with implementation of the I-710 Corridor Project build alternatives. Additionally, air quality impacts were not identified at Coolidge Park. Therefore no mitigation is warranted for either visual or air quality impacts.

L-12-6

This comment requests that unused Southern California Edison (SCE) right-of-way at I-710/ Artesia Blvd. and I-710/Long Beach Blvd. be used for urban forestry or parks as an early action mitigation measure. This project could be eligible for the Community Health and Benefit Program as described in Section 2.3.2.1 of the RDEIR/SDEIS which provides for a program for cities and community groups to apply for and obtain grant funding for health-related measures.

L-12-7

This comment requests the partnership of Caltrans to develop a right-of-way specific open space master plan, utilizing all of the available SCE right-of-way space north of I-405. This concept may be best addressed through Caltrans' Environmental Justice and Community-Based Transportation Planning Grants Program. More information on these grants can be found here: http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtp.html.

City of Maywood
4319 East Slauson Avenue • Maywood, California 90270
Tel: (323) 562-5000 • Fax: (323) 773-2806

September 28, 2012

Mr. Ronald Kosinski
Caltrans District 7,
Division of Environmental Planning
100 South Main Street, MS 164
Los Angeles, CA 90012

Subject: City of Maywood Comments on the I-710 Corridor Project Draft Environmental Impact Report/Environmental Impact Statement and Section 4f Evaluation

Dear Mr. Kosinski:

The City of Maywood would like to thank the State of California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) for the opportunity to review the Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS) for the I-710 Corridor Project. Maywood is supportive of Caltrans and Metro efforts to improve the I-710 Corridor and therefore urges rejection of the No Build Alternative. Based on our review of the Alternatives, the community prefers adoption of Alternative 6B, as it will result in greater air quality benefits. Not only were these conclusions arrived at as a result of our thorough analysis of the document, but from comments received at a recent meeting of the Maywood City Council, as well as at a community meeting held on September 20, 2012. L-13-1

The I-710 Corridor improvements have the potential to result in economic gain to the City by helping to make Maywood a regional location instead of an inland City with poor direct freeway access. However, the community is concerned about the Slauson Interchange and its potential to result in additional truck traffic on local streets and in proximity to schools such as Heliotrope Elementary School, even though the traffic modeling shows that trucks using the interchange will largely exit and travel east. L-13-2

The City of Maywood would therefore request that the Slauson Interchange continue to be included, but that the applicable alternatives specify that it will be programmed to be built after the completion of the other proposed access improvements in the vicinity, such as the Atlantic Blvd./Bandini Blvd. interchange, Atlantic Blvd. and Washington Blvd. crossings, and ramp improvements and the freight corridor, so that traffic will not make use of the Slauson Interchange prior to the completion of the other improvements that are important to the flow of truck and other traffic in the area. The City of Maywood would also request that the DEIR/DEIS

specify that the potential impacts of the Slauson Interchange be reexamined prior to a final decision to construct the Interchange. L-13-2

The City of Maywood appreciates that a collaborative planning and community participation process lead to the definition of project alternatives designed to address the key issues of safety, mobility, air quality and health along the I-710 Corridor. We commend Caltrans and Metro for their efforts to involve affected communities and responsible agencies in the project and the EIR/EIS.

We are sensitive to the difficulties associated with the preparation of an EIR/EIS for such a complex project, spanning multiple jurisdictions. We offer the following comments on the DEIR/DEIS. Our comments are intended to address the environmental concerns of our City, as well as the document's usefulness as a decision-making tool under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Executive Summary

The Executive Summary does not comply with California Environmental Quality Act (CEQA) Guideline 15123(b), which requires that the summary identify "each significant effect with proposed mitigation measures." It would be helpful if the summary specified not just the impacts, but the mitigation measures included in the document to address the impacts. As currently written, the reader is required to look at the end of each section of Chapter 3 in order to obtain a listing of proposed mitigation measures. A summary table, like those typically included in an EIR which lists for each impact, the mitigation measures and level of significance after mitigation, would make review of the adequacy of the mitigation measures as well as an understanding of the comparative impacts of the Alternatives substantially easier. We understand that NEPA level analysis of the alternatives may necessitate separate summary tables for each alternative, or for groups of alternatives, but believe that the informational value of such tables is warranted, given the difficulties inherent in a reader or decision-maker understanding the comparative impacts and comparative mitigation effort required for the five alternatives addressed in the DEIR/DEIS. L-13-3

Please provide an estimate of the timing of the project (i.e. weeks/months for construction), key project phasing and when the project would become operational. If information, such as when the project would become operational is not available at this time, include an explanation of why the information is not currently known. L-13-4

Since the DEIR/DEIS has elements of a program-level review, it would be helpful if the Executive Summary explained when subsequent or supplemental environmental review would be triggered as project design progresses. L-13-5

Table S-3 provides only the most basic comparison of the alternatives. Statements like "project area particulate matter emissions increase compared to no project conditions" do not provide L-13-6

sufficient information for a meaningful understanding of the relative impacts of the alternatives. A more detailed comparison should be provided. If impacts, such as air quality emissions have been quantified, the quantifications should be included in the summary. L-13-6

1.0 Proposed Project

Pursuant to CEQA Guidelines Section 15124, the project description should include a statement describing the intended uses of the EIR/EIS, including a list of the agencies expected to use the document for decision-making and the permits and other approvals required to implement the project, or refer the reader to Section 2.7 where this information is provided. L-13-7

2.0 Alternatives

Pursuant to CEQA Guidelines Section 15126.6 (e)(2) the EIR/EIS should identify the environmentally superior alternative among the alternatives, either here, or in the Executive Summary. As noted in our comments on the Executive Summary above, Table S-3 provides only the most basic comparison of the alternatives. Statements like "project area particulate matter emissions increase compared to no project conditions" do not provide sufficient information for a meaningful understanding of the relative impacts of the alternatives. A more detailed summary comparison of the alternatives should be provided in this chapter or in the Executive Summary. L-13-8

Table 2.1-1 Estimated Costs on page 2-1 should also include any operational costs or revenue, including any public expenditures for electricity under Alternatives 6B and 6C and any tolls under Alternative 6C. L-13-9

Please provide an estimate of the timing of the alternatives (i.e. weeks/months for construction), key phasing for each alternative and when the alternative would become operational. If information, such as when the alternative would become operational is not available at this time, include an explanation of why the information is not currently known and how the unknowns have been addressed in the analysis. This information is important when assessing the accuracy of some of the technical analysis performed for the DEIR/DEIS, such as the calculation of construction air quality impacts. The DEIR/DEIS should identify any differences in the likely construction timing or phasing of the six alternatives.

In addition, the timing of project components may affect potential impacts. We would recommend, for example, that street/intersection improvements be done in advance of mainline construction to reduce the impacts of mainline construction traffic on the local roadway system. In addition, we would recommend that the freight corridor be completed in advance of the general-purpose lanes so that trucks can be diverted to the freight corridor while the general-purpose lane improvements are occurring, thus minimizing the disruption to car travel along the I-710. The DEIR/DEIS should address any construction timing issues with the potential to alter L-13-10

or reduce construction impacts and disruption and provide more complete information regarding project phasing. L-13-10

It would be helpful if the description of the alternatives provided information on existing capacity verse the carrying capacity of each of the alternatives, so that this information can be compared to the description of capacity needs contained in Chapter 1. L-13-11

Section 2.3.2 - Alternative 5A - Page 2-12 states that Alternative 5A:

> . . . will modernize the design at the I-405 and State Route 91 (SR-91) interchanges, modernize and reconfigure most local arterial interchanges throughout the I-710 corridor, modify freeway access at various locations, and shift the I-710 centerline at various locations to reduce right-of-way impacts. Figure 2.3-1 shows Alternative 5A and its key features.

L-13-12

Please indicate where the specific design drawings and/or detail for each of these components, including any bridge widenings, are located in the DEIR/DEIS.

Alternatives 6A/B/C – we would suggest extension of the freight corridor north of SR-60, particularly for Alternative 6B/C. The feasibility/attractiveness of investment in electric trucks capable of receiving electric power via an overhead catenary electric power distribution system will likely be a function of the extent of such a system. If the system consists solely of the 18 miles included in Alternatives 6B/C, investment by trucking companies in compatible vehicles may be limited. The more extensive the system, the more likely is to be embraced by the trucking industry. This should be addressed in the DEIR/DEIS as part of accessing the feasibility of the alternative. L-13-13

Section 2.3.3 - Alternative 6A – Similarly, please indicate where the specific design drawing and/or detail for the freight corridor and entries and exits to the corridor are located in the DEIR/DEIS (i.e. Section 2.4 and Appendix O). L-13-14

Section 2.3.4 - Alternative 6B – Please explain whether all trucks making use of the four separated freight movement lanes would be required to be zero emission type trucks. If so, how would a prohibition on diesel type trucks using the separated freight movement lanes be enforced? Would diesel trucks still be allowed to make use of the ten general-purpose lanes? If not, how would a prohibition on diesel trucks in the general-purpose lanes be enforced. If diesel trucks would be allowed to make use of the ten general-purpose lanes, what was the assumed mix of zero emission and diesel trucks used in the analysis and how was the mode split developed? How is this reflected in the trip rates used in the analysis? L-13-15

This alternative includes a possible overhead catenary electric power distribution system. Who would be responsible for paying for the power, the public or the truck operators? Please include an estimate of the number of trucks per day or year that could be expected to make use

of the assumed overhead catenary electric power distribution system included in Alternative 6B and how the estimate was developed. This information is needed to facilitate review of the evaluation of energy impacts contained in Section 3.15. Page 2-20 indicates that: "Southern California Edison (SCE) has confirmed that current and planned local electrical distribution systems and power supplies are sufficient to accommodate the alternative's energy demand." This statement is conclusionary and is not supported. Please footnote the source that provided this confirmation. L-13-15

Section 2.3.5 - Alternative 6C - Please explain whether all trucks making use of the I-710 project would be required to pay a toll, or if the toll would only apply to trucks using the separated freight movement lanes. Would trucks still be allowed to make use of the ten general-purpose lanes without paying a toll? If not, how would a prohibition on trucks on the general-purpose lanes be enforced. If trucks would be allowed to make use of the ten general-purpose lanes without paying a toll, what was the assumed mix of toll paying and non-toll paying trucks used in the analysis and how was the mode split developed? How is this reflected in the trip rates used in the analysis? What is the relationship between toll amount and likely truck mode split between trucks paying and not paying the toll? This information is required in order to assess the reasonableness of the mode splits used in Section 3.5 – Traffic. L-13-16

Section 2.4 – Design Features of Alternative A. We note that the following interchanges, crossing and frontage roads are located in or in close proximity to the City of Maywood:

- New local interchange at Slauson Ave.: (New connection to I-710 and will feature a single-point urban interchange configuration per Figure 2.4-2 and Table 2.4-1).
- Atlantic Blvd./Bandini Blvd. Interchange: Replaced by a two-quadrant cloverleaf.
- Bandini Blvd.: Reconstruct to carry three through lanes in each direction
- Atlantic Blvd: Realign and reconstruct between the Los Angeles River bridge and the 26th St. overcrossing

There are no intersection improvements in or in close proximity to the City of Maywood as shown in Figure 2.4-3 and listed in Table 2.4-2.

Table 2.4-2, please include the City in which each improvement is located in the table. L-13-17

Figure 2.4-4 shows the location of bridge replacements and improvements included in Alternative 5A. It indicates bridge replacements and removals in close proximity to the City of Maywood at: Bandini Blvd., Atlantic Blvd and Slauson Avenue. The bridge projects should be numbered, as the intersections were in Figure 2.4-3, and described and listed in a table like Table 2.4-2, but which specifies the City in which the improvement is located. L-13-18

Figure 2.4-5 shows the location of major drainage facilities included in Alternative 5A. It indicates two detention Basin/Bioswale facilities in the vicinity of Atlantic Blvd and I-710. The improvements should be numbered, as the intersections were in Figure 2.4-3, and described L-13-19

and listed in a table like Table 2.4-2. Similar graphics and tables should be provided for the retaining walls and major utility relocations to facilitate review of impacts. L-13-19

Parking along Atlantic Blvd. in the City of Maywood would be subject to the arterial parking restrictions (e.g. 6:00 am to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.) included as part of the project.

The local arterial improvements, bridge, drainage, and retaining wall improvements should be numbered on the figures, as the intersections were in Figure 2.4-3, and described and listed in a table like Table 2.4-2, but which specifies the City in which the improvement is located. L-13-20

Table 2.5-2 lists the Construction duration by segment, but the segments aren't defined. Please make clear the assumptions used in the analysis regarding whether or not construction was assumed to be sequential, or which segments were assumed to be constructed concurrently, for each of the alternatives. Please indicate the assumed duration for construction for each of the alternatives used in the analysis. This section of the DEIR/DEIS needs to provide more detailed information regarding the timing of the construction components for each segment or point the reader to where that information is located in the document. More detailed project phasing, like that required for the air quality analysis, should be provided as part of the description of the alternatives. L-13-21

Chapter 3

Each Environmental Consequence section within this Chapter should clearly identify the impacts associated with each of the alternatives, the mitigation measures that apply to each alternative, and the level of significance after mitigation for each impact. For each issue area CEQA requires a strict baseline versus build analysis to assess whether a proposed project will have an impact. If a proposed project is determined to have a significant impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible. L-13-22

3.1 Land Use

It would be helpful to the planning efforts of the cities and to an understanding of impacts if Table 3.1-1: Existing Land Use Impacts by Build Alternative (acres) provided a breakdown of the land use impacts by city and unincorporated area. L-13-23

Mitigation Measure LU-1 on page 3.1-53 requires that:

> **LU-1** Following approval of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Interstate 710 (I-710) Corridor Project and filing of a Notice of Determination with the State Clearinghouse, the California Department of Transportation (Caltrans) shall request that the affected Cities and L-13-24

> the County amend their respective General Plans to reflect the final alignment, interchange locations, and modification of land use designations for properties that would be acquired for the project. Caltrans will also initiate amendments to existing freeway agreements with cities where the build alternatives would add or remove access to I-710 or Interstate 405 (I-405).

L-13-24

As written, this mitigation measure imposes an unfunded mandate on local governments along the alignment, which could result in indirect impacts to public services if local governments are required to divert public service funds to pay for the required General Plan amendment. The mitigation measure should specify that the cost of the required General Plan amendments will be reimbursed from I-710 funds, or the potential indirect environmental impacts of this cost burden must be addressed in the DEIR/DEIS.

Table 3.1-5 – Permanent Direct and Indirect Impacts to Parks and Recreation Facilities identifies an impact to Maywood River Park and states: "The Los Angeles River separates the park and the I-710 mainline. Interchange improvements at Slauson Ave. would not directly impact the park. However, as indicated in the *Visual Impact Assessment* prepared for the proposed project, Key View 25 is located adjacent to this park, facing east toward I-710. Alternative 5A and Alternatives 6A/B/C would not result in a change in the visual quality/character rating. The visual quality/character will remain moderately low under all build alternatives." Please include a clear statement of the impact conclusion.

L-13-25

3.3 Community Impacts

As noted in Table 3.3-5, the following schools in the City are located within 0.5 mile of the I-710 mainline and interchange improvements: (1) Heliotrope Avenue Elementary School, 5911 Woodlawn Ave., Maywood; and (2) Maywood Elementary School, 5200 Cudahy Ave., Maywood. These schools are not identified as impacted in Table 3.3-8, which only identifies impacted schools, but the reason why Maywood schools within 0.5 miles of the facility are not impacted is not clear from the discussion. It would be helpful if Table 3.3-8 explained the basis of both impact and no-impact conclusions for each school.

L-13-26

Page 3.3-26 states that construction would result in temporary access impacts to Heliotrope Avenue Elementary School and Maywood Elementary School, which would be addressed by the Traffic Management Plan (TMP) required in Section 3.5. Please demonstrate that full mitigation is feasible via a TMP.

L-13-27

The City of Maywood would request that the DEIR/DEIS include a mitigation measure specifying that schools within 0.5 miles of the facility be retrofitted with an air filtering system, improved air conditioning, and indoor gyms to reduce the air quality impacts associated with proximity to a major freeway and freight corridor.

L-13-28

3.5 Traffic

According to the Traffic Impact Analysis Report for the project, 168 initial study intersection locations were identified for analysis. The following intersection in the City of Maywood was included in the analysis:

- #70 – Slauson Avenue/Atlantic Blvd. According to the Traffic Impact Analysis, this intersection is impacted by Alternatives 6A and 6B. The DEIR/DEIS provides the following mitigation of this impact: Add an extra left-turn lane (change from single to dual) on the EB approach L-13-29

However, the City of Maywood feels that this mitigation is inadequate and requests that dual turns be provided in all directions at Intersection 70 – Slauson Avenue/Atlantic Blvd.

In making the request we note that the Traffic Impact Analysis identifies Slauson Avenue from west of Alameda Street to Eastern Avenue as a major east-west roadway segment operating near or over capacity during the evening peak hours under Alternative 5A and 6A/B/C conditions.

We further note that the Traffic analysis for the I-710 only addressed intersections projected to operate at LOS E or F and as noted on DEIR/DEIS page 3.5-81 and used the following criteria for determining which intersections are adversely impacted when comparing any of the I-710 Corridor Project build alternatives to the No Build conditions under Alternative 1 include:

- Degraded LOS E or F in the build alternatives (with I-710 Project); and
- Increase in intersection delay over Alternative 1 conditions.

Section 4.2.4.5 of the CEQA Analysis contained in Chapter 4 states:

> For the purposes of the CEQA traffic analysis, LOS E and LOS F that result from the build alternatives are considered not acceptable, and mitigation should be considered for cases where traffic conditions are LOS E and F in the post project condition.

However, Chapter 4 fails to identify the impacted intersections or to include any such additional traffic mitigation and instead classifies impacts as significant and unavoidable, without listing the unavoidably impacted intersections. We would note that Public Resources Code (PRC) § 21002. APPROVAL OF PROJECTS: FEASIBLE ALTERNATIVE OR MITIGATION MEASURES states that: L-13-30

> The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially

lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

PRC § 21081. NECESSARY FINDINGS WHERE ENVIRONMENTAL IMPACT REPORT IDENTIFIES EFFECTS requires that:

Pursuant to the policy stated in Sections 21002 and 21002.1, no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

(a) The public agency makes one or more of the following findings with respect to each significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

L-13-30

In the absence of an effort to identify intersection impacts under CEQA and to mitigate those impacts, the necessary findings cannot be made. The requested dual turns in all directions at Intersection 70 – Slauson Avenue/Atlantic Blvd. are required to ensure that there will not be CEQA impacts at this location.

The DEIR/DEIS needs to address the potential roadway impacts associated with project construction. A lot of local streets will require resurfacing due to impacts during construction. Section 3.24 – Construction (page 3.24-3) described the installation of pavement on the "new roadbed," but it is unclear if this also applies to the resurfacing of local streets that may be impacted by construction or construction traffic.

L-13-31

A lot of the existing bridges require widening. The DEIR/DEIS needs to address whether the planned design of bridges is adequate and whether the designs include proper shoulders and sidewalks.

L-13-32

According to Chapter 2, parking along Atlantic Blvd. in the City of Maywood would be subject to the arterial parking restrictions (e.g. 6:00 am to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.) included as part of the project. The DEIR/DEIS needs to address the feasibility of parking restrictions along this roadway, as well as the other three roadways identified for parking restrictions. In the event that parking restrictions are infeasible, roadway widening and additional right-of-way takes may be required. The impact of any additional widening needs to be addressed in the DEIR/DEIS and funding for the widening needs to be provided as part of the project, or other funding sources need to be identified. L-13-33

The City of Maywood has had the following documents reviewed by a Traffic Engineer:

A. *I-710 Corridor Project Draft EIR/EIS*, Section 3.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, and Section 3.24, Construction Impacts, dated June 2012
B. *Intersection Traffic Impact Analysis Report* (Final), dated February 2012
C. *I-710 Corridor Project Traffic Operations Analysis Report* (Final), dated January 2012
D. *Technical Memorandum – I-710 Corridor Project EIR/EIS Travel Demand Modeling Methodology* (Final), dated February 26, 2010
E. *Air Quality Action Plan, I-710 Construction Staging Concept Report*, Segment 5, Florence Ave. to Slauson Ave., dated April 1, 2011, prepared by Gateway Cities Council of Governments

The proposed new interchange at Slauson Avenue would be constructed as part of Alternatives 5A, 6A, 6B and 6C. Two types of level of service (LOS) analyses were performed that affect Slauson Avenue and Atlantic Boulevard: An arterial roadway segment analysis and an intersection peak hour analysis. Here are our key concerns with the analysis:

Arterial Roadway Segment Analysis - The arterial roadway segment analysis includes four segments within the City of Maywood, as follows:

- Slauson Avenue from Pacific Boulevard to Atlantic Boulevard (west of Atlantic)
- Slauson Avenue from Atlantic Boulevard to Eastern Avenue (east of Atlantic)
- Atlantic Boulevard from Bandini Road to Slauson Avenue (north of Slauson)
- Atlantic Boulevard from Slauson Avenue to Florence Avenue (south of Slauson)

The segment analysis is based on volume-to-capacity (V/C) ratio, where 1.0 means the volume of traffic has reached the capacity of the roadway. The results of the analysis were divided into the following three categories: L-13-34

- Segments with V/C ratios at or exceeding capacity (V/C ≥1.0, LOS F)
- Segments with V/C ratios approaching capacity (0.90 ≤ V/C < 1.0, LOS E)
- Segments with V/C ratios below capacity (V/C < 0.90, LOS A-D)

The report represented these three conditions, by color, on maps of the area, which are summarized in **Table 1**, below. Although the segment traffic volumes were presented as daily

traffic volumes, the analysis was of PM peak hour segment volumes, so our Traffic Engineer is unable to verify the findings. The conclusions in the DEIR/DEIS need to be verifiable. The DEIR/DEIS should include the information required to allow for independent verification. L-13-34

TABLE 1

SUMMARY OF

ROADWAY SEGMENT PM PEAK HOUR LEVEL OF SERVICE

Roadway Segment	Roadway Segment PM Peak Hour Level of Service[1,2]					
	Existing	Alt. 1	Alt. 5A	Alt. 6A	Alt. 6B	Alt.6C
Slauson Avenue						
West of Atlantic Blvd.	E	F	F	E	E	E
East of Atlantic Blvd.	A-D	E	F	F	E	E
Atlantic Blvd.						
North of Slauson Ave.	F	F	F	F	F	F
South of Slauson Ave.	F	F	E	A-D	A-D	A-D

[1] Alt. 1 = Future No Build
Alt. 5A = 10-lane mainline freeway widening
Alt. 6A = Alt. 5A + separate 4-lane freight corridor that parallels I-710, with its own on/off ramps (one set at Patata St)
Alt. 6B = Alt. 6A with freight corridor lanes as zero emission
Alt. 6C = Alt. 6B with freight corridor lanes as truck toll lanes

[2] LOS F: V/C ≥ 1.0
LOS E: 0.90 ≤ V/C < 1.0
LOS A-D: V/C < 0.90

Table 1 shows the following:

- Slauson Avenue west of Atlantic Boulevard is currently at LOS E, would worsen to LOS F for Alternatives 1 and 5A, but return to LOS E for Alternatives 6A, 6B and 6C.
- Slauson Avenue east of Atlantic Boulevard is currently at LOS A-D, and would worsen to LOS E with Alternative 1, worsen more, to LOS F, with Alternative 5A and 6A, but improve to LOS E with Alternatives 6B and 6C. In no case would it improve/return to acceptable LOS A-D.
- Atlantic Boulevard north of Slauson is currently operating at LOS F and would stay at LOS F for all of the future alternatives.
- Atlantic Boulevard south of Slauson is currently operating at LOS F and would remain at LOS F with Alternative 1. It would improve to LOS E with Alternative 5A, and improve to acceptable LOS A-D with Alternatives 6A, 6B and 6C.

Overall, the LOS for Slauson Avenue would be the same or worse with the project. Conversely, the LOS for Atlantic Boulevard would be the same or would improve from LOS F to acceptable LOS A-D. No project improvements or mitigation measures are proposed for the arterial street segments. Mitigation measures must be included to reduce impacts to levels considered "less than significant" or the DEIR/DEIS must specify why impacts cannot be mitigated and clearly identify any significant unmitigated impacts. L-13-35

Intersection Peak Hour Analysis - The intersection peak hour analysis includes one intersection within the City of Maywood, which is Slauson Avenue & Atlantic Boulevard. The peak hour analysis assessed the AM, PM and mid-day (MD) peak hours. The intersection delay values and level of service (LOS) for all scenarios, including with the proposed mitigation measure, are summarized in **Table 2**, below. L-13-36

TABLE 2

SUMMARY OF INTERSECTION LEVEL OF SERVICE AT SLAUSON AVE. & ATLANTIC BLVD.

Scenario[1]	Peak Hour Intersection Delay & Level of Service[2,3]					
	AM		PM		Mid-Day	
	Delay	LOS	Delay	LOS	Delay	LOS
Existing Conditions (2008)	34.6	C	46.4	D	33.7	C
Future Conditions (2035)						
Alt. 1	23.0	C	38.0	D	27.9	C
Alt. 5A	31.8	C	38.2	D	32.6	C
Alt. 6A	26.4	C	80.0	E	25.6	C
Alt. 6A Mitigated	*20.8*	*C*	*48.7*	*D*	*15.3*	*B*
Alt. 6B	26.7	C	73.5	E	24.5	C
Alt. 6B Mitigated	*19.8*	*B*	*39.2*	*D*	*18.6*	*B*
Alt. 6C	27.3	C	73.6	E	24.0	C
Alt. 6C Mitigated	*19.8*	*B*	*39.0*	*D*	*19.3*	*B*

[1] Alt. 1 = No Build
Alt. 5A = 10-lane mainline freeway widening
Alt. 6A = Alt. 5A + separate 4-lane freight corridor that parallels I-710, with its own on/off ramps (one set at Patata St)
Alt. 6B = Alt. 6A with freight corridor lanes as zero emission
Alt. 6C = Alt. 6B with freight corridor lanes as truck toll lanes

[2] The Existing Conditions delay calculations, highlighted in pink, are incorrect. They were calculated using fully protected left turn phasing for all left turn lanes instead of the existing protected/permitted left turn phasing. The result is that the Existing Conditions delay values are too high. They should be lower than future conditions, due to future traffic growth.

[3] The delay calculations for the mitigated alternatives, highlighted in yellow, are incorrect. The mitigation measure adds a second left turn lane for eastbound Slauson. The existing protected/permitted left turn phase was used, when it should have been changed to fully protected for the dual left turn lane. With fully protected left turn phasing, the LOS could be worse than shown.

L-13-36

However, as detailed in the notes for Table 2, the LOS for Existing Conditions was calculated incorrectly, which makes it difficult to assess the impact of the proposed interchange since existing conditions cannot be compared directly to future conditions. Specifically, on page 5-26, Table 5-3 of the Intersection Traffic Impact Analysis Report, the future 2035 No Build LOS values are less than the Existing LOS values, when they should be greater due to traffic growth. A review of the LOS worksheets reveals that for the Existing conditions analysis, protected left turn phasing was used instead of the existing protected/permitted phasing, for all left turn lanes.

This resulted in increased delay and a worse LOS for Existing conditions. The Existing conditions intersection LOS analyses needs to be redone for AM, PM and MD conditions. The LOS calculations in the DEIS/DEIR need to be corrected.

Even without knowing the LOS for Existing conditions, the impact of the various project alternatives can still be assessed against each other. The PM peak hour LOS for Alternatives 1 and 5A is the same, LOS D. Alternative 6A would worsen the LOS to E. Although the delay for Alternatives 6B and 6C would be better than for 6A, their resulting LOSs would still be E, which is unacceptable. The AM and MD peak hours would continue to operate at acceptable LOS C for all alternatives.

L-13-36

Table 2 also indicates that the proposed mitigation measure of adding a second eastbound left turn lane would restore the PM peak hour to LOS D for Alternatives 6A, 6B and 6C, as well as improve the AM peak hour LOS to LOS B for Alternatives 6B and 6C, and improve the MD peak hour to LOS B for Alternatives 6A, 6B and 6C. However, the LOS was calculated improperly when the mitigation measure was added, again, making it difficult to assess the impact of the proposed interchange until the LOS is correctly calculated. Specifically, on page 7-8, Table 7-4 of the Intersection Traffic Analysis Impact Report the LOS analyses for the intersection of Slauson Ave./Atlantic Blvd., for Alternatives 6A, 6B and 6C, with the mitigation, need to be recalculated, since they show the proposed eastbound dual left turn as having protected/permitted phasing. Instead, the dual left turn should be fully protected.

L-13-37

Without the mitigation measure, Alternatives 1 and 5A, would be the best alternatives for the intersection of Slauson Avenue and Atlantic Boulevard, based on the intersection delay values summarized in Table 1. The delay for the AM and PM peak hours are projected to be lowest for Alternatives 1 and 5A. The delay for the MD peak hour is projected to be lower for Alternative 6C. Since it would remain at LOS C, however, the LOS for the PM peak hour, which is worse, takes precedence.

Until the level of service is correctly calculated for Existing conditions and for the future scenarios with mitigation, it is unclear what the extent of the project's impact on the City of Maywood would be.

Construction Staging, Project Schedule and Level of Service Analysis - The study originally assumed that construction would be staged to implement Alternative 5A, the 10-lane mainline freeway widening, first. The traffic analysis was based on this assumption. The current assumption in the *Air Quality Action Plan I-710 Construction Staging Concept Report,* prepared by the Gateway Cities Council of Governments, is that the separate 4-lane freight corridor to be constructed in Alternative 6A, would be constructed first, before the mainline widening. Although the estimated schedule has the mainline construction beginning near the end of the freight corridor construction, it could actually be delayed much later depending on funding availability, becoming a long-term interim condition. Since the alternatives with the freight corridor are generally also better for Maywood than the mainline freeway improvement, a level

L-13-38

of service analysis should be prepared for the freight corridor without the mainline improvements, to get a more accurate idea of the project's nearer term impacts. L-13-38

We also offer the following detailed comments for each of the traffic study-related documents:

A. I-710 Corridor Project Draft EIR/EIS

1. Section 3.5, Traffic and Transportation/Pedestrian and Bicycle Facilities – This section is a summary of the documents discussed under B, C, and D, below. Please see our comments in those sections and conform this section of the DEIR/DEIS to any changes in the technical studies. L-13-39

B. Intersection Traffic Impact Analysis Report

1. Page 3-4,Table 3.1 (Continued) – For this and other tables, please add the name of the table on the continued sections of the tables.
2. Page 3-9, 3rd paragraph – It notes thirty-eight, but shows (39). They should match.
3. Page 3-20, Table 3-3 – ID # 222, the new I-710 Ramps at Slauson Avenue, are noted as being in the City of Bell. This conflicts with Page 4-2, 4th bullet, which says it is in the City of Maywood. Please correct to indicate the correct City.
4. Page 4-2, 4th bullet – See Comment B.3.
5. Page 4-4, 2nd paragraph, 5th line – Are parking restrictions necessary for all segments of the noted roadways, in particular on Atlantic Boulevard in the City of Maywood?
6. Page 5-26, Table 5-3 – The future 2035 No Build LOS values are less than the Existing LOS values, when they should be greater due to traffic growth. A review of the LOS worksheets showed that for the Existing conditions analysis, protected left turn phasing was used instead of the existing protected/permitted phasing, for all left turn lanes. This resulted in increased delay and a worse LOS for Existing conditions. The Existing conditions intersection LOS analyses for this intersection needs to be redone for AM, PM and MD conditions. L-13-40
7. Figure 4-2 – This figure shows on/off ramps for the proposed freight corridor at Patata Street. This is not consistent with Figure 13 in the Technical Memorandum – I-710 Corridor Project EIR/EIS Travel Demand Modeling Methodology, which shows the on/off ramps at Miller Way. Since Patata Street is north of Firestone Boulevard and Miller Way is south of Firestone Boulevard, the location of the ramps would affect the model results. Please explain whether or not appropriate were adjustments made to the model or model results when the change was made.
8. Page 4-6, 3rd bullet – See Comment B.7.
9. Page 5-15, 4th paragraph, line 5 – It notes sixty three, but shows (64). They should match.
10. Figure 5.8 – It would be informative to show the improvements noted in Table 5-4, similar to those shown on Figure 6-3 for Alternative 5.
11. Page 5-26, Table 5-3 (Continued) – ID #222. See Comment B.3.
12. Figure 5-9.f – The figure shows the LOS at the new interchange at Slauson Avenue, which would not exist for Alternative 1 (No Build). The indicator should be removed.

13. Page 5-40, Table 5-4 – Since the LOS analysis was done using Synchro, I'm assuming the intersections were analyzed as systems, not as stand-alone. In keeping with that concept, did the analysis look at other intersections to see if the improvements in Table5-4 would have any effect on nearby intersections?
14. Page 5-40, Table 5-4 – It would be informative to have the results of the improvements shown in Table 5-3, similar to what how they are shown in Table 6-3 for Alternative 5.
15. Figure 6-3 – Also show the improvements at the new intersections, such as 221, 222 and 223 on Figure 6-3.g.
16. Table 6-3 – If new intersections 221 and 223 are indicated on the exhibits, they should also be shown on Table 6-3. Even if the only new movements are right turns, it would be informative to know if the lanes have the capacity to handle the new trips.
17. Figure 6-4.g – See Comment B.16 regarding intersections 221 and 223.
18. Figure 6-8 – See Comment B.15.
19. Figure 6-13 – See Comment B.15.
20. Figure 6-18 – See Comment B.15.
21. Page 7-7, Table 7-3 – See Comment B.13.
22. Page 7-8, Table 7-4 –The LOS analyses for Alternatives 6A, 6B and 6C, with the mitigation measure, need to be recalculated, since they show the proposed eastbound dual left turn as having protected/permitted phasing. Instead, the dual left turn should be fully protected.
23. Page 7-12, Table 7-5 – See Comment B.13.
24. Page 7-17, Table 7-8 – See Comment B.22.
25. Pages 7-14 thru 7-16 – No page numbers.
26. Page 7-16, Table 7-7 – See Comment B.13.
27. Page 7-20, Table 7-9 – See Comment B.13.
28. Page 7-21, Table 7-10 – See Comment B.22.
29. Appendix J – This appendix is labeled as being the Conceptual Design Plans for Alternatives 5A, 6A, 6B & 6C, however, the content is the Conceptual Design Plans for the Arterial Congestion Relief Improvements, which should be under Appendix K.
30. Appendix K – This appendix is labeled as being the Conceptual Design Plans for the Arterial Congestion Relief Improvements, however, the content is the Conceptual Design Plans for Alternatives 5A, 6A, 6B & 6C, which should be under Appendix J.

L-13-40

C. I-710 Corridor Project Traffic Operations Analysis Report

1. Page 4-12, Table 4-7 – Why aren't there any north-south screenlines for east-west traffic? In particular, streets that have freeway interchanges are going to have more freeway-related traffic on them? These would tend to be different from the east-west screenlines, especially further from the port.
2. Section 4.5.2, Intersections – It would be informative to have a discussion regarding how the different elements of a Single Point Intersection (SPI) are analyzed, i.e adjacent ramp intersections that are two-way stop controlled.
3. Page 9-41, Table 9-39 – The notes below the table should indicate that it's Slauson Avenue not Florence Avenue.

L-13-41

4. Page 10-47, Table 10-17 – The table needs a heading to indicate what "Yes" and "No" mean.
5. Page 10-47, Table 10-17 – Since so many intersections would not be able to provide adequate storage under the 2035 Build conditions, it would be informative to know if there is/would be adequate storage for the queues for Existing and No Build conditions. L-13-41

D. Technical Memorandum - I-710 Corridor Project EIR/EIS Travel Demand Modeling Methodology

1. Page 20, Section 5.1.2, Screenline Counts – See Comment C.1.
2. Page 48, Figure 13 – See Comment B.3. L-13-42

3.6 Visual

It is unclear which alternative is represented by the " Base Condition" and the "Enhanced Condition" shown in the visual simulations. The visual simulations do not appear to show the aesthetic differences between Alternative 5A and Alternatives 6A/B/C. It is thus unclear how the visual quality scores contained in Table 3.6-1 were derived for Alternative 5A, verses Alternative 6A/B/C. There does not appear to be any differences in the visual quality scores between Alternatives. It is difficult to believe that the elevated freight corridor included in Alternative 6A/B/C would not result in a different visual quality score than Alternative 5A. L-13-43

The visual/aesthetic analysis addresses the potential impacts views from one location in the City of Maywood (DEIR/DEIS at page 3-6-71):

> **KEY VIEW 25.** The existing setting photograph for Key View 25 is shown in Figure 3.6-26. This Key View looks southeast toward I-710 and is located at the top of the Los Angeles River levee adjacent to Maywood Riverfront Park in the city of Maywood. The park is about ten feet below the levee. This park is within a residential community and is adjacent to the Los Angeles River. The existing visual quality of this Key View is moderately low. The existing vividness is moderately low due to the lack of landscaping along the I-710 mainline and the Los Angeles River, limiting the memorability of this view. The existing intactness is low because the fence and pole located between the park entrance and the Los Angeles River, the Los Angeles River itself, and the middle ground and background are filled with varying industrial uses and electrical transmission and subtransmission lines, contributing to multiple visual encroachments. The existing unity of Key View 25 is moderate due to the I-710 and Los Angeles River being the two major components working together to create a sense of coherency. An additional Key View (Key View 25A) is provided in Figure 3.6-26A. This Key View is located within Maywood Riverfront Park.

The analysis on page 3.6-111 states:

> **ALTERNATIVE 5A.** Under Alternative 5A, the widening of I-710 would occur, and no new structural vertical features would be introduced into the view. However, the proposed vividness would be lessened to low (2.5) due to the removal of the trees along I-710 as a result of the freeway widening. However, the proposed intactness and unity would remain the same as the existing condition. The proposed visual quality for Key View 25 under Alternative 5A would decrease slightly but remain moderately low (3.0), and the visual impact compared to the existing condition would be negative (-0.2).
>
> **ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, the elements of Alternative 5A and the addition of the elevated freight corridor would change the visual quality/character of this Key View. Therefore, the vividness would be reduced to low (2.5) due to the removal of the trees alongside I-710 and the addition of the freight corridor. However, the proposed intactness would increase to moderately low (3.0) as the freight corridor would obstruct some views of the industrial buildings in the middle ground and the electrical subtransmission lines and utility structures would be relocated. The proposed unity would remain moderate (4.0) as the removal/relocation of the utility structures would be balanced out by the addition of the elevated freight corridor. The proposed visual quality for Key View 25 under Alternatives 6A/B/C would, therefore, remain moderately low (3.2), and the overall visual impact under Alternatives 6A/B/C compared to the existing condition would be neutral (0.0).
>
> **ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-26 illustrates an example of potential aesthetic treatments for the elevated freight corridor with the addition of a screen wall. This screen wall would help to filter the views of the freight movement and increase the vividness or memorability of the Key View. Viewer response to enhanced improvements to the view should be positive.

The analysis lacks a clear statement regarding whether visual impacts at this location are significant. L-13-44

The visual impact mitigation measures included in this section are very general and leave the actual specification of landscaping, hardscape, sound walls, retaining walls, screen walls, lighting, and detention basins and bioswales to the Master Plan and PS&E phase of project design. Since mitigation measure VIS-1 requires the preparation of a Corridor Master Plan based on the *Urban Design and Aesthetic Toolbox Report* (2012) this section of the DEIR/DEIS should provide the reader with a summary of the contents of the *Urban Design and Aesthetic Toolbox Report.* In the absence of the specification of specific measures, it is difficult for the L-13-45

reader to be sure that impacts can and will be reduced to a level considered less than significant.

We are concerned that the project may not include adequate sound walls and screen walls along the mainline and interchanges. We would request either a sound wall and/or screen wall be required along the I-710 freight corridor in the vicinity of the City of Maywood so trucks aren't visible. L-13-45

3.14 Noise

Page 3.14-13 - Groundborne noise and vibration – please indicate whether any construction technics with the potential to cause groundborne vibration will be employed, such as pile driving. If so, the DEIR/DEIS must address groundborne noise and vibration during construction. See discussion on page 4-37 to 4-38 regarding potential vibration impacts during construction. L-13-46

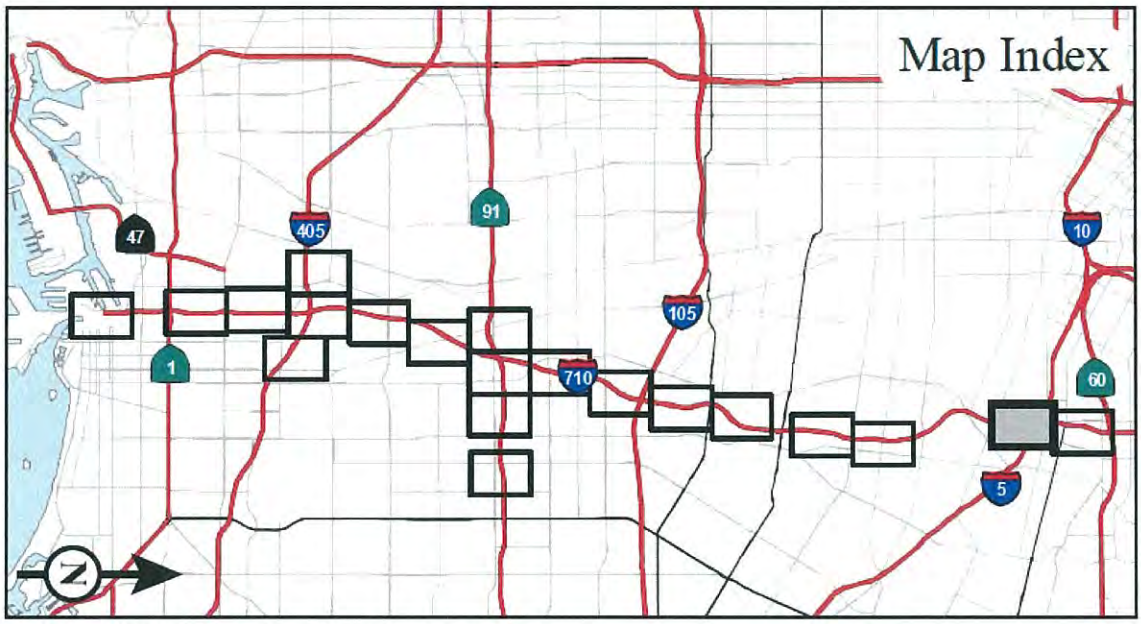
Page 3.13-14 Activity Category B – Table 14.2 – please indicate the City in which each location in the table Is located. L-13-47

Pages 3.14-20 to 3.14-29, please indicate in the descriptions, the city or cities in which each of the described sound walls is located. L-13-48

Page 3.14-20 indicates that Figures 3.14-2 and 3.14-3 show the locations of acoustically feasible sound walls. It should be noted that the figures are located at the end of the section. These sound walls should be clearly required as mitigation. L-13-49

Table 3.14-3 lists the "financially feasible" rather than the "acoustically feasible sound walls." If a needed sound wall is screened out for financial "reasonableness" then significant unmitigated impacts should be identified at those locations. L-13-50

Alternative 5A does not include any new sound walls in the Maywood area north of Gage Avenue. The alignment in the vicinity of Maywood is not depicted on Figure 3.14-1 – Alternative 5A – Noise Monitoring, Modeled Sites, and Sound Walls, or the comparable Alternative 6A/B/C figure. As shown in the Map Index for Figure 3.14-1, below, the noise study does not appear to address the Maywood portion of the Corridor. There is a gap in the study area. Please explain why this area was skipped. L-13-51



DEIR/DEIS Map Index for Figure 3.14-1.

3.15 Energy

Table 3.15-1 lists the annual electrical consumption in Los Angeles County in 2009 (70,149 million kilowatt-hours). No information is provided regarding year 2035 anticipated electrical use in the County under the No Build Alternative. Table 3.15-7 provides an estimate of energy consumption in 2035 under each of the Alternatives (183 million KWh for Alternative 6B and 157 KWh for Alternative 6C). No information is provided on anticipated year 2035 electrical capacity in the County. Page 3.15-11 states that: "(n)one of the build alternatives would result in adverse impacts related to energy consumption in the Study Area nor in the South Coast Air Basin (Basin) compared to the No Build alternative, all are consistent with the goals of these energy conservation plans." However, no evidence is provided to support this conclusion. Please provide evidence that the Alternatives would not result in the need for new of expanded electrical generating facilities. L-13-52

The VMT figures contained in Table 3.15-5 are not consistent with the VMT figures contained in Table 3.5-32 (see Alternative 6B). L-13-53

4.0 CEQA

References to Chapter 3 sections should include the page range containing the referenced information, as some of the cited sections do not address the checklist questions. For example on page 4-8 the discussion of mineral resources references Section 3.1. However, the word "mineral" appears nowhere in Section 3.1. L-13-54

Conclusionary statements should be supported by analysis or reference/citation to facts, reasonable assumptions predicated on facts, or expert opinion supported by facts. L-13-55

The DEIR/DEIS needs to include an effort to identify mitigations that address the significant unmitigated impacts described on pages 4-40 to 4-69, or should demonstrate specifically why mitigation is not feasible.

It would be helpful if Section 4.4 actually listed the mitigation measures, rather than referring the reader to various sections of Chapter 3.

L-13-56

Nowhere in the document is there a comprehensive list of the mitigation measures, or a summary identifying "each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect," per CEQA Guidelines Section 15123. The utility of the standard CEQA impact/mitigation summary table has been repeatedly demonstrated in EIRs and we would encourage the inclusion of such a table in the DEIR/DEIS to facilitate an understanding of the impacts and mitigation measures associated with the build alternatives.

Conclusion

We thank Caltrans and Metro for the opportunity to review the EIR for the I-710 Corridor project and look forward to continuing to work with Caltrans and Metro on this important improvement project.

Sincerely,

City of Maywood

William C. Pagett
City Engineer

91001-12 Mywd I-710 Comments

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L-13-1

The City's preference for Alternative 6B has been taken into consideration by the California Department of Transportation (Caltrans) in identifying the preferred alternative. All comments received on the Draft EIR/EIS and the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), including comments expressing opposition or support for the project, are included in this report and will be made available to the decision-makers and the public prior to any action on the proposed project.

L-13-2

The Project Team acknowledges the City of Maywood's concerns about the construction of the on- and off-ramps at Slauson Ave. Alternative 7 under evaluation in the RDEIR/SDEIS provides for a partial, freight corridor only interchange at Interstate 710 (I-710)/Slauson Ave.

L-13-3

For a combined California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) EIR/EIS, Caltrans provides detailed discussions of the project effects and their significance under CEQA in a separate chapter. Refer to Chapter 4.0, California Environmental Quality Act Evaluation, for discussion of the effects of the I-710 Corridor Project build alternatives under CEQA, the measures to address those effects, and the level of significance of those effects under CEQA after mitigation. Section 4.4, Mitigation for Significant Effects under CEQA, references the reader to the relevant locations in Chapter 3.0 where those measures are located. The complete language of each measure is also provided in Appendix F, Environmental Commitments Record, in the RDEIR/SDEIS.

L-13-4

This comment requests more detail on project phasing. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction.

L-13-5

The I-710 Corridor Project EIR/EIS is intended to be a construction level CEQA/NEPA document based on the current level of project design detail (i.e., the current design plans are considered "20 percent" plans compared to the more detailed engineering required to produce "100 percent" final plans that could be used for project construction). Caltrans will conduct

periodic Environmental Reevaluations as necessary and as design progresses, consistent with 23 CFR 771.129 for NEPA and Section 15162-15164 of the CEQA Guidelines.

L-13-6

Because of the size of the project and breadth of analysis provided in the Draft EIR/EIS, it is not possible to provide quantitative information in the Executive Summary in order to keep it brief and consistent with Section 15123[c] of the CEQA Guidelines. No change to the Executive Summary in the RDEIR/SDEIS was made in response to this comment.

L-13-7

The format and organization of the Draft EIR/EIS follows Caltrans' SER document and annotated outline for an EIR/EIS document. Chapter 1.0, Proposed Project, focuses on the history of the project and the Purpose and Need for the project. It does not describe the build or No Build alternatives. Chapter 2.0, Project Alternatives, describes the build and No Build alternatives in detail, including Section 2.7, Anticipated Permits and Approvals Needed. As a result, the information regarding needed permits and approvals was retained in Section 2.7 but is not cross-referenced in Chapter 1.0.

L-13-8

This comment requests identification of the environmentally superior alternative as required by CEQA. Chapter 2.0 of the Draft EIR/EIS provides a description of the project alternatives and does not provide any environmental analysis. The CEQA Guidelines Section 15126.6 (e) (2) text regarding identification of the environmentally superior alternative is as follows:

> If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Caltrans will identify an environmentally superior alternative in the Final EIR/EIS.

With regard to the second part of the comment requesting more detail in the Executive Summary, please refer to Response to Comment L-13-6.

L-13-9

The costs for the revised build alternatives are discussed in Section 2.1 in the RDEIR/SDEIS.

L-13-10

This comment requests more details on project phasing. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction.

L-13-11

Because of the length of the corridor study area (approximately 19 miles), and due to the differing numbers of lanes throughout the corridor as well as general knowledge of driver behavior, a single quantified number to describe a total capacity would not be an accurate characterization for alternatives comparison. No change in the RDEIR/SDEIS has been made.

L-13-12

This comment requests to see the more detailed plans of Alternative 5A. References to Appendix O, Concept Plans, are provided in Section 2.3 to refer the reader to the design information in that Appendix. The following was added in Section 2.3 of the RDEIR/SDEIS regarding the revised build alternatives to provide that cross reference earlier in Chapter 2.0: "Discussion of previous alternatives considered prior to and during the 2012 Draft EIR/EIS development process and public circulation period, but since withdrawn from consideration, are included in Section 2.4. A schematic depiction of each alternative is provided to assist the reader in visualizing the basic components of each alternative. Detailed mapping showing the design features of the revised build alternatives and the locations of those features is provided in Appendix O, Concept Plans."

L-13-13

This comment suggests extension of the zero emission freight corridor north of SR-60. This was not considered for the I-710 Corridor Project because SR-60 is the logical northerly terminus for the project. Section 2.3.2.1 in the RDEIR/SDEIS describes the commercial feasibility of zero emission truck technology as well as a reference to Metro and the Gateway Cities COG I-710 Project Zero-Emission Truck Commercialization Study.

L-13-14

Refer to Response to Comment L-13-12, above, for changes made to the text in Chapter 2.0 of the RDEIR/SDEIS to reference the reader to the location of detailed discussions and mapping of the project features provided for each build alternative.

L-13-15

The implementing agencies, Caltrans and Metro, will need to seek new legislation and implementing regulations to restrict the proposed freight corridor to ZE/NZE trucks only if Build Alternative 7 is selected as the preferred alternative. Similar to existing conditions, all conventional internal combustion powered trucks (diesel, compressed natural gas [CNG], liquefied natural gas [LNG]) and zero emission trucks would be allowed to use the general purpose lanes on I-710. In the travel demand forecasting conducted for the project, the forecasted volumes of trucks using the freight corridor lanes versus the general purpose lanes on I-710 were determined by assigning two year 2035 truck trip tables to the roadway network: trucks serving the Ports and all other heavy duty trucks. In Alternatives 6B and 6C, those trucks that are forecast to use the freight corridor because of the time savings for their specific trips between specified origins and destinations were assumed to have zero emission capability. The preponderance of trucks forecast to use the freight corridor are trucks serving the Ports. The ability to accommodate the required electric power was preliminarily assessed by SCE as a part of an electric transmission “load flow” study they performed for Metro for the I-710 EIR/EIS. Currently, the revised alternatives under consideration are characterized as “technology neutral”. Section 2.3.2.3 of the RDEIR/SDEIS provides updated information on the ZE/NZE freight corridor. Additionally, information regarding the Gateway Cities COG Zero Emission Truck Commercialization Study is provided in Section 2.3.2.1.

L-13-16

This comment asked whether, under Alternative 6C, tolls would be paid by all trucks on I-710, or only those using the freight corridor. In the Draft EIR/EIS, Alternative 6C presumed that tolls will only be assessed on trucks using the freight corridor. The fraction of trucks using the I-710 freight corridor versus the I-710 general purpose lanes was determined by the traffic forecasting model, which assessed the propensity of a truck to pay a toll as a function of the time saved by using the freight corridor compared to the general purpose lanes and a value of time. The value of time was derived from recent studies of truck use of toll facilities in California and elsewhere in the U.S. However, tolling is no longer an option under consideration in any of the revised build alternatives.

L-13-17

In response to this comment, the local jurisdictions, in which the improvements cited in Tables 2.3-1 and 2.3-2 are located, were added in the “Location” column in these tables in the RDEIR/SDEIS.

L-13-18

As there are over 100 bridges in the study area, and in an effort to minimize the document where possible, the spatial representation of bridge improvements in Chapter 2.0 was retained. City limits are shown on the bridge figures for each build alternative in order to assist the reader in determining jurisdictional areas. For more information on detailed bridge improvements over the Los Angeles River, please refer to Section 3.8, Hydrology. Also, please refer to Appendix O, Concept Plans, for a more detailed spatial representation of bridge improvements.

L-13-19

As there are several dozen drainage facilities proposed along the corridor, and in an effort to minimize the document where possible, the spatial representation of drainage facilities in Chapter 2.0 was retained. City limits are shown on the bridge figures for each build alternative in order to assist the reader in determining jurisdictional areas. For more information on proposed drainage facilities, please refer to Appendix O, Concept Plans.

L-13-20

Please see responses to Comments L-13-17 through L-13-19. In addition, please refer to Appendix O, Concept Plans, for more detailed design information and specific locations of improvements.

L-13-21

This comment requests more detail on project phasing. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction.

L-13-22

In accordance with Caltrans standard format for EIR/EIS environmental documents (see Annotated EIR/EIS format posted at http://www.dot.ca.gov/ser/forms.htm), analysis under CEQA is contained in Chapter 4.0, California Environmental Quality Act Evaluation of the Draft EIR/EIS and the RDEIR/SDEIS. Chapter 4.0 discusses the significant impacts of the I-710 Corridor alternatives, mitigation to address those impacts, and the level of significance under CEQA after mitigation. All of the avoidance, minimization, and mitigation measures cited in Chapter 4.0 will be incorporated in the preferred alternative. Appendix F, Environmental Commitments Record, provides the language of each of the avoidance, minimization, and

mitigation measures included in the build alternatives; the party responsible for implementing each measure, and the timing/phasing of the implementation of each measure.

L-13-23

This comment requests that the EIR/EIS include a breakdown of land use impacts by jurisdictions. Table 3.1-1 in the RDEIR/SDEIS has been updated to provide land use impacts by jurisdictions.

L-13-24

This comment expresses a concern that Mitigation Measure LU-1 in the Draft EIR/EIS, which requires Caltrans to coordinate with local jurisdictions to update their General Plans to reflect any land use or transportation changes resulting from the proposed project, creates an "unfunded mandate" for local jurisdictions to amend their General Plans. It is acknowledged that amending a General Plan requires a commitment of time and resources by the responsible local jurisdiction. To minimize the effect on local jurisdictions and to ensure that the affected local General Plans do, in the future, reflect the final I-710 Corridor Project, Measure LU-1 was written as a *request* of and not a requirement on local jurisdictions such as the City of Maywood because Caltrans has no authority to require a local jurisdiction to amend its General Plan. However, in the longer term, it is to a local jurisdiction's benefit for its General Plan to reflect actual land uses such as transportation facilities. To further minimize the effect of the request for affected local jurisdictions to amend their General Plan to reflect the I-710 Corridor Project, Measure LU-1 was revised to indicate that such an amendment could occur as part of a future cycle of amendments to the General Plan. As a result, amendments to the General Plan to reflect the I-710 Corridor Project could be made at the same time as other amendments to the General Plan, thereby minimizing the costs specific to the I-710 Project. Because local jurisdictions are required by law to regularly update their General Plans, including funding the preparation of those amendments, the incremental cost to include amendments related to the I-710 Corridor Project is not considered sufficient to require a local jurisdiction to divert funds from other commitments such as public services to pay for those amendments. As a result, Caltrans is not proposing to provide financial assistance to local jurisdictions for the preparation of amendments to their General Plans to reflect the I-710 Corridor Project.

Measure LU-1 (Section 3.1.2.4) was updated as a result of this comment.

L-13-25

Table 3.1-5 in the RDEIR/SDEIS has been updated to be consistent with the *Revised Visual Impact Assessment* (August 2016) and Section 3.6 of the RDEIR/SDEIS and to further clarify

the project's potential impacts to the existing visual quality/character for Key View 18, located at Maywood Riverfront Park.

Under the revised set of build alternatives, there is no longer a "without" Slauson Interchange condition. Instead, reconstruction of Slauson Ave., including the freeway overcrossing from the Los Angeles River to approximately 700 feet east of the existing LAJ at-grade crossing is proposed. Key View 18 looks northeast from the trail toward Slauson Ave. and I-710. Please refer to Section 3.6.3.1 for visual simulations of this key view.

L-13-26

As stated in the Community Impact Assessment (Sections 4.16 and 5.15) and the Draft EIR/EIS (Section 3.24), both the Heliotrope Avenue Elementary School and Maywood Elementary School are located within 0.5 mile of the proposed improvements. The proposed build alternatives would not result in direct impacts to these schools; however, during construction, the build alternatives have the potential to result in temporary impacts to traffic access along Slauson Ave. A TMP would be prepared to minimize impacts and provide detours (refer to Mitigation Measure CON-TR-1) and potential impacts to access to and from these schools from Slauson Ave. would cease once construction was complete.

L-13-27

This comment requests that the EIR/EIS verify that the TMP will provide full mitigation for any temporary access impacts to Heliotrope Avenue Elementary School. As stated in Response to Comment L-13-26, the TMP will provide detours to maintain access.

L-13-28

This comment requests that the EIR/EIS include a mitigation measure to provide air filtration systems for any schools with 0.50 mile of I-710. Please refer to measure AQ-2 in Section 3.13.4 of the RDEIR/SDEIS which states that, to further reduce exposure of children and other people to near roadway emissions, Caltrans shall provide air filtration systems for any of the schools (listed as part of the measure) within 0.25 mile of I-710 that currently lack adequate air filtration systems. As stated in the California Air Resources Board (ARB) *Technical Advisory* (April 2017), high-efficiency filters in ventilation systems can remove from 50 to 99 percent of the particles in the air. Determination of adequate air filtration systems will be addressed during coordination with the respective school districts or administrations and based on current building codes as well as guidelines set forth by the United States Environmental Protection Agency (EPA) and the SCAQMD. Please refer to measure AQ-2 for a listing of these schools.

L-13-29

This comment on the intersection traffic impact analysis requests additional mitigation at the intersection of Slauson Ave./Atlantic Ave., specifically the provision of dual left-turn lanes at each leg of the intersection. Based on the revised intersection traffic impact analysis presented in Section 3.5 of the RDEIR/SDEIS, this intersection does not warrant mitigation.

L-13-30

This comment states that Chapter 4.0 (CEQA) in the Draft EIR/EIS fails to identify significant traffic impacts to local intersections and identify feasible mitigation measures. The discussion of intersection impacts in Chapter 4.0 (page 4-68) of the Draft EIR/EIS references the parallel discussion of traffic in Section 3.5 of the Draft EIR/EIS:

Based on the arterial intersection LOS analysis, along with the impact criteria listed above, 21 Study Area intersections have been identified as being adversely impacted by the project under the proposed build alternatives. Intersections impacted by each of the build alternatives are summarized in Section 3.5, Traffic, in Table 3.5-31. As this table shows, 13 intersections are projected to be impacted under Alternative 5A, 18 impacted under Alternative 6A, and 19 intersections are projected to be impacted under both Alternatives 6B and 6C. Twelve of these intersections will be impacted by all four build alternatives. Mitigation measures to improve these impacted locations are described in Section 3.5, Traffic.

Section 3.5 discusses each of the affected intersections and recommends mitigation measures for each intersection where mitigation is required and feasible (see Table 3.5-31). The reader is also referred to the TIAR for the detailed LOS calculations.

Chapter 4.0 (pages 4-68 and 4-69) then discusses four intersections that are adversely affected by the project and for which mitigation has been deemed infeasible. Page 4-69 then lists these intersections and the reasons their mitigation is infeasible; these intersections are listed below:

ID	Intersection Name	Identified Reasons/Constraints/Limitations
10	Pico Ave./9th St.	Other ongoing project(s) in this area.
22	Pacific Coast Hwy./Atlantic Ave.	Right-of-way constraints. (Note that some improvements have been identified to minimize project impacts at this intersection.)
112	I-710 Northbound Ramps/Long Beach Blvd.	This intersection has been redesigned as part of I-710 Freeway improvement. Right-of-way constraint limits further improvements to this ramp intersection.
155	Wilmington Ave./223rd St.	Right-of-way constraints.

The discussion then concludes:

> The four intersections listed above will be adversely impacted by the build alternatives and will not meet the LOS standard of LOS D or better. Mitigation could be provided in the form of additional lanes to add capacity at these intersections, but the land use and property acquisition impacts of this mitigation is not acceptable to the local jurisdictions. Therefore, the I-710 Corridor Project would have a potentially significant unavoidable impact on traffic at these four intersections.

The comment restates the requirements of Public Resource Code (PRC) § 21002 (Feasible Alternatives or Mitigation Measures) and 21081 (Findings). The Draft EIR/EIS complies with these requirements, as follows:

- Section 3.5 identifies adversely affected intersections.
- Proposed mitigation measures are also identified in Section 3.5
- The four intersections where mitigation is infeasible are identified both in Section 3.5 and in Chapter 4.0.

As noted in the comment, and consistent with the requirements of PRC §21002 and 21081, the Lead Agency will adopt a specific Statement of Overriding Considerations to address the four intersections where mitigation is infeasible, based upon the information contained in the table referenced above.

With respect to a portion of the comment requesting additional mitigation improvements at the intersection of Slauson Ave. and Atlantic Ave., according to the TIAR, the intersection of Slauson Ave./Atlantic Ave. would operate at an acceptable LOS in in 2035 under Alternative 5A without additional mitigation (page 6-22). The intersection would not meet LOS requirements for Alternatives 6A/B/C without the construction of an additional east-bound left-turn lane; this proposed mitigation will provide adequate mitigation, as shown in Tables 7-6, 7-8 and 7-10 in the TIAR.

As such, the LOS at the intersection of Slauson Ave. and Atlantic Ave. is forecast to operate within acceptable LOS with the mitigation as proposed in the Draft EIR/EIS (and Recirculated Draft EIR/EIS), and would, therefore, not require a Statement of Overriding Considerations.

Please see the updated intersection traffic impact analysis presented in Section 3.5 of the RDEIR/SDEIS for an updated discussion of intersections within the City of Maywood.

L-13-31

This comment requests evaluation of damage to the pavement surface on local roadways that may occur due to project-related construction traffic. New pavement will be provided on local arterials that connect to or cross over (or under) I-710 where such roadways would be directly affected by project construction. For those roadways that may be used as temporary detour routes during construction, there is insufficient design and construction information at this time to identify the routing or duration of any such detours. A general discussion of potential damage to the pavement surface on local roadways that may occur due to project-related construction traffic has been added to Section 3.24.3.5 of the RDEIR/SDEIS. Measure CON-TR-2 has been added to Section 3.24.4.5 to evaluate damage to the pavement surface on local roadways that may occur due to project-related construction traffic. New pavement would be provided on local arterials that connect to or cross over (or under) I-710 where such roadways would be directly affected by project construction after project completion in the vicinity of each arterial.

L-13-32

This comment requests verification that local roadway bridges that are replaced or widened by the project will include proper shoulders and sidewalks. As described in Section 2.3.2.1 of the RDEIR/SDEIS, all local roadway sections modified by the project have been designed to meet applicable design standards.

L-13-33

This comment raises concerns about the impact of peak-period parking restrictions and requests identification of alternatives in lieu of such restrictions. The proposed peak-hour parking restrictions were part of the TSM/TDM alternative proposed during the MCS phase of this project. The only alternative to provide additional capacity on the arterials without restricting peak-period parking would be to widen the arterials. Widening the arterials would have a greater impact on the community due to the increased property acquisition; therefore, widening of local arterials was not carried forward into the alternatives analyzed in the Draft EIR/EIS or the RDEIR/SDEIS.

L-13-34

This comment expresses concern about the arterial traffic analysis and concludes that the analysis included in the Draft EIR/EIS does not provide verifiable conclusions. As discussed in Section 3.5 of the RDEIR/SDEIS, changes to the proposed I-710 freeway geometrics have resulted in different impacts at intersections and roadway segments within the City of Maywood.

Where applicable, additional LOS and volume-to-capacity (V/C) data have been incorporated into Section 3.5 to support the conclusions presented.

L-13-35

This comment expresses concern about the arterial traffic analysis, specifically that mitigations are not proposed to provide acceptable LOS on Slauson Ave. and Atlantic Blvd. in the City of Maywood. The traffic impact analysis conducted for the Draft EIR/EIS addressed the significant impacts of the build alternatives to the adjacent street network. The conclusions of the traffic impact analysis conducted for the Draft EIR/EIS were that neither Slauson Ave. nor Atlantic Blvd. experienced significant impacts from the build alternatives; rather, they both would require widening under future No Build conditions to accommodate projected traffic growth in the Study Area. Please see the updated traffic impact analysis presented in Section 3.5 of the RDEIR/SDEIS for an updated discussion of arterials within the City of Maywood.

With regard to the last part of this comment, it is acknowledged that CEQA requires the identification of individual impacts that cannot be mitigated to below a level of significance. The project effects at local street intersections that are unavoidable and significant after mitigation are listed in Section 4.2.4.5, Transportation and Traffic.

L-13-36

This comment on the intersection traffic impact analysis questions why the LOS in 2035 at the Slauson Ave./Atlantic Blvd. intersection is better than the existing LOS given the projected growth in traffic in the future, and states that the existing LOS was calculated incorrectly. The TIAR has been revised based on the revised build alternatives as well as to update the base year. Please refer to Section 3.5 of this RDEIR/SDEIS for updated traffic LOS information.

L-13-37

Continuing with the same issue raised in Comment L-13-36, this comment states that the erroneous calculation of the existing LOS was carried into the calculations of LOS of the proposed mitigation of adding additional left-turn lanes. The TIAR has been revised based on the revised build alternatives as well as to update the base year. Please refer to Section 3.5 of this RDEIR/SDEIS for updated traffic LOS information as well as revised mitigation measures.

L-13-38

This comment requests more details on project phasing. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction. As discussed in Section 2.3.2.3 of the RDEIR/SDEIS, Alternative 7 provides an alternative that would construct the freight corridor only, without adding any general purpose lanes to the I-710 mainline.

L-13-39

This comment is an introductory comment to the more detailed comments that follow on the traffic studies conducted for the Draft EIR/EIS. Because of the changes in the design of the build alternatives and availability of updated traffic forecasts, the *Traffic Operations Analysis Report* (TOAR, March 2017), the TIAR, and Section 3.5 of the RDEIR/SDEIS have all been updated.

L-13-40

This comment includes 30 detailed comments related to the TIAR (February 2012). Because of the substantial changes made to the TIAR (March 2017), it is not possible to provide specific responses to each of these comments. The comments provided were addressed where applicable within the updated TIAR.

L-13-41

This comment raises five issues regarding the *Traffic Operations Analysis Report* prepared for the Draft EIR/EIS. In response to the request for the inclusion of north-south screenlines, it is important to clarify that the screenline analysis performed for the I-710 Corridor was focused on calibrating the traffic demand projections and verifying traffic volumes. This data was calibrated primarily in the east-west direction due to the fact that I-710 is a north-south corridor. The numerous amount of intersection traffic counts, in addition to daily traffic data collected from various sources, were used to perform the traffic analysis related to streets crossing the freeway that experience east-west traffic congestion. The extensive nature of the traffic forecasting effort and the analysis that resulted provided an accurate forecast of future traffic conditions. The detailed comments on the TOAR were addressed where applicable within the updated TOAR (March 2017).

L-13-42

See Responses to Comments L-13-40 and L-13-41.

L-13-43

The alternative represented in the “base condition” and “enhanced condition” are clearly marked on the visual simulations in Section 3.6. In areas where Alternatives 5A and 6A/B/C are shown, a hatch pattern is used with call out boxes to distinguish between the build alternatives. In most cases, visual scores for Alternatives 6A/B/C showed a greater visual impact than Alternative 5A; however, at Key View 25, Alternatives 6A/B/C showed a lower visual impact than Alternative 5A because those alternatives removed some of the overhead electric transmission lines from the view. The visual impact of the revised build alternatives is presented in Section 3.6 of the RDEIR/SDEIS.

L-13-44

This comment requests a determination of significance for visual impacts at Key View 25. In the Draft EIR/EIS, the significance of visual impacts was not determined for each individual Key View, but for the project as a whole. As discussed on page 4-30 of the Draft EIR/EIS, visual impacts were determined to be significant under CEQA for all build alternatives; however, the Draft EIR/EIS concluded that these impacts could be reduced to a level below significance through the implementation of Mitigation Measures VIS-1 through VIS-10. Please refer to Section 3.6 in the RDEIR/SDEIS for an updated analysis of visual impacts. Additionally, please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-13-45

In response to this comment, a more detailed summary of the *Urban Design and Aesthetics Toolbox Report* has been added to Section 3.6 in the RDEIR/SDEIS. Measure VIS-1 has been revised to include more specific information from the development of the I-710 Corridor Aesthetics Master Plan that was developed by Caltrans in cooperation with the Gateway Cities Council of Governments. As stated in this plan, soundwalls or screen walls will be provided along any elevated sections of the freight corridor to screen views of trucks on the freight corridor. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-13-46

This comment asks about the potential for groundborne vibration to be generated during construction. Section 3.24.3.14 of the Draft EIR/EIS addressed construction noise and groundborne vibration. The Draft EIR/EIS, pages 3.24-25 through 27, stated, in part, that the proposed project may require use of pile drivers and other heavy-tracked construction equipment; and pile driving activities would occur in existing channel or tidal waters and within 50 feet of a nearest residence. The Draft EIR/EIS on page 3.24-26 states that the vibration level at a residence within 50 feet of the pile driving would be subjected to a strongly perceptible vibration level. Implementation of mitigation measures in 3.24.4.14 would reduce potential adverse temporary vibration impacts. Figure 3.24-1 provides construction noise levels produced by commonly used construction equipment for roadway projects and noise level ranges produced by the construction equipment. Noise impacts from construction are anticipated not to be adverse as construction is required to be conducted in accordance with Caltrans Standard Specifications and would be short-term, intermittent and dominated by local traffic noise (Draft EIR/EIS, page 3.24-17). The contractor must abide by all State, Federal, and local construction noise and vibration regulations per contract. Caltrans requires contractors to prepare a noise control plan prior to beginning construction on large projects such as this one. This plan would identify not only the potential construction noise impacts, but the potential abatement measures as well.

L-13-47

In response to this comment, Table 3.14-2 in the RDEIR/SDEIS has been revised to note the local jurisdiction in which each receiver is located.

L-13-48

In response to this comment, the jurisdictional locations of the subject soundwalls have been added to Section 3.14.5.7 of the RDEIR/SDEIS.

L-13-49

This comment requests that sound barriers be included as mitigation. Please refer to Section 3.14.5.10 for a discussion on the preliminary noise abatement decision pertaining to each of the evaluated sound barriers under Alternatives 5C and 7. All sound barriers indicated in the noise study are preliminary in nature and subject to change if there are changes in other pertinent parameters such as a scope change in design, sight distance/safety issues, or funding. In accordance with Caltrans procedures, final soundwall abatement measures will be determined

after public input on specific proposed wall heights and locations and included in the Final EIR/EIS.

L-13-50

The NSR identifies only the acoustically feasible noise abatement measures. The construction cost of a sound barrier must be below its reasonable allowance (provided in the NSR). Financially feasible or cost-effective barriers heights are determined through the NADR process. If a decision is reached in the NADR that a barrier would not be “financially feasible,” then the NADR would identify any substantial noise impacts at sensitive receptor locations without an abatement measure (sound barrier

L-13-51

This comment asks why the area between Gage Ave. and Washington Blvd. along I-710 was skipped in the NSR. This area between Gage Ave. and Washington Blvd. along I-710 was not skipped in the NSR. This area is zoned as commercial and industrial. Caltrans Protocol (based on the 23 CFR 772) provides noise activity category and criteria for noise-sensitive land uses. Noise abatement is only considered for exterior areas of frequent human use where noise impacts are identified and where a lowered noise level would be of benefit. There are no exterior areas of frequent human uses that are listed in the Caltrans Protocol as noise-sensitive receptors within these limits, and hence, no noise monitoring/modeling/sound barrier was required.

L-13-52

This comment asks why no information was provided in Section 3.15 (Energy) of the Draft EIR/EIS for the anticipated year 2035 electrical use in Los Angeles County. No information was provided for the anticipated year 2035 electrical use in Los Angeles County for two reasons: (1) because the existing electrical use was only presented as part of the energy use context and (2) because there is no officially published estimate of 2035 anticipated electrical use for the County. While SCE provides the majority of the electricity to the region surrounding the project, there is no information available regarding what portion of the total SCE consumption occurs in the project Study Area only. The I-710 is outside the Los Angeles Department of Water and Power (LADWP) coverage area, but the project region would stretch into the LADWP coverage area. Information that is available includes the California Energy Demand 2012-2022 Final Forecast (California Energy Commission, June 2012), which includes an estimate that by 2022, the LADWP Planning Area electricity consumption will reach between 27,447 and 29,207 gigawatt-hours (GWh), based on an annual average electricity consumption growth rate between 2011 and 2022 of between 0.92 and 1.49 percent. For the purpose of this analysis, the

project regional electricity consumption is estimated by using the EMFAC2014 fuel use percentages for each vehicle category to determine total gasoline and diesel fuel usage rates. Tables 3.15-7 and 3.15-8 convert the fuel consumption rates shown in Tables 3.15-5 and 3.15-6 into British thermal units (BTUs) in order to provide a uniform metric to represent energy consumption for the build alternatives, which is then compared against existing year (2012) and 2035 No Build conditions (Alternative 1) both in the Study Area and the entire region, respectively.

Compared to 2012 existing conditions:

- 2035 No Build (Alternative 1) operational energy consumption decreases by 29 percent
- 2035 Alternative 5C operational energy consumption decreases by 29 percent
- 2035 Alternative 7 operational energy consumption decreases by 28 percent

Compared to 2035 No Build conditions (Alternative 1):

- 2035 Alternative 5C operational energy consumption increases by 0.79 percent
- 2035 Alternative 7 operational energy consumption increases by 1.4 percent

The clarification provided above has been added in Section 3.15.3.1 of the RDEIR/SDEIS.

L-13-53

The vehicle miles traveled (VMT) numbers in Table 3.15-5 for Automobile, Truck, and Truck (Freight Corridor) are correct and are consistent with the numbers in Table 3.5-32. However, one VMT number in the “Total” column of Table 3.15-5 was incorrect. The total for 2035 Alternative 6A should have been 84.5. Table 3.15-5 in the RDEIR/SDEIS has been updated to reflect the energy calculations for the revised build alternatives.

L-13-54

In response to this comment, Chapter 4.0 of the RDEIR/SDEIS has been revised and updated to include references to subsections of Chapter 3.0 for each topical issue addressed in accordance with CEQA, where applicable.

To address the specific question raised in this comment regarding non-petroleum mineral resources further, the following information from the State Department of Conservation (DOC) is now provided in Section 4.2.1.8 of the RDEIR/SDEIS: “DOC maps of the areas surrounding the project Study Area do not indicate any mineral extraction zones (source: California DOC (2001).”

L-13-55

This comment states: “conclusionary statements must be supported by analysis, or reference/ citation to facts, reasonable assumptions predicated on facts, or expert opinion supported by facts.” While no specific examples are cited, the text in Chapter 4.0 has been reviewed and revised to add supporting analysis, or reference/citation to facts, reasonable assumptions predicated on facts, or expert opinion supported by facts.

L-13-56

This response addresses each of the comment’s three points separately:

1. *The Draft EIR/EIS needs to include an effort to identify mitigations that address the significant unmitigated impacts described on pages 4-40 to 4-69, or should demonstrate specifically why mitigation is not feasible.*

Section 4.4 provides the requested analyses (pages 4-40 to 4-69). For example:

- The top bullets on page 4-41 explain why additional Air Quality Mitigation Measures are infeasible.
- Pages 4-41 and 4-42 explain why Land Use impacts are inherent to the project design.
- Additional Noise Mitigation Measures are considered infeasible due to failure to meet Federal Highway Administration (FHWA) feasibility criteria, as discussed on page 4-43 as well as in the NSR.
- Page 4-69 discusses potential mitigation measures to address the four intersections that will be adversely affected by the project alternatives and explains why such mitigation measures are not incorporated.

These measures will be repeated in the Findings and Statement of Overriding Considerations.

2. *It would be helpful if Section 4.4 actually listed the mitigation measures, rather than referring the reader to various sections of Chapter 3.0.*

The document is written using Caltrans standard style (as specified at http://www.dot.ca.gov/ ser/downloads/templates/ao/eir_eis.docx).

3. *Nowhere in the document is there a comprehensive list of the mitigation measures, or a summary identifying "each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect," per CEQA Guidelines Section 15123. The utility of the standard CEQA impact/mitigation summary table has been repeatedly*

demonstrated in EIRs and we would encourage the inclusion of such a table in the Draft EIR/EIS to facilitate an understanding of the impacts and mitigation measures associated with the build alternatives.

Appendix F, Environmental Commitments Record, contains the comprehensive list of mitigation measures. Please see the abovementioned sections of the RDEIR/SDEIS for an updated analysis based on the revised build alternatives.

COMMUNITY SERVICES & WATER DEPARTMENT
Samuel Kevin Wilson, Director of Community Services & Water
4305 Santa Fe Avenue, Vernon, California 90058
Telephone (323) 583–8811 Fax (323) 826-1435

September 24, 2012

I-3

Ronald Kosinski RK
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 164
Los Angeles, CA 90012

RE: Written Comments on the I-710 Corridor Project Draft Environmental Impact Report / Environmental Impact Statement (I-710 Draft EIR/EIS)

Dear Mr. Kosinski:

The City of Vernon (Vernon) appreciates this opportunity to provide written comments to Caltrans, District 7 and the Los Angeles County Metropolitan Transportation Authority (Metro) on the I-710 Corridor Project Draft EIR/EIS dated June 2012. Vernon has prepared a Technical Review and Comments document and it is attached to this transmittal letter. Vernon has limited its comments to that portion of the project study area that is located within its City limits. The Technical Review and Comments document includes the following sections:

1. Executive Summary
2. Introduction
3. Technical Review Evaluation
4. Specific City Comments on I-710 Draft EIR/EIS
5. List of Reviewers

Vernon is a supporter of the I-710 Corridor Project. However, the results of Vernon's technical review indicates that the I-710 Draft EIR/EIS as currently circulated is incomplete in the information that pertains to the City; it does not contain sufficient information to allow Vernon to fully analyze and understand the impacts the I-710 Corridor Project will have within its City limits, and a complete set of mitigation measures are not presented. To this end the attached technical review provides a series of comments that will require additional analysis on the part of the lead agency. L-14-1

Vernon requests that all future information released on the I-710 Corridor Project and the Draft and Final EIR/EIS be sent to the following address. The City also requests that the specific responses, prepared by the lead agency, to its comments presented in Section 4 (Specific City Comments on I-710 Draft EIR/EIS) of the attached Technical Review and Comments document be sent to the following contact: L-14-2

Kevin Wilson
Community Services Department
City of Vernon
4305 Santa Fe Avenue
Vernon, CA 90058

Vernon thanks Caltrans, District 7 and Metro for their attention to the important concerns being raised by the City in its comments and looks forward to the completion of a successful project.

If you have any questions, please feel free to contact me at (323) 583-8811. Thank you.

Sincerely,

Samuel Kevin Wilson, P.E.
Director of Community Services & Water

SKW
Enclosures

TECHNICAL REVIEW
AND COMMENTS

I-710 CORRIDOR PROJECT

Draft Environmental Impact Report/
Environmental Impact Statement

CITY OF VERNON

Community Services Department
4305 Santa Fe Avenue
Vernon, CA 90058
Attn: Mr. Kevin Wilson
KWilson@ci.vernon.ca.us

CONSULTANT TEAM

Chambers Group, Inc.
STV, Incorporated
Rick Engineering
Entech Consulting Group

SUBMITTAL DATE

September 28, 2012

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1.0 EXECUTIVE SUMMARY

The City of Vernon (City or Vernon) has conducted a technical review of the I-710 Corridor Project Draft Environmental Impact Report / Environmental Impact Statement (I-710 Draft EIR/EIS) prepared by Caltrans District 7 and the Metropolitan Transportation Authority (Metro) dated June 2012. The technical review was conducted to determine the technical adequacy of the I-710 Draft EIR/EIS in meeting the statutory requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), and to evaluate the impacts the I-710 Corridor Project would have within and to Vernon. Vernon has retained a team of experienced environmental and civil/structural design firms to assist in the peer review of the I-710 Draft EIR/EIS. The team consisted of the following firms:

- Chambers Group, Inc. — Environmental Planning, Land Use, Community Impacts, and Visual/Aesthetics
- STV, Incorporated — Roadway Geometry, Structures, Drainage, Water Quality, Utilities, Traffic Design (signing, striping, stage construction, maintenance of traffic)
- Entech Consulting Group — Air Quality, Health Impact Assessment and Health Risk Assessment
- Rick Engineering, Inc. — Traffic and Transportation/Pedestrian and Bicycle Facilities

The I-710 Corridor Project extends from Ocean Boulevard in Long Beach to SR-60, a distance of about 18 miles and traverses through a number of cities as well as portions of unincorporated Los Angeles County. The distance that is involved in the environmental analyses often times makes it very difficult to distinguish the impacts that will occur within Vernon from impacts that will occur in other jurisdictions. The technical review is limited to the deemed influence area of the I-710 Corridor to the City. The influence area extends from the Florence Avenue interchange in the south and extends to the I-5 interchange in the north. The influence area includes Slauson Avenue, Atlantic/Bandini Boulevards and Washington Boulevard as intermediate cross streets on I-710 traveling from south to north.

Vernon's goals for preparing this technical review of the subject I-710 Draft EIR/EIS are very straight forward: ensure the project's impacts within Vernon are properly mitigated, and where possible suggest improvements to specific mitigation measures or the geometric design, which will enhance and improve the City's environs along the I-710 Corridor.

Vernon is a supporter of the I-710 Corridor Project. However, this technical review indicates that the I-710 Draft EIR/EIS as currently circulated is incomplete and does not contain sufficient information to allow the City to fully analyze and understand the impacts the I-710 Corridor Project will have within Vernon, and a complete set of mitigation measures are not presented. To this end this technical review provides a series of comments that will require additional analysis on the part of the lead agency.

L-14-3

These deficiencies are, in our opinion, significant and render the I-710 Draft EIR/EIS incomplete as to the analysis of impacts to the environment as they relate to Vernon. Without the requested additions and revisions, Vernon cannot make informed decisions regarding the impacts of the I-710 Corridor Project within the City. Based on these factors, it is our opinion that the current I-710 Draft EIR/EIS falls short in meeting the requirements of CEQA and NEPA, and a revised I-710 Draft EIR/EIS should be prepared and recirculated. L-14-3

2.0 INTRODUCTION

Vernon has prepared this technical review document of the I-710 Corridor Project Draft EIR/EIS. The I-710 Draft EIR/EIS evaluates the impacts of the improvements that are proposed along the I-710 Corridor to address increased demand for goods movement, increasing traffic volumes that are causing serious congestion, and safety issues associated with aging infrastructure. The entire City of Vernon lies within the designated I-710 study area, as shown in Figure 1.1-2 of the I-710 Draft EIR/EIS.

The I-710 Corridor extends from Ocean Boulevard in Long Beach to SR-60, a distance of about 18 miles and traverses through a number of cities as well as portions of unincorporated Los Angeles County. The distance that is involved in the environmental analyses often times makes it very difficult to distinguish the impacts that will occur within Vernon from impacts that will occur in other jurisdictions. The technical review is limited to the deemed influence area of the I-710 Corridor to the City. The influence area extends from the Florence Avenue interchange in the south and extends to the I-5 interchange in the north. The influence area includes Slauson Avenue, Atlantic/Bandini Boulevards and Washington Boulevard as intermediate cross streets on I-710 traveling from south to north.

Vernon's goals for preparing this technical review of the subject I-710 Draft EIR/EIS are very straight forward: ensure the project's impacts within Vernon are properly mitigated, and where possible suggest improvements to specific mitigation measures or the geometric design, which will enhance and improve the City's environs along the I-710 Corridor. Vernon's technical review is limited to areas within the City and to the areas that immediately abut the City limits when the impacts will have a spill-over effect within the City. Vernon's technical review is also limited to those topics that the City believes are most important to its well-being, and they include the following:

- Need and Purpose for Project
- Project Alternatives
- Land Use
- Community Impact
- Utilities and Emergency/Community Services
- Traffic and Transportation/Pedestrian and Bicycle Facilities
- Visual and Aesthetics
- Water Quality and Storm Water Runoff
- Air Quality, Health Impact Assessment, Health Risk Assessment

3.0 TECHNICAL REVIEW EVALUATION

The technical review is organized consistent with the sequence of sections and issue areas presented in the I-710 Draft EIR/EIS.

Overall, the I-710 Draft EIR/EIS has not been prepared in a manner that facilitates Vernon's review of the document. Often, the I-710 Draft EIR/EIS needs to be searched to try and locate the discussions that refer to the City. L-14-4

3.1 Need and Purpose for Project

The Need and Purpose discussion is provided in Section 1.2 of the I-710 Draft EIR/EIS. The Need and Purpose discussion is required by NEPA and is intended to establish why a particular project is necessary and worthwhile given the significant environmental impacts associated with implementing the project. The I-710 Draft EIR/EIS separates the Need and Purpose discussion into two sections – Need and Purpose – and discusses each separately. It also divides the Need discussion into five issues, and the Purpose is provided by a series of bulleted statements, including:

1. **Air Quality Need**. It identifies that the I-710 Corridor Project study area is within the South Coast Air Basin (SCAB), and that within the SCAB ozone and small airborne particulate matter less than 10 and 2.5 microns (PM_{10} and $PM_{2.5}$) are in non-attainment status. It also states that diesel particulate matter (DPM) is emitted by diesel trucks using the freeway and roadway systems.

   Air Quality Purpose. Improve air quality and public health.

2. **Capacity, Transportation Demand, and Safety Need**. The design (horizon) year of the Project is given as 2035. The I-710 Draft EIR/EIS states that no major design improvements have occurred since the corridor was constructed in the 1950s and 1960s. There has been significant increase in population in the corridor since the 1960s, resulting in concomitant increases in vehicular traffic. The Report provides the projected increases in traffic volume from 2008 ("current year") and 2035 (design year); however no data on the population increase is provided or referenced here.

   L-14-5

   Table 1.2-1 of the Report provides the 2-way Average Daily Traffic (ADT) for passenger vehicles and trucks for 2008 and 2035 and includes the percentage growth. This information is provided segment-by-segment for the entire corridor. Between the Washington/Atlantic segment (Segment A for the purpose of this discussion) and the Atlantic/Florence segment (Segment B for the purpose of this discussion), the percentage of truck volume for 2035 shows a jump from 12% to 17%. This jump is consistent with the corresponding numbers for 2008 which are 9% and 15%. The change is presumably from the truck traffic entering I-710 from the UPRR and BNSF Intermodal Rail Yards using the Atlantic Boulevard ramp system, although there is no discussion on this.

The accident rates (2004-2007) in the I-710 corridor are stated to be "well above" the statewide average for similar facilities. However the actual numbers are not stated here. Similarly, it is stated that northbound (NB) segment of I-710 approach the I-5 interchange is "especially problematic" with no quantitative data provided. L-14-5

Page 1-21 list in general terms some of the non-standard geometry and design features, but no details of individual non-standard feature and location are provided.

Capacity, Transportation Demand, and Safety Purpose. Improve traffic safety.

3. **Need for Updated Roadway Design Need**. Various non-standard and obsolete design and operational elements are stated in this section; however in certain instances specific details and locations are not given. L-14-6

   Need for Updated Roadway Design Purpose. Modernize freeway design.

4. **Social Demands and Economic Development Need**. Current SCAG projections indicate steady population growth in the study area through the year 2035. There will also be an increase in goods movement within the study area mainly coming from the Ports of Los Angeles and Long Beach (POLB/POLA).

   Social Demands and Economic Development Purpose. Accommodate projected traffic volumes.

5. **Modal Interrelationships and System Linkages Need.** The I-710 Corridor is the principal transportation connection between POLB/POLA and the BNSF/UP Railroad intermodal rail yards located in the cities of Vernon and Commerce and to other warehouse/distribution centers throughout Southern California.

   Modal Interrelationships and System Linkages Purpose. Address increased traffic volumes resulting from projected growth in population, employment, and economic activities related to goods movement.

3.2 Project Alternatives

The I-710 Draft EIR/EIS evaluates four build alternatives (plus the required no-build alternative – Alternative 1) that was carried forward to the EIR/EIS phase and screened from other alternatives studied in previous phases. The build alternatives are 5A, 6A, 6B and 6C. Alternative 1 assumes no capacity enhancing improvements on the I-710 Corridor, except for approved and planned projects in Southern California Associated Government (SCAG) 2008 Regional Transportation Plan (RTP) and the 2008 Regional Transportation Improvement Plan (RTIP). The maximum goods movement by rail is assumed in Alternative 1.

The four build alternatives, considered in sequence, essentially builds on the previous one in terms of scope. Thus, Alternative 5A mainly widens the existing eight lane I-710 Freeway to ten general purpose (GP) lanes; Alternative 6A add a separated 4-lane freight corridor for conventionally fueled trucks; Alternative 6B mandates zero emission vehicles (ZEV) in the freight corridor, and finally Alternative 6C further tolls the ZEV trucks running in the freight corridor. In addition, the Alternative 6 series have three design options applicable to one or more alternatives. The I-710 Draft EIR/EIS adequately describes the features of each alternative.

The design details for each alternative are more conceptual and less specific than is usually encountered at the Draft EIR/EIS stage of project development. The engineering supporting document for a Draft EIR/EIS according to the Caltrans guidelines (detailed in Caltrans' Project Development Procedures Manual or PDPM) is the Project Report (PR). The PDPM details the contents of a PR. Typically, plan, profiles and typical sections of each build alternative is shown in the PR. For each bridge an Advanced Planning Study (APS) is completed and included in the PR. The APS includes the bridge general plan (GP) with preliminary column locations indicated. A preliminary cost estimate of each bridge structure is also shown. For each build alternative the PR includes a rough cost estimate (based on the format given in the PDPM for a PR) and Right of Data Sheets (RWDS). For complex projects, a preliminary Transportation Management Plan (TMP) is provided, which includes conceptual project staging concepts including potential detour routes. The design development that is typically done at this stage serves to provide a reasonable understanding and identification of project impacts, which is required to complete the environmental document. Our evaluation concludes that the engineering information provided in the I-710 Draft EIR/EIS is significantly less detailed than required, and is more consistent with a Conceptual Study or a Caltrans' typical Project Initiation Document (PID), and the Project Study Report (PSR), which are completed prior to the environmental phase of the project. L-14-7

The I-710 Draft EIR/EIS provides generalized construction staging verbiage. There are additional staging concepts available elsewhere, however they are not part of the document and have not been included in the evaluation. L-14-8

The California High-Speed Train (HST) Project is planned to provide intercity, high-speed train service on over 800 route miles of tracks throughout California. The Los Angeles – Anaheim (LA-A) section of the statewide HST system generally follows the existing Los Angeles to San Diego (LOSSAN) Passenger Rail corridor, which runs along the south side of the BNSF Railroad's Hobart Yard west of Atlantic Boulevard. The planned I-710/Atlantic Boulevard/Bandini Boulevard Interchange and elevated structure over the BNSF Railroad's Hobart Yard of the I-710 Corridor Project will restrict consideration of alternatives for LA-A section of the HST Project. The I-710 Draft EIR/EIS does not address the interface with the planned HST Project. L-14-9

It is stated that the I-710 Corridor mainline will be raised by as much as eight feet above existing grade around Washington Boulevard over the BNSF Railroad's Hobart Yard in Section 2.4.1.1 - Mainline Improvements. The proposed overhead structure will cross L-14-10

over Hobart Yard from the south side of 26th Street at the south to the north side of Sheila Street at the north. The new overhead will carry 10 mainline GP lanes, northbound I-710 on-ramp and southbound I-710 off-ramp. Mitigation of the traffic congestion on Atlantic Boulevard, Bandini Boulevard and 26th Street due to I-710 Corridor detouring and (partial) closures for bridge demolishing and replacing construction is not addressed. L-14-10

For Alternative 5A, the proposed Bandini Boulevard and Atlantic Boulevard realignment and reconstruction include a clockwise loop on-ramp, which crosses over Atlantic Boulevard and Bandini Boulevard. The potential street detouring and closures for major freeway interchange reconstruction are mentioned in general in Section 2.4.2.2 - Construction Staging, but does not provide details of impacts to the local street system. L-14-11

Alternative 6A/6B/6C includes a 500-foot I-710 Corridor mainline shift south of Bandini Boulevard under Design Options 1 and 2 as shown in Appendix O, Concept Plans. The proposed mainline shift will configure the Atlantic Boulevard/Bandini Boulevard Intersection right below the I-710 Corridor mainline. An elevated northbound I-710 Corridor off-ramp/distributor to the east of I-710 Corridor mainline is also located in the interchange. Detailed construction staging at I-710/Atlantic Boulevard/Bandini Boulevard interchange is not provided in the I-710 Draft EIR/EIS. Detouring and phasing of this location may potentially impact Vernon's street system. L-14-12

In considering the 500-foot I-710 Corridor mainline shift south of Bandini Boulevard for Alternative 6A/6B/6C, the profile of the proposed mainline should be close to the existing I-710 Corridor between Slauson Avenue at the south and 26th Street at the north in order to go below the proposed single point urban interchange (SPUC) at Slauson Avenue and cross over the interchange at the Bandini Boulevard/Atlantic Boulevard Interchange. The consequences of a raised profile, the grading for the existing and the area between the existing and the proposed I-710 Corridor are not addressed. L-14-13

The I-710 Corridor Project is significant in Los Angeles County. Although the I-710 Draft EIR/EIS addresses Water Quality features (evaluated in Section 3.8 below), there are no overall sustainable design elements other than those required by the EIR/EIS process. L-14-14

3.3 Land Use

Section 3.1.1.18 of the I-710 Draft EIR/EIS describes land use within Vernon. The Affected Environmental discussion for Land Use is a short two paragraphs and states that "Existing land uses within the city of Vernon include commercial and services, industrial, residential, and transportation and utilities." This is the extent of the discussion that describes the existing land uses within Vernon. Another statement L-14-15

The I-710 Draft EIR/EIS correctly identifies that the Vernon General Plan has a policy in the Circulation Element that directly applies to the I-710 Corridor Project. Policy CI-1.9 states, "Continue to work with Caltrans and neighboring jurisdictions to improve the

Atlantic/Bandini/I-710 intersection and to make improvements to the I-710 Freeway, including direct truck ramps to the rail yards and exploring the potential for adding an interchange at Slauson Avenue to improve access to the City."

In the Environmental Consequences section of the I-710 Draft EIR/EIS there is a single statement that the I-710 Corridor Project, "is consistent with the adopted goals and policies in the City of Vernon General Plan since it addresses the need for a balanced transportation network, improvements to the Atlantic Blvd./Bandini Blvd. intersection, new dedicated truck routes and ramps to the rail yards under Alternatives 6A/B/C, improved air quality, and extensive agency coordination." L-14-15

3.4 Community Impact

Section 3.24.3.3 of the I-710 Draft EIR/EIS outlines the community impacts from the I-710 Corridor Project in regards to direct and in-direct and short-term as well as long-term effects.

From an engineering perspective, short-term impacts relate to impacts during construction due to loss or limited access to residences and businesses, increase in travel time due to increased congestion caused by closures and due to detours and potential safety hazards in the work zone. Long-term impacts include property loss through acquisition or easements as well potential inconvenience that may be caused by modifying the configuration of the freeway and ramp systems.

A Traffic Management Plan is mentioned in this section and it addresses mitigation strategies during construction. It should be noted that for work on state highways Caltrans requires a Transportation Management Plan (TMP). The TMP has replaced the Traffic Management Plan, the former having a broader scope not limited to traffic strategies alone. The I-710 Draft EIR/EIS does not include a TMP. L-14-16

The need for the relocation of Fire Station No. 4 is addressed as a permanent, direct impact to a community facility. The I-710 Draft EIR/EIS states, "While a potential site for relocation has not been identified at this time, Caltrans will coordinate with the City of Vernon in identifying a new site for relocation within the general vicinity of the existing station so as to maintain the existing response times and service area. In addition, the existing fire station would not be demolished until the new fire station is operational." This is not an adequate analysis of this significant impact." L-14-17

3.5 Utilities and Emergency Services

Section 3.4.1.2 of the I-710 Draft EIR/EIS addresses the utility impacts from the I-710 Corridor Project and lists the utility owners. Five utilities are identified as key and are part of an early relocation strategy. Although descriptions of the five relocations are provided, construction impacts and costs are not provided. L-14-18

Other utility adjustments are mentioned in general terms and the degree of impact is qualitatively stated as "minimal," "moderate," or "regional." Reference is made to a

separate document entitled "Utility Impact Report." Again, there is no summary of costs and only minimal construction impact information is provided in the I-710 Draft EIR/EIS. L-14-18

The ZEV (zero emission vehicles) that would travel along the proposed freight corridor is proposed to be powered by electricity from an overhead catenary system (OCS) and requires traction power substations sited along the corridor. The I-710 Draft EIR/EIS states that based on the expected maximum number of vehicles on the freight corridor at any one time, a minimum of 26 electric substations, providing 25 kV output will be required. The stations will be spaced approximately 4,000 feet apart and are to be located within the proposed right-of-way (R/W). The I-710 Draft EIR/EIS indicates that the substations apply to Alternatives 6A/B/C. It is also noted that Southern California Edison (SCE) has confirmed that the specifications for power demand stated are sufficient for the proposed freight corridor.

Under the Permanent Impacts discussion the I-710 Draft EIR/EIS states that there will be a "direct impact to the Vernon Fire Station No. 4." Mitigation measure U&ES-1 is provided to address the impact to Fire Station No. 4. The problem with mitigation measure U&ES-1 is that it does mitigate the direct impact to Fire Station No.4; instead it puts off until some unknown time in the future a negotiation between Caltrans and the City of Vernon to determine a suitable location for the relocation of Fire Station No. 4. The relocation of Fire Station No. 4 itself will result in direct impacts to the environment and those impacts are not addressed in the I-710 Draft EIR/EIS. L-14-19

3.6 Traffic and Transportation/Pedestrian and Bicycle Facilities

The Technical Review Evaluation is based on a review of information presented in the I-710 Draft EIR/EIS Intersection Traffic Impact Analysis Report (Final Report, dated Feb. 2012) and Traffic Operations Analysis Report (Final Report, Jan. 2012). The Technical Review Evaluation includes a review of the:

1. Traffic Impact Analysis Scope
2. Operational Analysis of Existing Conditions
3. Impact Analysis of Project Alternatives
4. Project Mitigation Measures
5. Analysis of Construction Impacts

The Technical Review Evaluation focuses on the roadway network within and adjacent to the City of Vernon.

3.6.1 Traffic Impact Analysis Scope

The review of the Intersection Traffic Impact Analysis Report scope included a review of existing and future traffic operations evaluated in the following public documents:

- City of Vernon Circulation Plan Update Traffic Analysis (June 2007)
- City of Vernon Power Plant Project Traffic Impact Analysis (2006)
- Boyle Heights Mixed-Use Project Traffic Impact Analysis (June 2011)

- 58th and Pacific Charter School (November 2009)

The City's Circulation Plan Update Traffic Analysis provides an evaluation of 49 local intersections. The City's "Performance Standard" for peak hour intersection operations is Level of Service (LOS) D. The existing conditions analysis identified 9 intersections that operate within the LOS E or F range during one or both peak hours. At least 6 intersections could potentially be impacted by the I-710 Corridor Project. The analysis of long-range (Year 2030) conditions identified 17 intersections that are projected to operate within the LOS E or F range, assuming the existing lane geometrics (no improvements). Under Year 2030 (no improvements) scenario, at least 9 intersections could be potentially impacted by the I-710 Corridor Project. The study intersections that could potentially be impacted by the I-710 Corridor Project are located along Washington Boulevard, Bandini Boulevard, Atlantic Boulevard and Slauson Avenue.

Participation in the County's "Automated Traffic Surveillance and Control" (ATSAC) system is recommended to improve traffic flow and increase capacity throughout Vernon. Implementation of a Citywide ATSAC system will improve many of the deficient intersections to an acceptable LOS (LOS D or better). However, 3 intersections will continue to operate at LOS E under Year 2030 conditions. Two (2) of the 3 intersections could potentially be impacted by the I-710 Corridor Project. L-14-20

Information in the other reference documents also identified numerous intersections in the City of Vernon that current operate at LOS E or F, and will continue to operate at LOS E or F without any improvements. The following intersections have been identified as key local intersections which currently operate at LOS E or F, and could potentially be impacted by the I-710 Corridor Project:

- Bandini Boulevard / Atlantic Boulevard / I-710 NB Ramps
- Atlantic Boulevard / District Boulevard
- Washington Boulevard / Downey Road
- Bandini Boulevard / Downey Road
- Slauson Avenue / Downey Road
- Slauson Avenue / Boyle Avenue
- Bandini Boulevard / Soto Street
- Santa Fe Avenue / 38th Street

The I-710 Corridor Project Intersection Traffic Impact Analysis Report includes an evaluation of roadway segment and intersection operations. The roadway segment analysis focused on sections of Washington Boulevard, Bandini Boulevard, Slauson Avenue and District Boulevard. The roadway segment analysis does NOT include an evaluation of any sections along Downey Road or Soto Street. The project traffic impact analysis also includes an evaluation of 12 local intersections in the City of Vernon and adjacent cities (Commerce and Maywood). However, the project traffic impact analysis does NOT include an evaluation of the following key intersections in the City of Vernon: L-14-21

- Atlantic Boulevard / District Boulevard
- Washington Boulevard / Downey Road
- Bandini Boulevard / Downey Road
- Slauson Avenue / Downey Road
- Slauson Avenue / Boyle Avenue
- Bandini Boulevard / Soto Street

L-14-21

The project description includes changes to arterial interchanges and intersections which may affect sidewalks and bicycle lanes. However, the analysis presented in the I-710 Corridor Project Intersection Traffic Impact Analysis Report does not include a detailed evaluation of existing pedestrian or bicycle facilities.

3.6.2 Operational Analysis of Existing Conditions

The existing conditions analysis in the I-710 Corridor Project Intersection Traffic Impact Analysis Report is based on new count data collected in 2008. However, it also states that existing traffic data includes off-the-shelf data from Caltrans' traffic count database, local jurisdictions along the I-710 Corridor and the County of Los Angeles. The analysis of existing conditions at the following intersections was based on new turning movement traffic count data collected in June 2008:

- I-710 Northbound Ramps / Washington Boulevard
- I-710 Southbound Ramps / Washington Boulevard
- I-710 Northbound Ramps / Bandini Boulevard / Atlantic Boulevard
- I-710 Southbound Ramps / Bandini Boulevard
- Santa Fe Avenue / 37th Street

3.6.2.1 Arterial Roadway Segments. The analysis of arterial roadway segments includes sections of Washington Boulevard, Bandini Boulevard, Slauson Avenue and Atlantic Boulevard. A summary of the average daily traffic (ADT) and percent truck traffic data in the I-710 Corridor Project Intersection Traffic Impact Analysis Report is provided in Table 1. Existing ADT data contained in the City's Circulation Plan Update Traffic Analysis is also displayed in Table 1.

Table 1 - Existing Roadway Segment ADT (% Truck Traffic)

Roadway Segment	I-710 Corridor Project TIA	City's Circulation Plan Update
Washington Boulevard:		
I-710 to Soto Street -	18,000 (8%)	25,000-18,000
Bandini Boulevard:		
Atlantic Boulevard to I-710 -	33,600 (12%)	-
I-170 to Soto Street -	39,100 (27%)	39,000-20,000
Soto Street to Alameda Street -	20,100 (8%)	17,000-3,000
Slauson Avenue:		
Pacific Blvd. to Atlantic Blvd. -	31,800 (7%)	34,000
Atlantic Boulevard:		
Bandini Blvd. to Slauson Blvd. -	42,300 (4%)	56,000

L-14-22

The data in Table 1 demonstrates that the existing ADT analyzed in the I-710 Corridor Project Intersection Traffic Impact Analysis Report are fairly consistent with the City's Circulation Plan Update Traffic Analysis data. However, the ADT data for the segment of Washington Boulevard between I-710 and Soto Street is more representative of daily traffic volumes near Downey Road and not adjacent to the Hobart Rail Yard. Information in the City's Circulation Plan Update indicates that existing daily traffic volumes are approximately 25,000 ADT adjacent to the Hobart Rail Yard. While the percent truck traffic for Bandini Boulevard west of I-710 seems reasonable (27%), the data for the section between I-710 and Atlantic Boulevard appears low (12%). The percent truck traffic for Washington Boulevard between I-710 and Soto Street also seems low (8%), as the section between I-710 and Downey Road provides access to the Hobart Rail Yard. The data presented in the I-710 Corridor Project Intersection Traffic Impact Analysis Report was obtained from the 2008 I-710 traffic model, and therefore, is difficult to verify. L-14-22

The evaluation of roadway segments in the I-710 Corridor Project Intersection Traffic Impact Analysis Report is based on "volume-to-capacity" (V/C) ratios and LOS criteria. The analysis identifies sections along Washington Boulevard, Bandini Boulevard, Slauson Avenue and Atlantic Boulevard that operate near or over capacity during the evening peak hour. The analysis does not clearly state if the appropriate adjustments to the traffic volumes were applied to account for the high percentages of truck traffic (i.e., along Bandini Boulevard).

3.6.2.2 Arterial Intersections. As previously stated, the I-710 Corridor Project Intersection Traffic Impact Analysis Report includes an evaluation of local intersections in Vernon and adjacent cities (Commerce and Maywood). A summary of the existing peak hour LOS data at key local intersections in the I-710 Corridor Project Intersection Traffic Impact Analysis Report is provided in Table 2. Existing peak hour LOS data contained in the City's Circulation Plan Update Traffic Analysis and the various reference documents is also displayed in Table 2. It should be noted that the LOS analysis presented in the I-710 Corridor Project Intersection Traffic Impact Analysis Report was conducted using the "Highway Capacity Manual" (HCM) methodology emulated with the Synchro software. However, the LOS analysis in the City's Circulation Plan Update was based on the "Intersection Capacity Utilization" (ICU) methodology. Therefore, the methodology utilized in the I-710 Corridor Project Intersection Traffic Impact Analysis Report is not consistent with the methodology adopted by Vernon. L-14-23

Table 2 - Summary of Existing Peak Hour LOS Analysis

Intersection	I-710 Corridor Project TIA	City's Circulation Plan Update	Other Ref. Doc.
	AM/PM/MD	AM/PM	AM/PM
Slauson Ave. / Soto St.	D/**E**/C	-	-
I-710 NB Ramps / Bandini Blvd. / Atlantic Blvd.	D/**E**/D	**E/F**	**F/F**
I-710 SB Off-Ramp / Bandini Blvd.	B/B/B	B/B	B/A
I-710 NB Ramps / Washington Blvd.	B/C/B	-	A/A
I-710 SB Ramps / Washington Blvd.	B/B/B	-	B/A
Slauson Ave. / Santa Fe Ave.	D/**F**/D	-	-
Santa Fe Ave. / 37th St.	B/B/B	B/C	-
Santa Fe Ave. / 38th St.	C/C/B	C/**F**	-
Soto St. / Bandini Blvd. - 37th St.	-	D/D	D/**F**
Slauson Ave. / Boyle Ave.	-	D/**E**	-
Downy Road / Washington Blvd.	-	**E**/D	B/C
Downy Road / Bandini Blvd.	-	D/C	**F/F**
Downy Road / District Blvd.	-	C/C	-
Downy Road / Slauson Ave.	-	D/D	D/D
Atlantic Blvd. / District Blvd.	-	D/**E**	-

L-14-23

The data in Table 2 demonstrates that the existing peak hour operations analyzed in the I-710 Corridor Project Intersection Traffic Impact Analysis Report are fairly consistent with the City's Circulation Plan Update Traffic Analysis data. However, as discussed in Section 3.6.1 (Traffic Impact Analysis Scope) the I-710 Corridor Project Intersection Traffic Impact Analysis Report does NOT include an evaluation of the following 6 key intersections in the City of Vernon:

- Atlantic Boulevard / District Boulevard
- Washington Boulevard / Downey Road
- Bandini Boulevard / Downey Road
- Slauson Avenue / Downey Road
- Slauson Avenue / Boyle Avenue
- Bandini Boulevard / Soto Street

A review of the LOS worksheets was conducted to evaluate the adequacy of the peak hour analysis. The existing I-710 NB Ramps / Bandini Boulevard / Atlantic Boulevard intersection is a complex skewed intersection, with the I-710 NB on-ramp located between the north and southbound travel lanes on Atlantic Boulevard (north leg of intersection). The NB through volume in the LOS worksheet does not differentiate between the traffic going to the I-710 NB on-ramp and traffic continuing northbound on Atlantic Boulevard. The higher directional volumes should be treated as the controlling factor in evaluating vehicle delays on the NB approach. This intersection may not be able to be modeled correctly using the Synchro software. Therefore, it is anticipated

that delays during the peak periods are higher than estimated using the Synchro software.

The analysis of the existing I-710 SB off-ramp / Bandini Boulevard intersection does not include the SB driveway volumes. A private driveway is located opposite the I-710 SB off-ramp which should be included in the LOS calculations. It should be noted that the existing traffic volume (2004) data utilized in the City's Circulation Plan Update analysis is significantly higher than the 2008 data in the I-710 Corridor Project Intersection Traffic Impact Analysis Report. This also accounts for some of the differences between the LOS analysis results at the I-710 NB Ramps / Bandini Boulevard / Atlantic Boulevard and Santa Fe Avenue / 38th Street intersections. L-14-23

Information in the I-710 Corridor Project Traffic Operations Analysis Report indicates that the truck traffic percentages utilized for the analysis of intersections near the freeway were based on the I-710 truck traffic percentages. Since there is no peak hour vehicle classification data for the intersections at the I-710 / Washington Boulevard or I-710 / Bandini Boulevard / Atlantic Boulevard interchanges it is difficult to verify the data used in the peak hour LOS analysis. It should also be noted that information in the I-710 Corridor Project Traffic Operations Analysis Report indicates that the I-710 NB off-ramp / Bandini Boulevard / Atlantic Boulevard intersection operates at LOS E during the mid-day peak hour, while the I-710 NB Ramps / Washington Boulevard intersection operates at LOS C during the same peak periods. L-14-24

3.6.3 Impact Analysis of Project Alternatives

The analysis of project alternatives includes an evaluation of horizon Year 2035 traffic conditions associated with the "no-build" and "build" scenarios. The following is a brief description of the project alternatives:

- Alternative 1 - No Build
- Alternative 5A - Freeway Widening up to 10 GP Lanes
- Alternative 6A - Freeway Widening up to 10 GP Lanes, Plus a 4 Lane Freight Corridor
- Alternative 6B - Freeway Widening up to 10 GP Lanes, Plus a Zero-Emissions 4 Lane Freight Corridor
- Alternative 6C - Freeway Widening up to 10 GP Lanes, Plus a 4 Lane Freight Corridor with Tolls

Alternative 1 does not include any improvements along the I-710 Corridor other than those projects already planned and committed to be constructed by or before Year 2035. These projects are based on the Southern California Association of Governments (SCAG's) 2008 Regional Transportation Improvement Program (RTIP) project list. The build alternatives include various improvements at the local interchanges along the I-710 Corridor. In addition, all build alternatives include a new I-710 interchange at Slauson Avenue. Alternative 5A includes relatively minor access improvements at the I-710 / Atlantic Boulevard / Bandini Boulevard and I-710 /

Washington Boulevard interchanges, while Alternatives 6A, 6B, and 6C include significant improvements at both interchanges.

3.6.3.1 2035 Traffic Forecasts. ADT volumes for the local arterial roadway segments were obtained from the I-710 traffic model along with evening peak period V/C ratios. In addition, the traffic model also produced the morning (AM), mid-day (MD) and afternoon (PM) peak hour turning movement volumes at each study intersection. Detailed information regarding the process and development of the Year 2035 forecast projections is provided in the I-710 Travel Demand Modeling Methodology Report (Feb. 2010). A detailed review of the traffic model projections is beyond the scope defined for this Technical Review Evaluation.

3.6.3.2 Arterial Roadway Segments. As stated under the Operational Analysis of Existing Conditions, the analysis of arterial roadway segments includes sections of Washington Boulevard, Bandini Boulevard, Slauson Avenue and Atlantic Boulevard. A summary of the ADT and percent truck traffic data in the I-710 Corridor Project Intersection Traffic Impact Analysis Report for the "Existing" and "No Build" (Alternative 1) scenarios are provided in Table 3A. The Year 2030 ADT data contained in the City's Circulation Plan Update Traffic Analysis is also displayed in Table 3A.

The data in Table 3A demonstrates that the 2035 ADT analyzed in the I-710 Corridor Project Intersection Traffic Impact Analysis Report are slightly lower on a majority of the roadway segments than the Year 2030 ADT evaluated in the City's Circulation Plan Update. The roadway segment analysis also identifies sections along Washington Boulevard, Bandini Boulevard, Slauson Avenue and Atlantic Boulevard that will operate near or over capacity during the evening peak hour.

Table 3A - Alternatives Analysis Roadway Segment ADT (% Truck Traffic)

Intersection	I-710 Corridor Project TIA		City's Circulation Plan Update (Year 2030)
	Existing	Alt. 1 - No Build (Year 2035)	
Washington Boulevard:			
I-710 to Soto Street -	18,000 (8%)	25,100 (8%)	29,000-20,000
Bandini Boulevard:			
Atlantic Boulevard to I-710 -	33,600 (12%)	32,900 (12%)	-
I-170 to Soto Street -	39,100 (27%)	40,400 (25%)	45,000-24,000
Soto Street to Alameda Street -	20,100 (8%)	22,900 (7%)	20,000-4,000
Slauson Avenue:			
Pacific Blvd. to Atlantic Blvd. -	31,800 (7%)	33,800 (5%)	39,000-40,000
Atlantic Boulevard:			
Bandini Blvd. to Slauson Avenue -	42,300 (4%)	42,500 (4%)	65,000

L-14-25

As previously stated, Alternative 5A includes relatively minor access improvements at the I-710 / Atlantic Boulevard / Bandini Boulevard and I-710 / Washington Boulevard interchanges, while Alternatives 6A, 6B, and 6C include significant improvements at both interchanges. The I-710 Corridor Project Intersection Traffic Impact Analysis Report states that based on the analysis of Alternative 1 (no build), other transportation system components have been included in the "build" alternatives (5A, 6A, 6B and 6C).

These include Transportation System / Transportation Demand Management (TSM/TDM), Transit and Intelligent Transportation Systems (ITS) improvements. Table 3B provides a summary of the ADT and truck traffic percentages associated with the various "build" alternatives in the I-710 Corridor Project Intersection Traffic Impact Analysis Report.

Table 3B - Year 2035 Alternatives Analysis Roadway Segment ADT (% Truck Traffic)

Intersection	I-710 Corridor Project TIA - Alternatives				
	Alt. 1	Alt. 5A	Alt. 6A	Alt. 6B	Alt. 6C
Washington Boulevard:					
I-710 to Soto St. -	25,100 (8%)	25,400 (9%)	22,400 (36%)	22,200 (37%)	22,300 (34%)
Bandini Boulevard:					
Atlantic Blvd. to I-710 -	32,900 (12%)	31,200 (13%)	26,600 (12%)	26,300 (12%)	26,600 (12%)
I-170 to Soto St. -	40,400 (25%)	41,200 (26%)	24,900 (8%)	24,700 (8%)	25,000 (8%)
Soto St. to Alameda St. -	22,900 (7%)	19,100 (8%)	18,800 (7%)	18,700 (7%)	18,900 (7%)
Slauson Avenue:					
Pacific Blvd. to Atlantic Blvd. -	33,800 (5%)	33,800 (5%)	32,100 (4%)	32,100 (4%)	32,100 (4%)
Atlantic Boulevard:					
Bandini Blvd. to Slauson Ave. -	42,500 (4%)	39,100 (4%)	41,000 (4%)	41,000 (4%)	41,300 (4%)

L-14-25

The data in Table 3B demonstrates that the 2035 ADT and truck traffic percentages associated with Alternative 5A are similar to the "no-build" scenario (Alternative 1). However, I-710 traffic model indicates that ADT volumes along Washington Boulevard will be reduced by approximately 12% with the "build" alternatives (6A, 6B and 6C) while the percent truck traffic will increase significantly (+25-29%). As discussed under the Operational Analysis of Existing Conditions, the ADT data for Washington Boulevard (I-710 to Soto Street) may to be more representative of traffic volumes near Downey Road and not adjacent to the Hobart Rail Yard. An increase in the truck traffic percentage appears to be reasonable, but the ADT seems be low. The ADT volumes (-40%) and truck traffic percentages (-17%) along Bandini Boulevard between I-710 and Soto Street are significantly reduced as associated with the "build" alternatives (6A, 6B and 6C). The roadway segment analysis identifies sections along Washington Boulevard, Slauson Avenue and Atlantic Boulevard that will operate near or over capacity during the evening peak hour.

The I-710 traffic model has simulated a shift in truck traffic demands from Bandini Boulevard to Washington Boulevard, but has reduced future daily traffic demands along both arterials. There is no quantification of the potential traffic demand reductions associated with TSM/TDM, Transit or ITS improvements. Therefore, it is difficult to verify the traffic demand or truck traffic forecasts presented in the I-710 Corridor Project Intersection Traffic Impact Analysis Report.

3.6.3.3 Arterial Intersections. As stated under the Operational Analysis of Existing Conditions, the I-710 Corridor Project Intersection Traffic Impact Analysis Report includes an evaluation of key local intersections in Vernon and adjacent cities. A summary of the peak hour LOS data in the I-710 Corridor Project Intersection Traffic Impact Analysis Report for the "No Build" (Alternative 1) scenario is provided in Table

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4A. The Year 2030 LOS data contained in the City's Circulation Plan Update Traffic Analysis is also displayed in Table 4A. The City's Circulation Plan Update Traffic Analysis data is presented for the "no improvements" and "with ATSAC improvements" alternatives. As previously noted, the LOS analysis conducted for I-710 Corridor Project was performed using the HCM methodology (Synchro) while the City's Circulation Plan Update analysis was based on the ICU methodology. Therefore, the LOS analysis methodology utilized in the I-710 Corridor Project traffic analysis is not consistent with the methodology adopted by the City of Vernon.

The data in Table 4A demonstrates that the peak hour operations analyzed in the I-710 Corridor Project Intersection Traffic Impact Analysis Report are fairly consistent with the City's Circulation Plan Update Traffic Analysis data. However, there are still several intersections that are projected to operate in the LOS E/F range during at the least one peak hour period. As discussed in Section 3.6.a (Traffic Impact Analysis Scope) the I-710 Corridor Project Intersection Traffic Impact Analysis Report does NOT include an evaluation of 6 key intersections in the City of Vernon. Five (5) of the 6 intersections are projected to operate at LOS E / F during at least one peak hour as associated with the "no improvements" scenario. The City's participation in the County's ATSAC system would provide acceptable LOS at the 5 intersections (LOS D or better). However, the Santa Fe Avenue / 38th Street intersection would still operate at LOS E during the PM peak hour.

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Table 4A - Alternatives Analysis Peak Hour LOS Analysis

Intersection	I-710 Corridor Project TIA	City's Circulation Plan Update		Other Ref. Doc.
	Alt. 1 - No Build (Year 2035) AM/PM/MD	Year 2030 - AM/PM		2030 AM/PM
		No Impr.	With ATSAC	
I-710 NB Ramps / Bandini Blvd. / Atlantic Blvd.	**E/F**/D	**F/F**	D/**E**	**F/F**
I-710 SB Off-Ramp / Bandini Blvd.	B/B/B	C/B	A/A	D/B
I-710 NB Ramps / Washington Blvd.	B/C/B	-	-	B/B
I-710 SB Ramps / Washington Blvd.	C/D/**E**	-	-	C/C
Slauson Ave. / Santa Fe Ave.	**E/F**/D	-	-	-
Santa Fe Ave. / 37th St.	B/C/B	C/D	A/B	-
Santa Fe Ave. / 38th St.	C/D/C	D/**F**	B/**E**	-
Soto St. / Bandini Blvd. - 37th St.	-	**E/E**	C/C	**F/F**
Slauson Ave. / Boyle Ave.	-	**E/F**	C/D	-
Downy Road / Washington Blvd.	-	**F/E**	D/C	D/**F**
Downy Road / Bandini Blvd.	-	**E**/D	C/B	**F/F**
Downy Road / District Blvd.	-	D/D	B/B	-
Downy Road / Slauson Ave.	-	**F/E**	C/C	C/D
Atlantic Blvd. / District Blvd.	-	**E/F**	C/D	-

Alternative 5A includes relatively minor access improvements at the I-710 / Atlantic Boulevard / Bandini Boulevard and I-710 / Washington Boulevard interchanges, while

Alternatives 6A, 6B, and 6C include significant improvements at both interchanges. As previously mentioned, the "build" alternatives also include other transportation system components have been included in the "build" alternatives (i.e., TSM/TDM, transit and ITS improvements). Table 4B provides a summary of the peak hour LOS data associated with the various "build" alternatives. The LOS summary data for the "build" alternatives presented in the Table 4B is taken directly from the I-710 Corridor Project Intersection Traffic Impact Analysis Report (Tables 6-6, 6-9 and 6-12).

Table 4B - Year 2035 Alternatives Analysis Peak Hour LOS Analysis

Intersection	I-710 Corridor Project TIA - Alt. (AM/PM/MD)				
	Alt. 1	Alt. 5A	Alt. 6A	Alt. 6B	Alt. 6C
I-710 NB Ramps / Bandini Blvd. / Atlantic Blvd.	**E/F**/D	C/C/C	C/C/C	C/C/C	C/C/C
I-710 SB Off-Ramp / Bandini Blvd.	B/B/B	C/C/D	B/D/B	B/D/B	B/D/B
I-710 NB Ramps / Washington Blvd.	B/C/B	C/C/C	A/B/A	B/C/C	B/C/B
I-710 SB Ramps / Washington Blvd.	C/D/**E**	C/D/C	B/C/C	B/B/B	C/C/B
Slauson Ave. / Santa Fe Ave.	**E/F**/D	D/D/C	D/C/D	D/D/C	D/D/C
Santa Fe Ave. / 37th St.	B/C/B	B/C/B	C/D/B	C/D/B	C/D/B
Santa Fe Ave. / 38th St.	C/D/C	D/D/B	**E/F**/C	**F/F**/C	**E/F**/C
I-710 SB On Ramp / Atlantic Blvd. (New)	-	-	C/B/C	D/B/C	D/B/C
I-710 SB On Ramp / Washington Blvd. (New)	-	-	D/D/C	D/D/D	C/D/C

L-14-26

The data in Table 4B demonstrates that the TSM/TDM, Transit and ITS improvements associated with the "build" alternatives would provide acceptable LOS (LOS D or better) at many of the local intersections. However, the Santa Fe Avenue / 38th Street intersection would still operate at LOS E/F during the AM and PM peak hour periods.

As discussed in Section 3.6.3.2 (Arterial Roadway Segments), the I-710 traffic model has simulated a reduction in daily traffic demands along Washington Boulevard and Bandini Boulevard. There is no quantification of the potential traffic demand reductions associated with TSM/TDM, Transit or ITS improvements, and therefore, it is difficult to verify the peak hour traffic forecasts presented in the I-710 Corridor Project Intersection Traffic Impact Analysis Report.

3.6.3.4 Arterial Intersections Level of Service (LOS) Analysis. To evaluate the accuracy of the analysis, the LOS worksheets were reviewed at key locations to verify the validity of the various input parameters. The LOS worksheets were reviewed at the following locations:

- I-710 NB Ramps / Bandini Boulevard / Atlantic Boulevard
- I-710 SB Off-Ramp / Bandini Boulevard
- I-710 NB Ramps / Washington Boulevard
- I-710 SB Ramps / Washington Boulevard
- Santa Fe Avenue / 38th Street
- I-710 SB On-Ramp / Atlantic Blvd. (New)
- I-710 SB On-Ramp / Washington Blvd. (New)

3.6.3.4.1 Intersection Traffic Volumes and LOS Data. The existing traffic volumes are consistent with the volumes on Figure 3-3.f. The Alternative 1 (No Build) traffic volumes are consistent with the volumes on Figure 5-8.f, except at the I-710 NB Ramps / Washington Boulevard and I-710 SB Ramps / Washington Boulevard intersections where there are some discrepancies.

The Alternative 5A traffic volumes are consistent with the volumes on Figure 6-3.g, except at the Bandini Boulevard / Atlantic Boulevard intersection where there are some discrepancies. The Alternative 5A traffic volumes on Figure 6-3.g do not include a southbound approach at the I-710 SB off-ramp / Bandini Boulevard intersection, as proposed with Alternative 5A. It should also be noted that in Figure 6-3.g the intersection with the southbound on-ramp with Atlantic Boulevard is also not consistent with alternative 5A.

The Alternative 6A (Options 1 and 2) traffic volumes are consistent with the volumes on Figures 6-8.g and 6-8.h, except at the Bandini Boulevard / Atlantic Boulevard, Bandini Boulevard / I-710 SB ramps, I-710 SB on-ramp / Atlantic Boulevard (new), and I-710 SB on-ramp / Washington Boulevard (new) intersections where there are some discrepancies. A majority of the Alternative 6A (Options 1 and 2) traffic volumes are not consistent with the volumes on Figures 6-8.g and 6-8.h at the I-710 NB Ramps / Washington Boulevard and I-710 SB ramps / Washington Boulevard intersections. L-14-27

The Alternative 6B (Options 1 and 2) traffic volumes are consistent with the volumes on Figures 6-13.g and 6-13.h, except at the Bandini Boulevard / Atlantic Boulevard, Bandini Boulevard / I-710 SB ramps, I-710 SB on-ramp / Atlantic Boulevard (new), and I-710 SB on-ramp / Washington Boulevard (new) intersections where there are some discrepancies. A majority of the Alternative 6B (Options 1 and 2) traffic volumes are not consistent with the volumes on Figures 6-8.g and 6-8.h at the I-710 NB ramps / Washington Boulevard and I-710 SB ramps / Washington Boulevard intersections.

The Alternative 6C (Options 1 and 2) traffic volumes are consistent with the volumes on Figures 6-18.g and 6-18.h, except at the Bandini Boulevard / Atlantic Boulevard and Bandini Boulevard / I-710 SB ramps, I-710 SB on-ramp / Atlantic Boulevard (new), and I-710 SB on-ramp / Washington Boulevard (new) intersections where there are some discrepancies. A majority of the Alternative 6C (Options 1 and 2) traffic volumes are not consistent with the volumes on Figures 6-18.g and 6-18.h at the I-710 NB ramps / Washington Boulevard and I-710 SB ramps / Washington Boulevard intersections.

A majority of the LOS values for the "build" alternatives in Table 4B (from Tables 6-6, 6-9 and 6-12 of the I-710 Corridor Project Intersection Traffic Impact Analysis Report) are consistent with the LOS worksheets included in the report appendices. However, there are some LOS values in Table 4B that do not match the analysis LOS worksheets (highlighted in red).

3.6.3.4.2 Intersection Geometrics. The Alternative 5A intersection geometrics on the LOS worksheets are consistent with the geometrics illustrated on Figure 6-3.g, except L-14-28

at the Bandini Boulevard / Atlantic Boulevard intersection (EB, WB and SB approaches). The Alternative 5A intersection geometrics on the LOS worksheets and illustrated on Figure 6-3.g do not include a southbound approach at the I-710 SB off-ramp / Bandini Boulevard intersection, as proposed with Alternative 5A. L-14-28

The Alternative 6A (Options 1 and 2) intersection geometrics on the LOS worksheets are consistent with the geometrics on Figures 6-8.g and 6-8.h. The Alternatives 6B (Figures 6-13.g and 6-13.h) and 6C (Figures 6-18.g and 6-18.h) intersection geometrics on the LOS worksheets are consistent with the geometrics on the report figures, except at the I-710 NB on-ramp / Washington Boulevard (WB approach).

3.6.3.4.3 Saturation Flow Rate. As previously stated, the LOS analysis in Vernon's Circulation Plan Update was based on the ICU methodology. Vernon's ICU methodology uses a "saturation flow rate" of 1,600 vehicles per hour (green time) per lane (vphpl), with a 10% lost time factor (yellow clearance and all red). A review of the LOS worksheets indicates that a saturation flow rate of 1,600 vphpl was utilized for the analysis of existing and Alternative 1 (no build) conditions. However, the analysis of the "build" scenarios (Alternatives 6A, 6B and 6C) was conducted using a saturation flow rate that varied between 1,700 and 1,900 vphpl. It is unclear why the saturation flow rate was increased for the evaluation of the "build" alternatives (possibly due to the TSM/TDM, Transit and ITS improvements). L-14-29

3.6.3.4.4 Peak Hour Factor. The "Peak Hour Factor" (PHF) is one of the many parameters that can be adjusted in the HCM LOS methodology and Synchro software. The PHF is the ratio of the peak hour volume divided by four times the peak 15-minute volume within that hour. A PHF equal to 1.0 represents a uniform volume throughout the peak hour. An analysis of existing peak hour traffic operations is typically based on the actual PHF determined from the intersection turning movement traffic count data. However, Caltrans prefers that a PHF equal to 0.92 is utilized for the analysis of future traffic operations. A review of the LOS worksheets indicates that most of the analysis was completed using a PHF equal to 0.92, but that some of the analysis was conducted using a PHF equal to 0.95. It is unclear why the PHF was increased in some cases (possibly due to the TSM/TDM, Transit and ITS improvements). L-14-30

3.6.4 Project Mitigation Measures

The evaluation of alternatives in the I-710 Draft EIR/EIS Intersection Traffic Impact Analysis Report included the identification of project-related impacts and development of mitigation measures. The design of project alternatives includes the appropriate roadway and intersection improvements necessary to maintain acceptable LOS at the I-710 / Washington Boulevard and I-710 / Bandini Boulevard / Atlantic Boulevard interchanges. However, a project-related impact was identified at the Santa Fe Avenue / 38th Street intersection (Alternatives 6A, 6B and 6C) in the City of Vernon. L-14-31

Improvements necessary to mitigate the project-related impacts at Santa Fe Avenue / 38th Street intersection would include the installation of a separate right turn lane on the north, south and eastbound approaches. The installation of a second left turn lane on

the southbound approach would also be needed to provide acceptable LOS (LOS D or better). These mitigation measures would require a significant amount of right-of-way take, and removal of buildings on the northwest and southwest corners. It should be noted that the City's Circulation Plan Update has projected the Santa Fe Avenue / 38th Street intersection to operate at LOS E/F during the PM peak hour under Year 2030 conditions, without or with the County's ATSAC system improvements. As previously discussed in Section 3.6.1, the project traffic impact analysis does NOT include an evaluation of key intersections in the City of Vernon. Therefore, it is anticipated that additional project-related impacts will be identified and require mitigation when these key intersections are evaluated. L-14-31

3.6.5 Analysis of Construction Impacts

The review of potential impacts during construction is based on information presented in the I-710 Construction Staging Concept for Air Quality Action Plan (Gateway Cities Council of Governments). The I-710 Corridor Project consists of 7 segments. Information regarding the potential impacts to infrastructure within or adjacent to the City of Vernon is provided in Segment 5 (Florence Avenue to Slauson Avenue) and Segment 6 (Atlantic Boulevard to Washington Boulevard). The I-710 / Slauson Avenue interchange will be constructed during Stage 2 of Segment 5 and is scheduled to take approximately 30 to 39 months. Construction of this new I-710 interchange is not anticipated to significantly impact traffic operations within Vernon. However, it will be imperative that this interchange be constructed before the beginning of construction on the I-710 Bandini Boulevard / Atlantic Boulevard and I-710 / Washington Boulevard interchanges.

Improvements at the I-710 / Bandini Boulevard / Atlantic Boulevard interchange will be constructed during Stage 1 of Segment 6 and are scheduled to be completed within 75 to 93 months. Since the existing interchange accommodates a significant amount of truck traffic to and from the Hobart Rail Yard, the construction of improvements at this interchange are anticipated to significantly impact traffic operations along Washington Boulevard and Slauson Avenue (new interchange). However, the I-710 Draft EIR/EIS does not include an evaluation of the potential construction impacts. L-14-32

Improvements at the I-710 / Washington Boulevard interchange will also be constructed during Stage 1 of Segment 6. Since this interchange accommodates a significant amount of truck traffic to and from the Hobart Rail Yard, the construction of interchange improvements are anticipated to significantly impact operations along Bandini Boulevard and Slauson Avenue (new interchange). However, the I-710 Draft EIR/EIS does not include an evaluation of the potential construction impacts.

The project construction will potentially impact pedestrian and bicycle facilities adjacent to the construction areas. Information in the I-710 Draft EIR/EIS indicates that the impacts will be temporary in nature due to traffic diversions resulting from the temporary closure of local roadways, sidewalks and bikeways. A Traffic Management Plan (TMP) will be implemented to address changes in pedestrian and bicycle circulation and provide measures to minimize the adverse effects of construction. It should be noted L-14-33

that the Maywood Riverfront Park is located on the west side of the Los Angeles River just south side of Slauson Avenue. The Los Angeles River Bicycle Path is also located along the west side of the Los Angeles River and terminates at Atlantic Boulevard. The I-710 Draft EIR/EIS does not include an evaluation of the potential construction impacts to pedestrian or bicycle facilities. L-14-33

3.7 Visual and Aesthetics

Vernon is not mentioned in the visual/aesthetics chapter of the I-710 Draft EIR/EIS. L-14-33A

3.8 Water Quality and Storm Water Runoff

Section 1: The Introduction of the I-710 Corridor Project in Section 1.0 fails to mention the scope of the drainage impacts, the proposed drainage alterations, impacts to the water quality, summary of the water quality objects or summarize the existing water quality impairments, tributaries and beneficial uses. L-14-34

Section 2: Table 2.7-1, Page 2-77 and 2-78 "Permits and/or Approvals Needed" fails to mention water quality permits, water quality management plans, or storm drain management plans. L-14-35

Section 3: Page 3.8-18, the hydrology and floodplain section does not provide an adequate alternative or mitigation to the impacts of the I-105 Freeway retention basin impacted by the freight corridor. L-14-36

Section 3: Page 3.9-9, section 3.9.2.2, the first time the "Basin Plan" is referenced, it should reference the entire acronym, State Regional Water Quality Control Board, Region 4, "Water Quality Control Plan: Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties" either within the text or by footnote. Reference should also indicate the source or link to a website where the basin plan can be downloaded. L-14-37

Section 3: Page 3.9-16, section 3.9.3.1 Permanent Impacts, this section does not discuss mitigations for hydromodification, the increased impervious area of 110 acres from Alternate 5A, or the increased volume of runoff to the tributary waters. While the reader could assume that the number of proposed BMPs as 24 is greater than the existing condition of 18, this in itself does not link proof of hydromodification mitigation. L-14-38

This section does not directly discuss mitigations to pathogens and bacterial indicators. While the text mentions the proposed BMPs, only infiltration basins and sand/media filters have a proven classification of high to medium efficiency at removing pathogens impairments. Other types of BMPs are not effective at removing pathogens and therefore contribute the pollutant load to the tributary waters. Since the Los Angeles River has been listed in the CWA Section 303(d) of Impaired Water Bodies for coliform bacteria, the water quality mitigation should address a no-net loading criteria to ensure that the listed impairments are not further aggregated in the project's runoff. L-14-39

Overall, the I-710 Draft EIR/EIS provides conceptual design of storm water mitigation. It cannot be ascertained at this level of design, whether the I-710 Corridor Project will meet the requirements of a MS4 permit. L-14-40

Section 3.9.1.3 refers to a Storm Water Data Report (SWDR) completed at an earlier stage of project development. Typically, the SWDR is updated at the Draft EIR/EIS phase; however no SWDR is available in the I-710 Draft EIR/EIS. L-14-41

3.9 Air Quality, Health Impact Assessment, Health Risk Assessment

The I-710 Corridor Project purposes is to improve air quality and public health, while addressing design deficiencies of the freeway, traffic safety, population growth, employment and activities related to goods movement. Vernon has a vested interest in how the I-710 Corridor improvements will improve air quality in the City, as goods being delivered to the City's business community are from diesel truck traffic flowing on and off I-710 at the Atlantic / Bandini interchange. Further, the majority of the employees working in Vernon utilize the I-710 Freeway to access their places of work. The I-710 Corridor Project improvements will result in increases in vehicular and diesel truck traffic within Vernon, which will have an effect on local air quality.

The air quality/health risk assessment analyses for the I-710 Corridor Project have been reviewed to determine if the I-710 Draft EIR/EIS adequately studies the localized air quality impacts to Vernon and whether appropriate mitigation is provided. Specific areas of focus for the review included the following:

- Effects of incorporating upcoming changes in regulatory requirements and methodologies on air quality assessment.
- Analysis Elements that shape the outcome of the assessment (scope of geographical analysis area in lieu of detailed localized assessment, worst-case scenario development, and consistency with local and regional plans).
- Traffic circulation changes and volume increase of diesel truck and vehicular traffic and its affect on air quality within the City of Vernon.
- Air quality control/mitigation options for diesel truck emissions near Hobart Yard.
- $PM_{2.5}$ and PM_{10} emission increases during construction and associated control measures employed to reduce emissions.
- Regional analysis inclusive of assessing air quality impacts to Vernon.
- Localized assessment of air quality impacts to Vernon.
- Identifying which alternatives would have the greatest reduction on air quality emission/concentrations for Vernon.

The following discussion presents a summary of the review of the air quality and health risk assessment analyses followed by a discussion of the specific comments, questions and recommendations associated with the air quality analyses and the above focused areas.

Technical Review Evaluation

The air quality analyses and health risk assessment encompassed several geographical areas / study areas to assess the air quality impacts. These geographical areas included the South Coast Air Basin (SCAB), an Area of Interest (AOI), which is a sub-region of the SCAB that includes cities and communities along the I-710 Corridor and the I-710 Freeway itself. The air quality analyses included the standard regulatory requirements for roadway projects which include:

- Carbon monoxide (CO) quantitative assessment and local hotspot modeling of CO concentrations for conformity analyses.
- $PM_{2.5}$ and PM_{10} qualitative assessment for conformity.
- Diesel exhaust qualitative assessment.
- MSAT qualitative assessment.
- Construction impacts.

In addition to the standard regulatory analyses, further special project analyses over and above the standard analyses done for freeway projects were conducted because of the stakeholder concern over the proportionately high volume of diesel-powered trucks serving the ports. The community's perception is that these trucks generate higher levels of emissions, which cause increased health impacts on the communities surrounding the I-710 Corridor. Therefore, an air quality and health risk impact assessment included the following special studies:

- Greenhouse Gases quantitative assessment.
- Construction emission quantification for the total project.
- Full dispersion modeling of ambient concentrations of criteria pollutants near the I-710 Corridor.
- Full dispersion modeling health risk assessment for six priority MSATs near the I-710 Corridor.
- Qualitative Ultrafine Particulate incremental impact analysis.
- Qualitative $PM_{2.5}$ Mortality incremental impact analysis.

A technical review of these analyses was conducted as discussed below.

Carbon monoxide (CO) quantitative assessment and local hotspot modeling of CO concentrations for conformity analyses

CO hot-spot modeling is a standard regulatory component of an air quality analysis for determining localized impacts of CO concentrations from vehicles at congested intersections based on pre screened intersections in attainment-maintenance areas. The foundation of the CO-hot spot modeling analysis is to identify intersections affected by the project that would meet the criteria of having the worst Level of Service (LOS), greatest volume and worst delay times. This criteria identifies the scope of the intersections that would have the greatest potential to create localized hot-spots. Therefore, the CO hot-spot modeling was analyzed during the technical review evaluation to ascertain whether the I-710 traffic model, used to identify the worst

performing intersections for screening, was inclusive of Vernon intersections that would meet the criteria.

The I-710 Corridor Project triggers a project-level transportation conformity analysis due to its location in an attainment-maintenance area of the SCAB. The procedures of the CO Protocol were employed and through the interagency consultation process the use of the EPA-approved mobile source dispersion model CAL3QHC was used to model representative worst-case at congested intersections throughout the project's AOI.

For the intersection selection, afternoon (PM) peak-hour data was considered the worst-case scenario for identifying the intersections with the worst LOS, greatest volume and worst delay times. Further, Alternative 6B was selected as the alternative that would cause the greatest change in LOS and delay at local intersections compared to the other "build" alternatives in general. The top 10 intersections were selected for this alternative that had the highest traffic volumes, worst LOS and delay out of the intersections identified in the I-710 Corridor traffic model. These intersections were used to quantitatively assess the potential for traffic-related impacts from the project alternatives. Maximum 1-hour and 8-hour CO concentration were estimated and compared to the CO NAAQS. Background levels were added to the 1-hour levels. It was determined that no exceedances of the CO standard would occur.

In reviewing the intersections selected, it was identified that the I-710 Corridor traffic model may not be inclusive of all of the worst performing intersections and other build alternatives trigger a worsening of LOS at other intersections in Vernon. The following City of Vernon intersections were not identified as part of the I-710 Corridor model.

- Slauson Ave. & Soto St.
- Bandini Blvd. & Atlantic Blvd.
- Washington Blvd. & Santa Fe Ave.
- Slauson Ave. & Santa Fe Ave.
- Santa Fe Ave. & 37th St.
- Santa Fe Ave. & 38th St.

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Further, a discussion was not provided specific to the City of Vernon stating that CO hot-spots would not occur at congested intersections.

$PM_{2.5}$ and PM_{10} Hot-Spot Analysis

Due to the nature of the project increasing vehicle miles travelled and diesel truck volumes in a nonattainment area for $PM_{2.5}$ and PM_{10}, the project would require a hot-spot modeling analysis. Unlike the CO hot-spot analysis that has specific modeling approaches to assess impacts, qualitative analysis methods were used in lieu of modeling until such time EPA releases its quantitative modeling guidance and announces that quantitative $PM_{2.5}$ and PM_{10} hotspot analyses are required under 40 CFR §93.123(b)(4). The technical review focused on the approach used to conduct the $PM_{2.5}$ and PM_{10} hot-spot analysis, the reasonable degree of conservatism used in the

assumptions to produce emission burden estimates, consistency with local and regional plans and the localized impact on Vernon.

The I-710 Corridor Project is considered a Project of Air Quality Concern (POAQC) because it would expand an existing freeway with existing and future high truck volumes. In addition, the I-710 Corridor Project would impact existing and future intersections operating at LOS D or worse and carrying large numbers of diesel vehicles both under existing and future conditions. The hot-spot analysis was based on directly emitted and re-entrained $PM_{2.5}$ and PM_{10} emissions. Tailpipe, brake wear, tire wear, and $PM_{2.5}$ and PM_{10} emissions from road dust were considered in this hot-spot analysis.

The qualitative assessment reviewed current status of $PM_{2.5}$ and PM_{10} levels to NAAQS standards, by presenting existing air quality monitoring data for $PM_{2.5}$ and PM_{10} concentrations to determine whether there were any current violations of the NAAQS standards, identified future concentration trends by comparing the projections for $PM_{2.5}$ and PM_{10} concentration levels presented in the 2007 AQMP for the project area with future concentrations extrapolated from existing air quality monitoring data at nearby monitoring stations to establish future air quality trends for $PM_{2.5}$ and PM_{10}. Further, an emissions burden analysis was developed for the three geographical areas, SCAB, AOI and the I-710 Freeway Corridor utilizing EMFAC2007 emission factors to develop daily emission levels for Build Alternatives comparisons with existing daily emission levels. The trends analysis for concentration levels and the change in emissions from the emission burden analysis provided information to demonstrate whether the project would cause a new violation, worsen an existing air quality violation, or delay timely attainment of the PM_{10} or $PM_{2.5}$ NAAQS.

$PM_{2.5}$ and PM_{10} Analyses Adjustments and Exclusions

It was determined from the technical review evaluation that the conclusions of the $PM_{2.5}$ and PM_{10} analyses were influenced by approaches, model adjustments and exclusions of construction activities that generate $PM_{2.5}$ and PM_{10} emissions. These elements are discussed briefly below and play an important role in presenting a worst-case scenario to analyze localized impacts.

EMFAC2007 Adjustments

Adjustments were made to the EMFAC2007 model to account for the Statewide Bus and Truck Rule that became effective on January 8, 2010 and the Clean Port Truck Program (CPTP) mandating trucks that operate within the Ports to reduce DPM emissions by meeting set standards as follows:

- October 1, 2008: All pre-1989 trucks were banned from entering the Port.
- January 1, 2010: 1989-1993 trucks were banned, in addition to 1994-2003 trucks that had not been retrofitted.
- January 1, 2012: All trucks that did not meet the 2007 Federal Clean Truck Emissions Standards were banned from the Port.

These modeling adjustments are consistent with current general plan assumptions made in the SCAQMD 2007 Air Quality Management Plan (AQMP).

Exclusion of Construction PM2.5 and PM10 Emissions from Hot-Spot Qualitative Analysis

Reference was made to the likelihood that some construction phases are expected to take more than five years to complete. However, construction would not occur at any one location for more than five years. Therefore, construction-related emissions were considered temporary; and any construction related $PM_{2.5}$ and PM_{10} emissions due to the I-710 Corridor Project were not included in this hot-spot analysis. It was presented that the I-710 Corridor Project will comply with the South Coast Air Quality Management District (SCAQMD) Fugitive Dust Rules for fugitive dust during construction of this project. In addition, per Transportation Conformity Rule 93.117, the I-710 Corridor Project will be required to comply with any $PM_{2.5}$ and PM_{10} control measures in the State Implementation Plan. Compliance with these two requirements is assumed to result in no visible dust migration during excavation, transportation, placement, and handling of excavated soils. Further, a water truck or tank will be available within the project limits at all times to suppress and control the migration of fugitive dust from earthwork operations.

The I-710 Corridor Project is expected to have an overall duration between 8 to 13 years. However, no specific information was presented on the actual construction phasing and approach for the I-710 Corridor Project, so it is difficult to determine if the exclusion of construction $PM_{2.5}$ and PM_{10} emissions in the analysis is appropriate. Further, it is unclear the level of control that can be obtained from the SCAQMD dust control measures as the number of water trucks and the frequency of suppression was not specified. L-14-43

Use of conservative emission quantification method for re-entrained dust

When calculating emissions from entrained road dust, the latest U.S. Environmental Protection Agency (U.S. EPA) calculation method for entrained road dust was used. This is inconsistent with the SCAQMD's 2007 AQMP methodology and proposed 2012 AQMP method. The 2007 AQMP and the 2012 AQMP methods do not result in the growth of entrained dust as seen in the U.S. EPA method because a finite silt reservoir is assumed under the AQMP method. As more vehicles are added to the roadway it is assumed that no additional entrained dust is created that additional traffic VMT in future years will not increase entrained particulate matter (PM). L-14-44

The analysis concludes that the net increases in $PM_{2.5}$ and PM_{10} emissions are due to the overestimate of entrained dust quantification method, without a quantitative comparison in the differences in emissions using the 2007 AQMP method and the EPA AP-42 method.

$PM_{2.5}$ and PM_{10} Concentrations Trends near the City of Vernon

Monitoring data and projections presented in the 2007 AQMP provided a backdrop for overall trends in $PM_{2.5}$ and PM_{10} concentrations in the project vicinity to support the conclusions that SIP controls are reducing concentrations in future years below the NAAQS. The analysis presented that current trends based on local monitoring data demonstrate that without the proposed project:

- 24-hour $PM_{2.5}$ concentrations within the AOI would be reduced to 29 percent below the federal standard by 2015 and to 76 percent below the federal standard by 2035;
- Annual average $PM_{2.5}$ concentrations within the project area would be reduced to 27 percent below the federal standard by 2015 and to 76 percent below the federal standard by 2035; and
- With the exception of 2007, the ambient PM_{10} concentrations have not exceeded the 24-hour or annual federal standard.

As projections are made in future years, PM_{10} concentrations listed in the 2007 AQMP, without the I-710 Corridor Project would be 49 percent below the federal standard by 2015 and 85 percent below the federal standard by 2035.

The conclusions drawn from current and future trends seemed reasonable. L-14-45

A specific emission burden analysis was conducted for the SCAB, AOI and the I-710 Corridor for each build alternative to determine the change in project emissions compared to the 2008 baseline and No Build baseline. However, no specific emission burden analysis was provided for Vernon. Although the quantity of emissions reduces as the geographical area gets smaller, incremental changes over Existing and No Build conditions increased. The emissions burden analysis showed that the I-710 Corridor Project would increase the regional $PM_{2.5}$ emissions by up to 24 percent when compared to the existing conditions. For PM_{10}, regional emissions would increase up to 68 percent when compared to the existing conditions. The analyses explained that these increases were a result of the inclusion of re-entrained dust calculations that were over estimated due to the use of the EPA AP-42 emissions factor which considers an infinite silt reservoir. L-14-46

The conclusion that the I-710 Corridor Project meets the conformity hot-spot requirements in 40 CFR 93-116 and 93-123 for both $_{PM2.5}$ and PM_{10} were based on consistently lower $_{PM2.5}$ and PM_{10} concentrations at nearby monitoring stations, the continuous trend of lowered concentrations in future years and the project emission levels showing lower PM levels excluding re-entrained dust. The conclusions appear to place heavy reliance on the regional trends of PM and specific details on how these regional trends would be applicable to the proposed project were not provided. The project may cause certain intersections to worsen in LOS and delay which may have localized effects that may not be noticeable at the three geographical levels analyzed. Further, the overestimation of re-entrained dust calculations were not supported by

comparing calculations using the 2007 AQMP method to demonstrate VMT would not increase re-entrained dust. L-14-46

Greenhouse Gases (GHG)

Greenhouse gases are associated with pollutants that accumulate in the atmosphere to moderate global temperatures. These gases allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radioactive heat from escaping, thus warming the Earth's atmosphere. The accumulation of GHGs in the atmosphere regulates the Earth's temperature. Due to the global nature of how GHG react in the atmosphere, greenhouse gas emissions were analyzed on a regional basis for the SCAB region, which is appropriate.

The greenhouse gas analysis calculated the incremental changes in on-road mobile source GHG emissions, compared to the 2008 baseline and 2035 No Build Alternative. A combination of the methodologies provided in the California Climate Action Registry's General Reporting Protocol (CCAR GRP), version 3.1 (CCAR 2009) and fuel consumption/efficiency data obtained from EMFAC 2007 and OFFROAD 2007 models, were used to calculate GHG emissions associated with the project. Emissions of each GHG were converted to CO2e by multiplying the methane (CH4) and nitrogen dioxide (N2O) emissions with the respective global warming potential (GWP). The incremental GHG emissions for future years were (approximately 22M tones CO2e /year for all 2035 Alternatives) as compared to the 2008 baseline as current standards are not expected to reduce GHG emissions sufficiently to overcome the effect of large increases in VMT (and VMT-related emissions). Further, the GHG emission burden analysis does not account for recently adopted on-road mobile source GHG standards, such as the Pavely Standards in the emission factors developed through EMFAC2007 fuel economy data. Therefore, these standards may reduce overall 2035 GHG emissions (particularly from passenger vehicles) and the incremental GHG emissions compared to the 2008 baseline.

Although, the I-710 Corridor Project will increase GHG emissions over existing levels, the I-710 Corridor Project will improve GHG in the majority of the Build Alternatives, excluding Alternative 5A, which supports reducing climate change. In particular, GHG emissions from the freight corridor build alternatives decrease as compared to the No Build Alternative (Alternative 1) with Alternative 6B showing the largest reduction in GHG emissions (approximately 600,000 tones CO2e/yr).

Mobile Source Air Toxics (MSAT)

MSATs are comprised of a class of hazardous air pollutants of concern for transportation projects. Pollutant emissions increase when vehicles travel at a low average speed and when idling at intersections. The I-710 Corridor Project qualifies as having a higher potential MSAT effect due to the expansion of an existing highway that has average annual daily trips exceeding 140,000 per day and a high percentage of diesel vehicles. MSAT emissions were analyzed for all geographical study areas, the SCAB, the AOI and the I-710 Corridor. These geographical study areas were L-14-47

considered to be at a project-level basis. However, a localized subset area specific to Vernon was not analyzed. Although, it is anticipated that the I-710 Corridor Project will allow vehicles to travel at a higher average speed along the I-710 Freeway and less idling will occur at some intersections with the implementation of the I-710 Corridor Project, other intersections will worsen LOS and delay as a result of the I-710 Corridor Project. The effects of MSAT due to shifts in traffic circulation patterns that will cause increased LOS and delay in localized areas were not specifically addressed. It is unclear in the I-710 Draft EIR/EIS if Vernon's intersections will experience increased MSAT effects as a result of the project.

L-14-47

The basic procedure for analyzing emissions for on-road MSATs is to calculate emission factors using EMFAC2007 and apply the emission factors to speed and VMT data specific to the project.

Emissions of all six priority MSAT decrease for all 2035 Alternatives compared to the 2008 baseline, despite forecast increases in vehicle miles of travel (VMT) in 2035 compared to 2008. This decrease in MSAT emissions is direct result of improved vehicle technology in the future years because of stricter regulations or programs such as CARB's diesel truck regulations and the San Pedro Bay Ports' Clean Air Action Plan.

Overall, 2035 diesel particulate matter (DPM) emissions in the AOI are about 80% lower than the 2008 DPM emissions, with small variations among the alternatives. Overall DPM emissions for the entire I-710 Freeway are also lower in the 2035 Build and No Build alternatives as compared to the 2008 baseline (40% to 76% lower), although the variations are greater (40% lower in Alternative 6A and greater than 70% lower in Alternatives 6B and 6C). Along the I-710 Corridor, Alternative 6A shows the smallest reduction in DPM emissions due to the increased truck traffic with the introduction of the freight corridor; Alternatives 6B and 6C have greater reductions due to the zero emission freight corridor.

Compared to Alternative 1, DPM emissions (the main risk driver) increased for Alternative 6A in all study areas, whereas Alternative 5A DPM emissions were similar in the SCAB and I-710 Study AOI and increased along the I-710 Corridor. Alternative 6B and Alternative 6C DPM emissions decreased in all study areas, with the greatest decreases in Alternative 6B.

Construction Analysis

Currently, the air quality analysis presented little data on the construction phasing for the I-710 Corridor Project. The construction analysis evaluated impacts by dividing the I-710 Corridor Project into seven segments along the 18 mile corridor. The segment of construction that encompasses Vernon is segment 6. A worse-case scenario was developed based on four construction activities that would cause the greatest effects on air quality within each segment. These construction activities would include, the site preparation phase, excavation, and handling and transport of soils to and from the site. In addition, it was assumed in the analysis that construction would occur simultaneously

along the entire length of the corridor in the shortest possible time period of approximately 7 years.

The emissions of criteria pollutants from construction activities (vehicle/equipment exhaust and fugitive dust) were calculated using the Road Construction Emissions Model (RCEM), Version 6.3.2, developed by Sacramento Metropolitan Air Quality Management District (SMAQMD) and modified for the SCAQMD area. This Model estimates daily emissions per construction activity. The SCAQMD EMFAC2007 (v2.3) emission factors were used for light-duty and heavy-duty on-road vehicles, while SCAQMD OFFROAD2007 emission factors were used for off-road heavy equipment. Vernon notes that California Air Resources Board (CARB) has recently (October/November 2011) released a new version of the OFFROAD model for certain off-road categories. Emissions for certain equipment categories are up to 60% or more lower than OFFROAD2007. Thus, the analysis is conservative and projected emissions will likely be lower than calculated.

Based on the estimated schedule and duration of segment construction, the model calculated the daily mass emissions of each pollutant for a particular month. The peak daily mass emissions and the annual average daily mass emissions were estimated from these daily mass emissions calculated by the model. The model also allows the user to override certain default values for soil hauling, worker commute, water trucks, fugitive dust, and off-road equipment usage and specifications.

All criteria pollutant single-segment peak-day construction emissions except nitrogen oxide (NOX) were found to be lower than the SCAQMD significance thresholds. It was stated that construction emissions for the worst-case schedule (simultaneous construction of all segments) show the greatest peak-day emissions during mainline widening/shifting. It was recommended that phasing and scheduling could further reduce construction peak emissions.

The development of the construction scenario created a condition that would likely not occur, but would demonstrate that if this worst-case scenario would not exceed the SCAQMD threshold, specific construction phasing and scheduling less than this condition would be below SCAQMD thresholds. It was not clear how conservative the control measure assumptions were in assessing impacts or whether the controls were based on the current minimum control standards or assumed mitigation standards that are anticipated to be implemented with the project. L-14-48

Although the project area was divided into segments, no specific construction impact discussion was provided for Vernon. It is assumed that the closest segment to Vernon would be segment 6. Further, no specific discussion was provided on how user override of default values for mitigation measures would influence emission levels.

Criteria Pollutant Incremental Emissions Impacts Compared to the 2008 Baseline

The criteria pollutant incremental emission burden analysis was reviewed to determine how air quality impacts change for the three geographical analyzed areas. A summary of the main conclusion of the analysis is presented below.

Mass emissions of criteria pollutants (NOx, VOC, PM10, PM2.5, CO, SOx) from traffic were calculated for the I-710 Corridor to determine the impact of the I-710 Corridor Project on the surrounding area. In addition, the SCAB mass emissions and mass emissions for the AOI were also evaluated to determine the impact of the I-710 Corridor Projection a regional scale. The vehicle activity data was obtained from I-710 Traffic Model runs, which is based on the SCAG regional traffic model. EMFAC2007 version 2.3 (EMFAC) was used to develop emission factors for the various criteria pollutants.

All criteria pollutants (except total PM_{10} and SO_2) show decreases for the 2035 build alternatives compared to the 2008 Baseline, despite increases in vehicle miles travelled (VMT). This reduction in exhaust emissions is a result of the improvement in vehicle technology because of stricter adopted regulations or programs such as the San Pedro Bay Ports' Clean Air Action Plan, which will continue to reduce motor vehicle tailpipe emissions per mile of travel as newer, cleaner vehicles enter the fleet.

SO2 emissions are formed by the conversion of fuel sulfur into oxides of sulfur during the combustion process. As a result SO_2 exhaust emissions are extremely sensitive to changes in fuel sulfur content. California already has ultra-low sulfur fuel standards in place. So, there will be no significant change in the fuel sulfur content from 2008 to 2035. However, increases in VMTs in 2035 directly translate to increase fuel usage, which in turn results in greater SO_2 emission in the SCAB, AOI and I-710 Corridor. The primary factor driving the reduction in emissions of other criteria pollutants, improvements in vehicle technology, is not a significant player for SO_2 exhaust emissions because these emissions are only sensitive to changes in fuel sulfur content. Therefore, the SO_2 emissions for all 2035 build alternatives show similar increases of about 0.65 tons/day. It should be noted that the SCAQMD has recently adopted amendments to its SOx RECLAIM rule that will further reduce SOx emissions by about 5.4 tons/day by 2019 (3 tons/day in 2013, 4 tons/day in 2014 and 5 tons/day in 2017). In addition, implementation of CARB rules and the Ports' Clean Air Action Plan is projected to reduce SOx emissions from other goods movement sources (e.g. ocean-going vessel) over 20 tons/day. Most SOx RECLAIM and ocean-going vessel emission reductions will occur upwind of the I-710 study area. These SOx reductions from non-traffic related sources (e.g., ships, refineries) are not accounted for in this study.

The increase in total PM_{10} emissions results from the increase in entrained PM_{10} dust emissions; but exhaust PM_{10} emissions decrease in the SCAB in 2035. Entrained PM (both PM_{10} and $PM_{2.5}$) emissions in this project were calculated using the most recent (February 2011) EPA AP-42 equation. That equation assumes that roads have infinite amounts of dust (also known as silt reservoirs) to entrain. This is in contrast with the SCAQMD's 2007 AQMP, which reflects the SCAQMD's judgment that the dust on freeways and major arterial roads is finite and an increase in vehicles (or VMT) will NOT

L-14-49

result in additional entrained PM_{10} or $PM_{2.5}$ emissions. After the I-710 Corridor Project emission calculations were completed, SCAQMD has proposed a modified methodology for entrained PM emissions as part of their 2012 AQMP development. In SCAQMD's proposed methodology, 2008 PM_{10} and $PM_{2.5}$ estimates will be lower, particularly $PM_{2.5}$ estimates. Most importantly, future year entrained PM will remain constant unless the roadway is lengthened. In this case, actual PM impacts for the build alternatives (compared to the 2008 baseline) would be more similar to the exhaust PM impacts than the results presented for total PM impacts. The exhaust PM_{10} emissions do decrease for the 2035 year build alternatives when compared to the 2008 baseline, similar to the results of the other criteria pollutants. L-14-49

Incremental Emissions Impacts of the 2035 Build Alternatives Compared to the 2035 No-Build Alternative (Alternative 1)

Comparisons of incremental criteria and air toxic emissions impacts for the 2035 Build Alternatives related to the 2035 No-Build Alternative (Alternative 1) are greater on the I-710 Freeway in various locations, certain roadways on the north and south ends of the I-710 Corridor for Alternatives 6A, 6B, and 6C (freight corridor alternatives) than in the 2035 No-Build (Alternative 1). Emissions are lower for some nearby freeways (including portions of SR-91, I-105 and I-605) and along much of the I-710 Corridor for Alternatives 6B and 6C (zero emission freight corridor alternatives).

The conclusions of the incremental emission burden analysis demonstrate that the reductions obtain in most criteria pollutants are from the implementation of current SIP controls during future years and recent regulatory controls that have been implemented for trucks in the San Pedro Clean San Pedro Bay Ports' Clean Air Action Plan. The regional analysis indicates that PM_{10} and SOx have the potential to increase with the project. However, the increases are not certain as emission calculation methods may overestimate project impacts. L-14-50

Other Special Analyses

The special analyses for health risk, PM Mortality and Morbidity, Ultrafine Particulate Matter were all assessed utilizing dispersion modeling to obtain incremental concentration changes from the 2008 and No Build baselines on the I-710 Freeway. Dispersion modeling was performed to determine concentration levels of criteria pollutants and MSATS to simulate the release of these emissions from traffic. Emissions released from traffic along I-710 Corridor will be mixed and diluted in the ambient air and ultimately transported away from traffic. The dispersion modeling analysis provided an assessment of how the incremental change in concentration levels with background levels would compare to SCAQMD CEQA threshold levels of impact and the NAAQS. Further, results from the incremental project related MSAT emissions were utilized to assess cancer risk and non-cancer acute chronic hazard indices. These analyses were not specific to Vernon, as the greatest source of pollutant emissions would be generated from the I-710 Freeway. Key conclusions of these specialized analyses are presented below.

- Cancer risk decreases in residential areas and at sensitive receptors (e.g., schools, hospitals, daycare and elder care centers, etc.) for all 2035 project build alternatives, with the greatest reductions generally in I-710 Corridor Project alternatives with a zero-emission freight corridor.
- $PM_{2.5}$ mortality and morbidity were analyzed qualitatively based on comparative analysis of total $PM_{2.5}$ emissions near I-710 Corridor concentrations for the various build alternatives. Overall, the public's exposure to PM2.5-related morbidity and mortality health risks would generally decrease relative to the 2008 baseline; the exceptions would be some locations within 100 meters to 300 meters of the I-710 freeway and/or freight corridor, which generally would not have people present.
- Incremental ultrafine particulate (or UFP) impacts were qualitatively analyzed using exhaust $PM_{2.5}$ emissions as a surrogate. This analysis shows a decrease in the public's exposure to ultrafine particulates for all 2035 build alternatives relative to the 2008 baseline, particularly on area freeways, arterials near the ports and even along the I-710 Corridor.

The conclusions of the special studies were performed at a regional level. Therefore, the localized effects on individual communities are not presented to determine whether the I-710 Corridor Project will have impacts in certain communities. It appears as the geographical analyzes area decreases, public's exposure to $PM_{2.5}$-related morbidity and mortality health risks would be greater in areas near the I-710 Corridor and/or freight corridor. Although no specific sensitive receivers were identified within Vernon, it appears that there would be some risk associated with employees who work within the City. L-14-51

4.0 SPECIFIC CITY COMMENTS ON I-710 DRAFT EIR/EIS

The comments and recommendations made in the various sub-sections under this section (4.0) refer back to the evaluation of the Report made in the corresponding sub-sections in the previous section 3.0.

Comment 4.0-1. As currently written, the information in the I-710 Draft EIR/EIS that relates to Vernon is very difficult to locate. A reader currently spends a lot of time searching through the document to find what they are looking for. Vernon requests that the I-710 Draft EIR/EIS be rewritten to present the information that is pertinent to the City in an easy to read manner. L-14-52

4.1 Need and Purpose for Project

Comment 4.1-1. The I-710 Draft EIR/EIS separates the discussion of "need" from the discussion of "purpose." The large page separation of the two related discussions makes it very difficult for the reader to grasp the "purpose and need' for the I-710 Corridor Project. For example, combining the need discussion with the purpose discussion for air quality would state that in the SCAB with ozone and DPM are in non-attainment in the study area and that results in potential health issues along the I-710 L-14-53

Corridor; implementing the I-710 Corridor Project would improve air quality and public health. The air quality need discussion is separated from the air quality purpose statement by some 30 pages of text. The text of the I-710 Draft EIR/EIS should be amended to make it easy for the reader to understand the need and purpose of the I-710 Corridor Project as it relates to air quality. L-14-53

Comment 4.1-2. 1.2.1.2 Capacity, Transportation Demand, and Safety. Population growth within the study area should be referenced in this discussion of Need and Purpose for 2008 and 2035 to further illustrate the growth and traffic demand on the I-710 Corridor. This information will strengthen the "need" statement for the I-710 Corridor Project. The needed information is given in Table 1.2-3 which should be referred to in this section of the text. L-14-54

Comment 4.1-3. 1.2.1.2 Capacity, Transportation Demand, and Safety. The truck traffic increase between Segments A and B (as defined in Section 3.1) should be further addressed. It appears that truck traffic between the intermodal yards may access the I-710 Corridor using the Washington Boulevard ramp system. However, according to the information in Table 1.2-1 of the I-710 Draft EIR/EIS, there is little or no change in the percentage of truck traffic in 2035 at Washington Boulevard compared to the adjacent segments. This apparent discrepancy needs to be explained. L-14-55

Comment 4.1-4. 1.2.1.2 Capacity, Transportation Demand, and Safety. The increase in the truck traffic at Atlantic Boulevard, as indicated in the I-710 Draft EIR/EIS, potentially increases the impact to the pavement system on local streets in the City. The I-710 Corridor Project increases the capacity of traffic, including trucks, thereby potentially increasing the actual volume of trucks using the City of Vernon street system. The potential impact needs to be evaluated in the appropriate section of Chapter 3 in the I-710 Draft EIR/EIS and suitable mitigation measures, such as pavement rehabilitation or replacement identified as part of the I-710 Corridor Project. L-14-56

Comment 4.1-5. 1.2.1.2 Capacity, Transportation Demand, and Safety. On page 1-15 of the I-710 Draft EIR/EIS, the text in the first paragraph indicates that existing intersection level of service (LOS) analysis is shown in Table 1.2-2. The table at the top of this page is labeled 1.2-2, however, Average Annual Daily Truck Traffic (AADTT) for various segments of the corridor. This discrepancy needs to be clarified. L-14-57

Comment 4.1-6. 1.2.1.2 Capacity, Transportation Demand, and Safety. The actual accident rates for the I-710 Corridor (2004-2007) and the average accident rate statewide for similar facilities should be stated here for comparative purposes. They are stated in the following sections separately for northbound (NB) and southbound (SB) mainline. The two sections should be integrated to avoid repetition. Similarly, specific data and a more detailed explanation of the impact caused by the current truck movement between NB I-710 and I-5 should be provided. L-14-58

Comment 4.1-7. 1.2.1.2 Capacity, Transportation Demand, and Safety. All non-standard design features should be identified (both exceptions to mandatory design standards and recommended design standards) per Caltrans standards and other L-14-59

appropriate local jurisdiction standards. A preliminary "Fact Sheet" should be prepared at this stage to ascertain the impacts of mitigating non-standard design features. An adequate EIR/EIS review cannot be completed without the knowledge of all potential Project impacts. L-14-59

Comment 4.1-8. 1.2.1.3 Need for Updated Roadway Design. As stated above, a preliminary "Fact Sheet" should be prepared listing each non-standard feature for each of the build alternatives being considered to have a better understanding of the magnitude of the "need" for this Project as well as ascertain the impact and cost of meeting current design standards. L-14-60

Comment 4.1-9. 1.2.1.3 Need for Updated Roadway Design. Although non-standard interchange spacing is noted as an element of the "need" for the I-710 Corridor Project, there is no mention of involving the Federal Highway Administration (FHWA). Since the I-710 Corridor Project is on an interstate, please provide an update as to whether the FHWA coordination has started, and its status. The I-710 Corridor Project will modify the access points at the various interchanges and FHWA requires that an Interstate System Access Change Request be made through Caltrans. The appropriate Caltrans document is a Modified Access Report (MAR) which includes the impacts of the changed access on the local streets system. The City requests to be informed as to what these impacts might be. L-14-61

Comment 4.1-10. 1.2.2 Purpose of the I-710 Corridor Project. Vernon recommends the addition of the positive economic impacts of the I-710 Corridor Project. The I-710 Corridor is a major trade route moving goods from the ports of Los Angeles and Long Beach to Southern California and to the rest of the United States. The I-710 Draft EIR/EIS will increase the capacity of goods movement thereby increasing a larger capacity of goods to be distributed from the ports which will have direct positive effect on the economy. L-14-62

4.2 Project Alternatives

Comment 4.2-1. Vernon requests that additional engineering studies be perpared to bring the I-710 Draft EIR/EIS to a level appropriate for an environmental document of this magnitude, including but not limited to the following (for each of the four build alternatives): L-14-63

1. Advance Planning Studies (APS) for each bridge structure
2. Proposed profile, particular at crossings to determine that vertical clearances are adequate
3. Fact Sheets to identify and document design exceptions
4. Stage construction concepts as part of the Report
5. More detailed cost estimate in line with the PR level
6. RWDS to identify and cost acquisitions and easements required
7. MAR submitted through Caltrans to FHWA

Comment 4.2-2. The MAR mentioned above should cover not only the proposed access changes to the existing ramp systems, but also the proposed ramp system at Slauson Avenue. It should be noted that Vernon supports the addition of the Slauson Avenue ramps as part of the I-710 Corridor Project as it provides needed additional access for vehicles from the City streets to access I-710 Corridor. L-14-64

The I-710 Draft EIR/EIS needs to clearly state that the proposed Slauson Avenue interchange is a part of the mitigation being proposed for the Atlantic/Bandini interchange reconfiguration under Alternative 6A/6B/6C. L-14-65

Comment 4.2-3. The City of Vernon fire station (Fire Station No 4) is located at 4530 Bandini Boulevard, immediately west of the I-710 Corridor. This fire station requires relocation for the build alternatives. The I-710 Draft EIR/EIS states that alternate sites are available within the study area and the relocation will occur prior to the construction of the I-710 Corridor Project. Since the construction timeline of the Project is currently uncertain, and the required relocation from the current site constraints the City's ability to renovate or upgrade the facility, the City requests that the relocated schedule of this fire station be accelerated. Vernon requests that this fire station be relocated in an earlier time frame along with any other design elements within the City in the I-710 Corridor being considered as part of an early action plan. L-14-66

Comment 4.2-4. The configuration under Option 3 of Alternative 6B, which removes the existing access to Washington Boulevard requires additional analysis relating to impacts on the City's street system. These potential impacts need to be evaluated in the appropriate section of Chapter 3 in the I-710 Draft EIR/EIS and suitable mitigation measures be identified as part of the I-710 Corridor Project. L-14-67

Comment 4.2-5. At the north end of the influence area for Vernon south of the I-5 Freeway, the trucks from the freight corridor are required to merge with the GP vehicles as the separated freight corridor terminates. Vernon is concerned about vehicular safety in this merge area and desires a more detailed evaluation and analysis in the appropriate section of Chapter 3 with mitigation measures identified. L-14-68

Comment 4.2-6. Washington Boulevard carries a high percentage of trucks due to the traffic from the UPRR and BNSF intermodal yards. A segment of Washington Boulevard in the City of Commerce is slated to be repaved with Portland Cement Concrete (PCC) to increase the pavement lifespan subjected to the high truck volumes. Vernon is concerned about the increased truck volumes in the future deteriorating pavement on Washington Boulevard within Vernon's city limits. As a I-710 Corridor Project mitigation measure, the City requests that in the appropriate section of Chapter 3 the limits of PCC pavement on Washington Boulevard be extended to the west to the Downey Road intersection. L-14-69

Comment 4.2-7. Vernon requests that the design of the build alternatives include consideration for the future HST project between Los Angeles and Anaheim, as commented on in Section 3.2, including the specific potential conflicts between the HST L-14-70

and the I-710 Corridor Project, be discussed in that section. The design found acceptable to the City of the HST project should be utilized for this purpose. L-14-70

Comment 4.2-8. For the easterly north-south trending Collector/Distributer Ramp structure over Bandini Boulevard and Atlantic Boulevard Vernon requests that the preliminary column support locations be shown in the exhibits. Currently it appears that there is only one bent shown which would not be sufficient for an elevated structure approximately 700 feet in length. In addition, should there be a need for columns in Atlantic Boulevard, the preliminary column support locations need to be shown in the exhibits. L-14-71

Comment 4.2-9. Vernon requests that the I-710 Draft EIR/EIS incorporate sustainable design elements into the build alternatives, conforming to the so-called "triple bottom line" where design elements combine community, cost and environmental sensitivity. L-14-72

4.3 Land Use

Comment 4.3-1. Please explain the meaning of the following sentence that is taken directly from the Affected Environment section of the I-710 Draft EIR/EIS. "Within the city of Vernon, approximately 11.3 percent of workers work within the city and 88.7 percent work outside the city." L-14-73

Comment 4.3-2. The Affected Environment, section 3.1.1.18, needs to be expanded to include a discussion of the land uses within Vernon that are located within close proximity of the I-710 Corridor, and could potentially be directly and/or indirectly impacted by the I-710 Corridor Project. L-14-74

Comment 4.3-3. The Environmental Consequences section needs to be expanded and include a discussion of the land uses within the I-710 Corridor that would be directly impacted by the I-710 Corridor Project. It needs to describe all properties that would physically changed or otherwise affected by the I-710 Corridor Project, and mitigation measures need to be developed that avoid or reduce the impacts. For example, Fire Station No 4 is located at 4530 Bandini Boulevard, immediately west of the I-710 Corridor. This fire station requires relocation for the build alternatives. The relocation of this fire station, and other businesses or public facilities, needs to be completely described in the I-710 Draft EIR/EIS in terms of who, what, where, when, why, and how. L-14-75

4.4 Community Impact

Comment 4.4-1. Vernon requests that a conceptual Transportation Management Plan (TMP) be completed based on the Caltrans guidelines which calls for six different areas of strategies as listed below: L-14-76

- Public Information
- Motorist Information
- Incident Management
- Construction

- Demand Management
- Alternate Routes

A TMP document would serve Vernon by identifying and mitigating community impacts effectively. The City has specific concerns regarding economic impacts to the City's business community and impacts to emergency vehicles during construction which the TMP should address and provide mitigation measures which would reduce the effects. L-14-76

Comment 4.4-2. CEQA Section 15126.2 clearly requires that the relocation of Fire Station No. 4 be completely analyzed in the I-710 Draft EIR/EIS. This section of CEQA states that "Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects." The I-710 Draft EIR/EIS needs to fully analyze the relocation of Fire Station No. 4 in Vernon. Mitigation measure C-2 is inadequate as currently written. L-14-77

4.5 Utilities and Emergency Services

Comment 4.5-1. As stated in Section 4.2 above, Vernon requests that a preliminary RWDS be completed for each build alternative. The RWDS includes utility relocation costs, at a preliminary level, and provides a more accurate cost comparison between the alternatives. L-14-78

Comment 4.5-2. In addition, Vernon requests that the cost and impacts from the utilities that will be relocated as part of the early strategy be separated and listed. L-14-79

Comment 4.5-3. Regarding the information of the ZEV power requirements in the freight corridor, it is unclear as to why the I-710 Draft EIR/EIS states that the substations relates to all three alternatives under Alternative 6. Alternative 6A uses conventional fuel for the trucks and will not require the substations. Clarification of this is required. L-14-80

Comment 4.5-4. Although the I-710 Draft EIR/EIS refers to SCE, it is not clear of the source of the proposed power that will be supplied to the ZEV under Alternatives 6B or 6C. L-14-81

Comment 4.5-5. Vernon requests, that as part of the I-710 Draft EIR/EIS mitigation plan, Vernon Light and Power supply the power to the grid for the substations within the impact area of Vernon (to be determined). Vernon Light and Power electrical rates are much lower than SCE, therefore Vernon Light and Power should be strongly considered being the electricity provider to the corridor, at least in the Vernon area. L-14-82

Comment 4.5-6. The substations for the ZEV will in all likelihood require a small footprint. The location of the footprints need to be shown to determine if they require additional right of way acquisition, and to determine if there are additional impacts that need to be analyzed in the I-710 Draft EIR/EIS. L-14-83

Comment 4.5-7. The I-710 Draft EIR/EIS needs to analyze the impacts of extending the power lines to the substations that supply the power to the ZEV substations. L-14-84

Comment 4.5-8. CEQA requires that direct impacts associated with the I-710 Corridor Project be fully analyzed in the I-710 Draft EIR/EIS. The I-710 Draft EIR/EIS identifies that Fire Station No. 4 in Vernon will be directly impacted by the I-710 Corridor Project. The relocation of Fire Station No. 4 will result in direct environmental impacts within Vernon. The impacts of this relocation need to be addressed in the I-710 Draft EIR/EIS, not in a future environmental document. Caltrans needs to negotiate with Vernon now to identify the property where Fire Station No. 4 will be relocated to, to identify the timing of this relocation, and to analyze the environmental impacts and mitigation measures associated with the relocation. I-710 Draft EIR/EIS should environmentally clear the relocation of Fire Station No. 4 so that Vernon will not have to prepare another CEQA document at some unknown time in the future. L-14-85

4.6 Traffic and Transportation/Pedestrian and Bicycle Facilities

Based on the Technical Review Evaluation presented in Section 3.6, the following comments should be addressed in the I-710 Corridor Project Final EIR/EIS. The comments include issues regarding the following:

1. Traffic Impact Analysis Scope
2. Operational Analysis of Existing Conditions
3. Impact Analysis of Project Alternatives
4. Project Mitigation Measures
5. Analysis of Construction Impacts

4.6.1 Traffic Impact Analysis Scope

The evaluation of the project traffic impact analysis scope is based on a review of various public documents. The City's "Performance Standard" for roadway segment and intersection operations is LOS D. A review of existing and future traffic conditions in the reference documents identified roadway segments and intersections that currently operate or are projected to operate within unacceptable levels (LOS E or F). Many of the roadway segments and intersections could potentially be impacted by the I-710 Corridor Project, including roadway segments along Washington Boulevard, Bandini Boulevard, Atlantic Boulevard and Slauson Avenue, and intersections along these major roadways.

Comment 4.6.1-1. The roadway segment analysis in the I-710 Draft EIR/EIS Intersection Traffic Impact Analysis Report focuses on segments along Washington Boulevard, Bandini Boulevard, Slauson Avenue and District Boulevard. However, the project traffic analysis does NOT include an evaluation of any roadway sections along Downey Road or Soto Street. L-14-86

The traffic analysis scope need to be expanded to include additional roadway segments along Washington Boulevard (adjacent to Hobart Rail Yard), Bandini Boulevard (Downey Road to I-710) and Slauson Avenue (Boyle Avenue to Downey Road). In addition, the analysis also needs to include an evaluation of roadway segments along Downey Road and Soto Street. The evaluation of additional roadway segments is

required to accurately analyze the potential impacts to roadways within the City of Vernon. L-14-86

Comment 4.6.1-2. The arterial intersection analysis in the I-710 Draft EIR/EIS Intersection Traffic Impact Analysis Report focuses on selected intersections in Vernon. However, the project traffic impact analysis does NOT include an evaluation of key intersections within Vernon:

The traffic analysis scope in the I-710 Draft EIR/EIS needs to be expanded to include an evaluation of the following key arterial intersections: L-14-87

- Atlantic Boulevard / District Boulevard
- Washington Boulevard / Downey Road
- Bandini Boulevard / Downey Road
- Slauson Avenue / Downey Road
- Slauson Avenue / Boyle Avenue
- Bandini Boulevard / Soto Street

An evaluation of additional intersections associated with the "build" alternatives should also be provided (i.e., Atlantic Boulevard / I-710 Southbound On-Ramp). It should be clear that the timing of closely spaced intersections will be coordinated.

4.6.2 Operational Analysis of Existing Conditions

The evaluation of existing conditions in the project traffic impact analysis is based on new count data collected in 2008, and off-the-shelf data from Caltrans' database, local jurisdictions along the I-710 and the County of Los Angeles.

Comment 4.6.2-1. The analysis of additional roadway segments and arterial intersections located with the City of Vernon need to be based on new traffic count and classification data collected within the last 5 years. L-14-88

4.6.2.1 Arterial Roadway Segments. The analysis of arterial roadway segments indicates that the existing ADT analyzed in the project traffic impact analysis are fairly consistent with the City's Circulation Plan Update Traffic Analysis data.

Comment 4.6.2-2. The ADT data for Washington Boulevard (I-710 to Soto Street) appears to be more representative of daily traffic volumes near Downey Road and not adjacent to the Hobart Rail Yard. Data in the City's Circulation Plan Update indicates that existing daily volumes are approximately 25,000 ADT adjacent to the Hobart Rail Yard. In addition, the truck traffic percentages for Washington Boulevard (I-710 to Soto Street) and Bandini Boulevard (I-710 to Atlantic Boulevard) seem low. L-14-89

The traffic count and vehicle classification data needs to be verified and/or updated along segments of Washington Boulevard and Bandini Boulevard.

Comment 4.6.2-3. The evaluation of roadway segments in the project traffic impact analysis is based on V/C ratios. However, the analysis does not clearly state if the L-14-90

appropriate adjustments were applied to account for the high percentages of truck traffic. L-14-90

The appropriate roadway LOS E capacity and truck traffic adjustments (i.e., passenger car equivalency factors) data should be provided in the project traffic impact analysis.

4.6.2.2 Arterial Intersections. The analysis of arterial intersections in the project traffic impact analysis was conducted using the HCM methodology, while the LOS analysis in the City's Circulation Plan Update was based on the ICU methodology.

Comment 4.6.2-4. The existing LOS analysis results needs to be revised to include the ICU and LOS values to provide a direct comparison with the data in the City's Circulation Plan Update. L-14-91

Comment 4.6.2-5. The analyses of existing peak hour operations in the project traffic impact analysis are fairly consistent with Vernon's Circulation Plan Update Traffic Analysis data. However, as discussed in Sections 3.6.1 and 4.6.1, the project traffic analysis does NOT include a evaluation of key intersections in Vernon (see *Comment #2*). The following intersections have been identified as key local intersections which currently operate at LOS E or F, and could potentially be impacted by the I-710 Corridor Project, and need to be evaluated in the I-710 Draft EIR/EIS:

- Bandini Boulevard / Atlantic Boulevard / I-710 NB Ramps
- Atlantic Boulevard / District Boulevard
- Washington Boulevard / Downey Road
- Bandini Boulevard / Downey Road
- Slauson Avenue / Downey Road
- Slauson Avenue / Boyle Avenue
- Bandini Boulevard / Soto Street
- Santa Fe Avenue / 38th Street

L-14-92

The LOS analysis of the I-710 NB Ramps / Bandini Boulevard / Atlantic Boulevard intersection does not differentiate between the traffic going to the I-710 NB on-ramp and traffic continuing northbound on Atlantic Boulevard. The higher directional volumes should be treated as the controlling factor.

The LOS analysis of the I-710 NB Ramps / Bandini Boulevard / Atlantic Boulevard intersection needs to be revised accordingly.

Comment 4.6.2-6. The LOS analysis of the I-710 SB off-ramp / Bandini Boulevard intersection does not include the private driveway on the north side of Bandini Boulevard. A private driveway is located opposite the I-710 SB off-ramp.

The LOS analysis of the I-710 SB off-ramp / Bandini Boulevard intersection to include the private driveway on the southbound approach needs to be revised accordingly. L-14-93

Comment 4.6.2-7. Information in the project traffic analysis indicates that the truck traffic percentages used for the analysis of intersections near I-710 were based on the I-710 truck traffic data. No peak hour classification data was collected for the Washington Boulevard or Bandini Boulevard / Atlantic Boulevard interchange intersections. L-14-94

Peak hour vehicle classification data at the I-710 / Washington Boulevard and I-710 / Bandini Boulevard / Atlantic Boulevard interchange intersections needs to be collected to verify the truck traffic percentages used in the analysis.

4.6.3 Impact Analysis of Project Alternatives

The evaluation of project alternatives in the project traffic impact analysis provides an analysis of horizon Year 2035 conditions for the "no-build" and "build" scenarios.

4.6.3.1 2035 Traffic Forecasts. ADT volumes for the local arterial roadway segments and peak hour intersection traffic volumes were obtained from the I-710 traffic model.

Comment 4.6.3-1. Provide a copy or link to the I-710 Travel Demand Modeling Methodology Report. L-14-95

4.6.3.2 Arterial Roadway Segments. The evaluation of roadway segments for Alternative #1 (no build) indicates that the 2035 ADT in the project traffic impact analysis are slightly lower on a majority of the roadway segments than the Year 2030 ADT data in the City's Circulation Plan Update.

Comment 4.6.3-2. The analysis also indicates that ADT along Washington Boulevard and Bandini Boulevard will be reduced with the "build" alternatives (6A, 6B and 6C), while the truck traffic will increase significantly on Washington Boulevard. The I-710 traffic model has simulated a shift in truck traffic demands from Bandini Boulevard to Washington Boulevard, but has reduced future daily traffic demands along both roadways. As stated in the project traffic impact analysis, the evaluation of the "build" alternatives includes "other transportation system components" (i.e., TSM/TDM, Transit and ITS improvements). However, there is no quantification of the traffic demand reductions associated with this components. L-14-96

Documentation and/or backup data for the ADT reductions associated with the TSM/TDM, Transit and ITS improvements needs to be provided.

4.6.3.3 Arterial Intersections. The evaluation of arterial intersections indicates that the peak hour operations analyzed in the project traffic impact analysis are fairly consistent with Vernon's Circulation Plan Update Traffic Analysis data. There are several study intersections that are projected to operate in the LOS E/F range during at the least one peak hour period. As discussed in Sections 3.6.1 and 4.6.1, the project traffic analysis does NOT include an evaluation of key intersections in Vernon (see Comment 4.6.1-2): L-14-97

Comment 4.6.3-3. Numerous intersections in Vernon are projected to operate at LOS E/F during at least one peak hour as associated with the "no improvements" scenario.

Vernon's participation in the County's ATSAC system would provide acceptable LOS at the many of these intersections. The analysis also demonstrates that the TSM / TDM, Transit and ITS improvements associated with the "build" alternatives would provide acceptable LOS (LOS D or better) at many of the local intersections. L-14-97

Documentation and/or backup data for the peak hour traffic demands reductions associated with the TSM/TDM, Transit and ITS improvements, and the County's ATSAC system needs to be provided.

4.6.3.4 Arterial Intersections Level of Service (LOS) Analysis. To evaluate the accuracy of the analysis, the LOS worksheets were reviewed at key locations to verify the validity of the various input parameters.

4.6.3.4.1 Intersection Traffic Volumes and LOS Data. The "build" alternative peak hour volumes on the LOS worksheets are consistent with the peak hour volumes on the various report figures, except at the I-710 NB Ramps / Washington Boulevard (Alternatives 1, 6A, 6B & 6C), I-710 SB ramps / Washington Boulevard (Alternatives 1, 6A, 6B & 6C), Bandini Boulevard / Atlantic Boulevard (Alternatives 5A, 6A, 6B & 6C), I-710 SB off-ramp / Bandini Boulevard (Alternative 5A), Bandini Boulevard / I-710 SB ramps (Alternatives 6A, 6B & 6C), I-710 SB on-ramp / Atlantic Boulevard (Alternatives 6A and 6B), and I-710 SB on-ramp / Washington Boulevard (Alternatives 6A, 6B & 6C) intersections.

Comment 4.6.3-4. The peak hour traffic volume data for the alternatives LOS analysis needs to be corrected (refer to Section 3.6.3.4.1). L-14-98

Comment 4.6.3-5. A majority of the LOS values for the "build" alternatives in Table 4B (from Tables 6-6, 6-9 and 6-12 of the I-710 Corridor Project Intersection Traffic Impact Analysis Report) are consistent with the LOS worksheets included in the report appendices. However, there are some LOS values presented in Tables 6-6, 6-9 and 6-12 of the project traffic impact analysis that do not match the analysis LOS worksheets. L-14-99

The peak hour LOS values for the alternatives LOS analysis needs to be corrected (refer to section 3.6.3.4.1).

4.6.3.4.2 Intersection Geometrics. The "build" alternative intersection geometrics on the LOS worksheets are consistent with the geometrics on the various report figures, except at the Bandini Boulevard / Atlantic Boulevard (Alternative 5A), I-710 SB off-ramp / Bandini Boulevard (Alternative 5A), and I-710 NB on-ramp / Washington Boulevard (Alternative 6B) intersections.

Comment 4.6.3-6. The intersection geometrics for the alternatives LOS analysis needs to be corrected (refer to section 3.6.3.4.2). L-14-100

4.6.3.4.3 Saturation Flow Rate. Vernon's ICU methodology uses a "saturation flow rate" of 1,600 vphpl, with a 10% lost time factor. A review of the LOS worksheets in

the project traffic impact analysis indicates that a saturation flow rate of 1,600 vphpl was utilized for the analysis of existing and Alternative 1 (no build) conditions.

Comment 4.6.3-7. The analysis of the "build" alternatives (6A, 6B and 6C) was conducted using a saturation flow rate that varied between 1,700 and 1,900 vphpl. L-14-101

Justification for the increased saturation flow rates for the alternatives analysis needs to be provided or the LOS analysis needs to be revised (refer to section 3.6.3.4.3).

4.6.3.4.4 Peak Hour Factor. The PHF is one of the many parameters that can be adjusted in the HCM analysis methodology and Synchro software. Caltrans prefers that a PHF equal to 0.92 is utilized for the analysis of future traffic operations.

Comment 4.6.3-8. A review of the LOS worksheets indicates that most of the analysis was completed using a PHF equal to 0.92, but that some of the analysis was conducted using a PHF equal to 0.95. L-14-102

Justification for the increased PHF for the alternatives analysis needs to be provided or the LOS analysis needs to be revised (refer to section 3.6.3.4.4).

4.6.4 Project Mitigation Measures

The evaluation of alternatives in the project traffic impact analysis identified a project-related impact at the Santa Fe Avenue / 38th Street intersection (Alternatives 6A, 6B and 6C) in Vernon. The proposed mitigation measures would require a significant amount of right-of-way take, and removal of buildings on the northwest and southwest corners.

Comment 4.6.4-1. The project traffic impact analysis does NOT include an evaluation of key intersections in Vernon.

An analysis of additional key intersections within the City of Vernon (refer to Section 3.6.1) is required and needs to be provided to fully evaluate the potential project impacts, identify project-related impacts, and develop the appropriate mitigation measures. The following intersections have been identified as key local intersections which currently operate at LOS E or F, and could potentially be impacted by the I-710 Corridor Project, and mitigation measures need to be presented and evaluated in the I-710 Draft EIR/EIS: L-14-103

- Bandini Boulevard / Atlantic Boulevard / I-710 NB Ramps
- Atlantic Boulevard / District Boulevard
- Washington Boulevard / Downey Road
- Bandini Boulevard / Downey Road
- Slauson Avenue / Downey Road
- Slauson Avenue / Boyle Avenue
- Bandini Boulevard / Soto Street
- Santa Fe Avenue / 38th Street

4.6.5 Analysis of Construction Impacts

The I-710 Draft EIR/EIS does not include a detailed evaluation of the potential construction impacts. The project includes the construction of a new I-710 interchange at Slauson Avenue, and major improvements at the Bandini Boulevard / Atlantic Boulevard and Washington Boulevard interchanges. Construction of the new Slauson Avenue interchange is not anticipated to significantly impact traffic operations within the City of Vernon.

L-14-104

Comment 4.6.5-1. The existing Bandini Boulevard / Atlantic Boulevard and Washington Boulevard interchanges accommodate a significant amount of truck traffic and it is anticipated that improvements at these interchanges will significantly impact traffic operations in the City of Vernon.

Information regarding the project construction phasing and staging needs to be provided in the I-710 Draft EIR/EIS. This information should address the potential impacts to vehicular, pedestrian and bicycle traffic.

Comment 4.6.5-2. The project construction phasing needs to require that the new I-710 / Slauson Avenue interchange be completed before construction begins on either the Bandini Boulevard / Atlantic Boulevard and Washington Boulevard interchanges.

L-14-105

Comment 4.6.5-3. Atlantic Boulevard and Bandini Boulevard are two primary arterials serving Vernon. Under Alternative 6A/6B/6C, the I-710 Corridor Project proposes to build or reconstruct a number of structures over the intersection or in close proximity to these two arterials. In addition, the streets themselves will be widened in the area of this critical intersection. Appendix O of the I-710 Draft EIR/EIS details the proposed improvements. The City is extremely concerned about the construction impacts to the operations of traffic in this area, including any detours that will be in effect. More details need to be provided in the I-710 Draft EIR/EIS of the construction phasing including lane closures and detours with estimated time frames for the proposed construction in the area of this critical intersection. Adequate mitigation measures need to be clearly stated. If the construction impacts to City streets cannot be fully addressed, the freeway system, including the proposed collector-distributor ramp systems, need to be moved westward away from the vicinity of the critical intersection of these two arterials.

L-14-106

Comment 4.6.5-4. The project construction phasing needs to require that the improvements at the I-710 / Washington Boulevard interchange be completed before construction begins on the Bandini Boulevard / Atlantic Boulevard interchange.

L-14-107

4.7 Visual and Aesthetics

Comment 4.7-1. Vernon is not mentioned in the visual and aesthetics chapter of the I-710 Draft EIR/EIS. Vernon requests that the visual and aesthetic effects of the I-710 Corridor Project as they relate to the City be analyzed in the I-710 Draft EIR/EIS. Vernon requests that the aesthetic treatment measures that will be incorporated into the reconstructed freeway-to-freeway connectors, soundwalls, and the freight corridor within the City be fully described in the I-710 Draft EIR/EIS.

L-14-108

4.8 Water Quality and Storm Water Runoff

Comment 4.8-1. Section 1: Vernon requests that additional information on drainage impacts and proposed drainage facilities and impacts water quality be added. L-14-109

Comment 4.8-2. Section 2: Vernon requests that the requisite water quality permits be added to Table 2.7-1. L-14-110

Comment 4.8-3. Section 3: Page 3.24-13, section 3.24.3.8 Hydrology and Flood Plain, Vernon requests that if the referenced reports are included in the overall I-710 Draft EIR/EIS, then their location should be referenced by appendix. This applies to the following referenced reports: L-14-111

- Los Angeles River Impact Report (November 2011),
- Jurisdictional Delineation Report (May 2012),
- Preliminary Hydrology Report (November 2011), and
- Water Quality and Stormwater Runoff Study (December 2011).

Comment 4.8-4. Section 3: Page 3.24-14, section 3.24.3.9 Water Quality and Stormwater Runoff, Vernon requests that if the referenced report is included in the overall I-710 Draft EIR/EIS, then its location should be referenced by appendix. This applies to the report referenced "Water Quality and Stormwater Runoff Study (December 2011)." L-14-112

Comment 4.8-5. Section 3: Page 3.24-15 and 3.24-16, the sentence "Regardless of the type of construction activities, some resuspension of fine-grained bottom sediments will occur." is repeated before and after the anticipated construction activities list. This should be corrected. L-14-113

Comment 4.8-6. Section 3: Page 3.24-15, Vernon requests that the anticipated construction activities that would occur within the Los Angeles River should also include an analysis of the mobilization of construction equipment. L-14-114

Comment 4.8-7. Section 3: Page 3.24-44, CON-10, the requirements of the provisions of the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002), i.e. a SWPPP, NOI and NOT, should be added to the list of required permits and activities in Table 2.7-1, page 2-77 and 2-78. L-14-115

Comment 4.8-8. Section 3: Page 3.24-44, CON-11 the requirements of the provisions of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds (Oder No. R4-2008-0032, NPDES No. CAG994004), i.e. a dewatering permit, should be added to the list of required permits and activities in Table 2.7-1, page 2-77 and 2-78. L-14-116

Comment 4.8-9. Section 3: Page 3.24-54, Vernon requests that the I-710 Draft EIR/EIS verify that the permits and activities listed below are included in the list of required permits and activities in Table 2-7-1, page 2-77 and 2-78.

- CON-58 (Individual Permit and/or Letter of Permission from the USACE as required by Section 404 of the CWA), L-14-117
- CON-50 (Lake or Streambed Alteration Agreement (SAA) from the CDFG) as required by Section 1602) and
- CON-60 (Water Quality Certification from the RWQCB as required by Section 401 of the CWA).

Comment 4.8-10. Section 3: Page 3.8-1, section 3.8.2 Affected Environment, Vernon requests that if the referenced reports are included in the overall EIR/EIS, then their location should be referenced by appendix. This applies to the following referenced reports: L-14-118

- Los Angeles River Impact Report (November 2011),
- Jurisdictional Delineation Report (May 2012),
- Preliminary Hydrology Report (November 2011), and
- Water Quality and Stormwater Runoff Study (December 2011).

Comment 4.8-11. Vernon requests that more design details relating to Water Quality features be provided such that compliance with the MS4 permit may be verified. The draft MS4 permit requires compliance with certain Total Maximum Daily Loads (TMDL) which is more stringent then discharge requirements allowed by the draft Caltrans NPDES permit. Therefore, in order to ensure that a local agency is in compliance with its MS4 permit, mitigation needs to be provided in the I-710 Draft EIR/EIS to require that all storm water discharges from the project are in compliance with regulatory standards contained in the local MS4 permit. L-14-119

It needs to be made clear in the I-710 Draft EIR/EIS that if the tributary receiving water already has an approved TMDL plan, then the runoff for that portion of the project's watershed needs to comply with the approved TMDL's more stringent discharge requirements, otherwise the project's contributing runoff needs to comply with the MS4 requirements.

Comment 4.8-12. Vernon also requests that the SWDR be updated as is appropriate for a Draft EIR/EIS level project development. L-14-120

4.9 Air Quality, Health Impact Assessment, Health Risk Assessment

Upon completion of the technical review evaluation, it is concluded that specific detail was not provided in the I-710 Draft EIR/EIS air quality chapter to assess what air quality impacts would occur in Vernon. The scope of the air quality analysis evaluated impacts of large geographical areas inclusive of Vernon. However, no localized analysis was conducted on how the project would directly affect air quality in Vernon. The I-710 Corridor Project has design elements that will increase the capacity of I-710 Freeway for

vehicular and diesel truck traffic and alter traffic circulation patterns in Vernon near Hobart Yard and along other heavily traveled roadways that have intersections that currently operate at an LOS of E or worse. The magnitude of changes in air quality emission and concentrations levels is not readily identifiable based on the current analyses. Further, the project will require significant construction activities that have the potential to generate significant levels of PM emissions. However, the degree to which PM emissions will be controlled through mitigation measures is unknown.

Inferences can be made based on the regional analysis that was performed that the I-710 Corridor Project would lower emissions and concentration levels below existing and No-Build baseline conditions primarily from recent improvements in regulatory control of diesel trucks (i.e., phasing out older fleets), controlling tailpipe emissions and implementing stricter standards on improving vehicle technology. However, the analysis appears to be lacking sufficient detail on how individual communities, such as Vernon will be affected on a local level. In some instances the analysis shows increases in the regional analysis which are explained through conservative approaches used for assumptions and the inconsistencies with regional planning computation methods. L-14-121

In light of these circumstances, Vernon has devised the following questions and comments which are grouped by key areas that are of importance to the City that will assist in determining local impacts.

Effects of incorporating upcoming changes in regulatory requirements and methodologies on air quality Assessment

Comment 4.9-1. When emission increases are shown for DPM, NOx and $PM_{2.5}$ and PM_{10} the conclusions focus on the conservative nature of the emission factors utilized. Vernon requires that the analysis methods area be consistent with regional planning assumptions to present the most accurate picture of I-710 Corridor Project impacts. A specific discussion needs to be provided on the treatment of regulatory changes that will take effect during the period of time that the technical analysis covers. Further, if specific analysis methods are being updated and utilized in local and regional plans, the air quality analysis needs to make a comparison between the current approach and the new approach using quantitative methods to substantiate the conclusions drawn about predicted impacts and their causes. For example, in several parts of the analysis under the $PM_{2.5}$ and PM_{10} hot spot modeling analysis and the regional incremental emission burden analysis, re-entrained dust was calculated differently than the current 2007 AQMP and the 2012 AQMP which utilizes a finite silt reservoir. The change in quantification methodology is predicted to be causing total $PM_{2.5}$ and PM_{10} emissions to be higher and overestimating impacts. Vernon requests that an entrained dust calculation method be performed using both the 2007 AQMP method and the EPA AP-42 method to demonstrate the difference in emission level and the effects that the emission calculation methods have on total $PM_{2.5}$ and PM_{10} emissions. L-14-122

Analysis Elements that shape the outcome of the assessment

Comment 4.9-2. The technical review evaluation determined that the analysis elements shape the outcome of the air quality assessment. It is requires that the size of the geographical analysis area, the use of worst-case scenarios to simulate conservative project conditions and the use of conservative analysis methods be reviewed to determine if enhancements are needed to present the I-710 Corridor Project's direct effect on predicting localized air quality impacts. For example, a subset of the AOI geographical area needs to be created for specific local communities to analyze the direct effect the I-710 Corridor Project has on existing air quality for CO, $PM_{2.5}$, PM_{10}, MSAT and SOx. These pollutants are affected by idling and congestion that occurs at local intersections resulting from changes in LOS and delay. Further, a correlation needs to be made between the regional analysis and localized impacts. If impacts are presented on a large geographical area discuss how the results of the analysis can be applied to localized areas within Vernon. Discuss similarities and differences between the predicted impacts on a regional and local level and whether the conclusions on a regional level change when reviewing impacts locally. L-14-123

Regional analysis inclusive of assessing air quality impacts to the City of Vernon

Comment 4.9-3. The air quality/HRA shows on a regional level that alternatives which includes the zero emission freight corridor reduces criteria emissions, GHG and cancer risk. Pollutants that have the greatest influence on exhaust emissions will also be reduced by the zero emission alternatives. Vernon requires that further discussion be provided on whether these trends are consistent when considering a subset of the geographical area. L-14-124

Effects of traffic circulation changes and volume increase of diesel truck and vehicular traffic and on air quality within the City of Vernon

Traffic circulation has the greatest effect at local intersections. The I-710 Corridor Project will have an effect on traffic circulation patterns and volume increase in diesel trucks and vehicular traffic within Vernon. For the CO and $PM_{2.5}$ and PM_{10} hot-spot analyses, the worst performing intersections were identified to discern I-710 Corridor Project impacts on regional geographical areas. Further, an explanation is needed which provides specifics on "how shifts in traffic patterns that worsen LOS and delay" impact Vernon. Specific questions to consider are as follows: L-14-125

Comment 4.9-4. Are the three geographical areas (SCAB, AOI and I-710) a small enough subset to demonstrate localized impacts on Vernon? L-14-126

Comment 4.9-5. Is the geographical area too large where it may understate local impacts in Vernon? L-14-127

Comment 4.9-6. Existing air quality trends show that CO concentrations levels are meeting the NAAQS with continued improvements to the tailpipe vehicle emission control programs. Vernon requests that local City intersections that demonstrate similar or lower volumes, LOS and delay be screened intersections to determine if they would L-14-128

or would not exceed the CO NAAQS and whether or not localized hot-spots would occur. Specific intersections within Vernon which have been identified in other studies to worsen in LOS and delay were not included in the subset of screened intersections. The treatment of these intersections in the air quality analysis needs to be addressed. L-14-128

Comment 4.9-7. For the $PM_{2.5}$ and PM_{10} hot spot modeling analysis, no specific discussion was provided in the I-710 Draft EIR/EIS of local air quality impacts in Vernon. Vernon requests that additional supporting detail be provided to address the following questions: L-14-129

Comment 4.9-7.1. Explain how $PM_{2.5}$ and PM_{10} would not cause exceedances in Vernon where the LOS at existing intersections are at E/F. L-14-130

Comment 4.9-7.2. Will $PM_{2.5}$ and PM_{10} hot-spots occur in Vernon, and describe what the level of magnitude is for this impact? L-14-131

Comment 4.9-7.3. What localized analysis supports a conclusion that Vernon does not currently experience $PM_{2.5}$ and PM_{10} impacts? L-14-132

Comment 4.9-7.4. Will the increase in I-710 Corridor Project traffic on local roadways in Vernon cause increases in $PM_{2.5}$ and PM_{10} emissions over baseline conditions in the City? L-14-133

Comment 4.9-7.5. Will road dust lofted in the air by passing vehicles increase inhalable particulate matter in Vernon due to the I-710 Corridor Project? L-14-134

Comment 4.9-7.6. How would $PM_{2.5}$ mortality and morbidity effect public health at the Vernon employment centers? L-14-135

Comment 4.9-7.7. As a result of the I-710 Corridor Project would incremental ultrafine particulate matter impacts within the City of Vernon show decreases from existing levels? L-14-136

Comment 4.9-7.8. It should be anticipated I-710 Draft EIR/EIS that I-710 Corridor Project improvements near Hobart Yard will stimulate growth in the number of diesel trucks and locomotives operating within the rail yard. An increase in diesel truck and locomotive use at Hobart Yard will result in an increase in emissions at this location. The I-710 Draft EIR/EIS needs to provide an analysis of the air emissions associated with an increase in the use of diesel trucks and locomotives at Hobart Yard and identify appropriate mitigation measures. L-14-137

Construction Analysis

Comment 4.9-8. Pollutants such as PM_{10}, $PM_{2.5}$ and NOx generated from construction and operation of the I-710 Corridor Project have a potential to increase along the I-710 Corridor based on the methodology utilized to evaluate impacts. A discussion needs to be provided to present a range of scenarios that are likely to be employed along with utilizing recent emission factors to estimate these emissions. Several construction L-14-138

scenarios along with control mitigation options which can be employed to control NOx, GHG, $PM_{2.5}$ and PM_{10} emissions from construction in Vernon needs to be presented. This localized construction assessment is required to assist in addressing the following questions: L-14-138

Comment 4.9-8.1. Would construction occur at any locations in Vernon that could generate peak daily emissions greater than SCAQMD thresholds? L-14-139

Comment 4.9-8.2. What specific mitigation measures would be required of the construction contractor to reduce construction emissions? L-14-140

Comment 4.9-8.3. How much would mitigation lower emissions? L-14-141

Comment 4.9-8.4. If SCAQMD thresholds are not exceeded will additional mitigation measures be implemented during construction? L-14-142

Identifying which alternatives would have the greatest reduction in air quality emission/concentrations within Vernon

Comment 4.9-9. Alternatives 6B and 6C would have the greatest reduction in air quality for GHG, air toxics and DPM. These two alternatives utilize a system which would remove the exhaust generated by diesel trucks in the freight corridor. Vernon requests that consideration be given to extending the control option into the Hobart Rail Yard in the City to further lower emissions in the project area. L-14-143

5.0 LIST OF REVIEWERS

5.1 City of Vernon

Kevin Wilson
Director of Community Services & Water
Community Services Department
4305 Santa Fe Avenue
Vernon, CA 90058

5.2 Chambers Group, Inc.

Gene Anderson
Program Manager
5 Hutton Centre Drive, Suite 750
Santa Ana, CA 92707

5.3 STV, Incorporated

Tapas Dutta, PE
Engineering Manager
16261 Laguna Canyon Road, Suite 150
Irvine, CA 92618

5.4 Rick Engineering

Larry Hail, PE, TE, PTOE
Principal Traffic Engineer
2 South Pointe Drive, Suite 275
Lake Forest, CA 92630

5.5 Entech Consulting Group

Michelle Jones
President
43410 Business Park Drive
Temecula, CA 92590

L-14-1

This comment provides introductory information regarding the City of Vernon's detailed comments on the Interstate 710 (I-710) Project and the Draft EIR/EIS. Please refer to individual Comments L-14-2 through L-14-143 in the City's comment letter and to the responses to those comments, below.

L-14-2

This comment requests that all future I-710 correspondence to the City of Vernon be directed to Mr. Kevin Wilson, Director of Community Services. Mr. Wilson was already listed in Chapter 7.0, Distribution List, in the Draft EIR/EIS, on page 7-19 in the category of "City Officials/City of Vernon" and on page 7-20 in the category of "I-710 Technical Advisory Committee Members." However, the current Director of Community Services for the City of Vernon, Derek Wieske, has been added to the Distribution List (Chapter 7.0) of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS).

Other City of Vernon representatives included in the distribution list are the Mayor, Mayor Pro Tempore, and council members.

The specific responses to the City of Vernon's comments have been provided to the City as part of this RDEIR/SDEIS.

L-14-3

Similar to Comment L-14-1 in the City's comment letter, this comment provides general information regarding the City of Vernon's detailed comments on the I-710 Project and the Draft EIR/EIS. Please refer to individual Comments L-14-4 through L-14-143 in the City's comment letter and to the responses to those comments, below. The RDEIR/SDEIS was prepared to address the revised build alternatives, which include a number of design changes that were not evaluated in the original Draft EIR/EIS.

L-14-4

It is acknowledged that the Draft EIR/EIS is very complex and describes existing conditions, impacts, and mitigation for a large number of jurisdictions within the I-710 Study Area. The Draft EIR/EIS and the RDEIR/SDEIS follow the California Department of Transportation (Caltrans) standard format for EIR/EIS documents; however, within each topical section, table data and text subsections address each affected jurisdiction as appropriate. As requested in the City of Vernon's comments and those from other cities, many of the complex tables (e.g., in the noise section) have been revised to note the applicable local jurisdiction.

L-14-5

This comment discusses four topical areas, and the responses to those individual comments are provided by topical area below.

- **Population Growth in the I-710 Corridor:** The subsection titled "Transportation Demand" in Section 1.2.1.2 of the RDEIR/SDEIS was expanded to discuss population growth in the Southern California Association of Governments (SCAG) region and since 1960 to show the trends of increasing growth over that period.
- **Truck Volume Increases:** Understanding of area traffic patterns and associated modeling has been updated in the RDEIR/SDEIS; the City is encouraged to review the revised information provided.
- **Accident Rates:** The following text is located in Section 1.2.1.2, "Traffic Safety" of the RDEIR/SDEIS that explains why accidents are problematic on I-710 northbound as it approaches I-5: A specific location that is especially problematic, as it causes increased truck/automobile conflicts, is the northbound segment of the I-710 mainline approaching the I-5 interchange. The connector ramps from northbound I-710 to northbound I-5 are located on the left-hand side of the I-710 mainline. Therefore, at this location, heavy-duty trucks are allowed to use the left lanes of I-710 to access the I-5 northbound ramps, affecting traffic on all lanes of the freeway in that segment. Associated traffic safety data is located in Table 1.2-4.
- **Non-standard Geometry and Design Features:** This comment requests a specific listing of existing non-standard design features on I-710. Such a list is too lengthy to be included in the body of an EIR/EIS; however, pertinent information can be viewed in the Draft Project Report, available upon request from Caltrans District 7.

L-14-6

Refer to Response to Comment L-14-5 for discussion regarding non-standard geometry and design features on existing I-710.

L-14-7

This comment requests more information on the project design, concluding that the information provided does not follow Caltrans' own guidelines for a Draft Project Report. For any State Highway project, the design details available at the time a Draft Environmental Document is published will vary from project to project**.** Pertinent design details were evaluated and included in the Draft EIR/EIS, including: Appendix L (Parcel Acquisitions), Appendix O (Conceptual Plans), and Appendix P (changes in access). The Draft Project Report is an engineering

document not required to be circulated for public comment, but will be made available upon request from Caltrans District 7.

L-14-8

This comment requests more information on project staging. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction.

L-14-9

This comment requests that information be provided on the interface of the I-710 Corridor Project with the proposed California High Speed Rail (HSR) Project. As shown in Figure 3.25-1 this interface occurs just north of the I-710/Bandini Blvd. interchange and south of East Washington Blvd. In addition, studies of other relevant projects outside the Study Area will be identified and addressed in context with the alternatives considered.

The California HSR Project was described as a cumulative project in Section 3.25, Cumulative Impacts of the Draft EIR/EIS. Table 3.25-1 indicates that a Draft EIR/EIS for the Los Angeles to Anaheim segment was expected to be available for public review in fall 2012. That information had been updated in Table 3.25-1 of the RDEIR/SDEIS.

L-14-10

This comment states that mitigation of the traffic congestion on Atlantic Blvd., Bandini Blvd., and 26th St. due to I-710 Corridor detouring and (partial) closures for bridge demolishing and replacing construction is not addressed. Measure CON-TR-1 (Section 3.24.4.5) in the RDEIR/SDEIS requires the preparation and implementation of a TMP. Measure CON-TR-1 identifies key components of the TMP. The complete TMP will be developed during final design and part of that process will be the coordination of the TMP components, such as ramp and street closures and detours with the applicable local jurisdictions to help reduce traffic impacts in areas near the construction activities. As a result, each local jurisdiction will be provided an opportunity to work with Caltrans and the construction contractor to identify local street and lane closures and detours to minimize the effects of those activities in each community.

L-14-11

This comment is on Alternative 5A which, as discussed in Section 2.4.2.1 of the RDEIR/SDEIS, has been withdrawn from consideration.

L-14-12

This comment notes that Alternatives 6A/B/C may require substantial detouring on the streets of Vernon during construction. As shown in the plans provided in Appendix O of the RDEIR/SDEIS, the design of the build alternatives has been substantially revised. Also, please refer to Response to Comment L-14-10 regarding the TMP for construction.

L-14-13

This comment states that the effects of a raised profile of I-710 between Slauson Ave. and 26th St. are not addressed. As shown in the plans provided in Appendix O of the RDEIR/SDEIS, the design of the build alternatives has been substantially revised, and the analysis in the RDEIR/SDEIS has been revised to address these changes.

L-14-14

This comment requests integration of sustainable elements into the project design.

If a build alternative is selected for implementation, the final design will be consistent with the Caltrans Low Impact Development (LID) Guidelines.

L-14-15

This comment restates text in the Draft EIR/EIS Land Use section pertaining to affected environment and environmental consequences and indicates that there is a small amount of information discussed in these sections regarding the City of Vernon. The discussion of land use in Vernon and its consistency with the City's General Plan is a summary from the more detailed land use section provided in the CIA, which was made available for review during the public review period of the Draft EIR/EIS.

L-14-16

This comment notes short-term impacts to existing land uses as a result of construction and states that no TMP is provided in the Draft EIR/EIS. Section 3.24 of the Draft EIR/EIS addresses construction impacts. Typical methods, sequences, and impacts of highway construction are described. Impacts to specific resources and potential mitigations are described as well. A TMP is required under Mitigation Measure CON-TR-1-1 in Section 3.24.4.5 of the RDEIR/SDEIS and includes measures in addition to traffic management. The objectives of the TMPs are to:

- Maintain traffic safety during construction
- Maintain an acceptable level of traffic flow throughout the transportation system during construction
- Minimize traffic delays and facilitate reduction in the overall duration of construction activities
- Minimize detours and impacts to pedestrians and bicyclists
- Foster public awareness of the project and construction-related impacts

It is acknowledged that the correct name of the cited plan should be "Transportation Management Plan" and not "Traffic Management Plan," to be inclusive of surface traffic, emergency services, transit, pedestrians, and bicyclists. Citations to "Traffic Management Plan" in Section 3.24, Construction Impacts, Chapter 2.0, and elsewhere in the RDEIR/SDEIS were changed to read "Transportation Management Plan." The TMP is inclusive of those transportation services and modes. The acronym remains as TMP.

L-14-17

As discussed in the RDEIR/SDEIS, Section 3.4, Fire Station No. 4 in the City of Vernon would be impacted by both build alternatives. Potential relocation sites will be discussed with the City Fire Department when appropriate.

L-14-18

This comment states that only minimal information was provided regarding utility impacts. Detailed cost estimates such as for utility relocations are not required in California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documents. The total estimated costs of the build alternatives (right-of-way/utilities, and construction) are provided in Section 2.1 in the RDEIR/SDEIS. More detailed project costs are provided in the Draft Project Report which is available upon request from Caltrans District 7. Additional detail regarding utility relocations has been added to Section 3.4 of the RDEIR/SDEIS based upon the utility studies completed by Metro in 2016.

L-14-19

This comment states that there is no evaluation of the proposed relocation site for Fire Station No. 4. Potential relocation sites will be discussed with the City Fire Department when appropriate.

L-14-20

This comment expresses concern about the arterial traffic impact analysis. Based on project design changes and updates to the traffic forecasts, the analysis has been completely revised and the results and conclusions are presented in Section 3.5 of the RDEIR/SDEIS. Changes to the proposed I-710 freeway geometrics result in different impacts at intersections and roadway segments within the City of Vernon. Participation in the Automated Traffic Surveillance and Control (ATSAC) system is an action that the City of Vernon can take independently of the I-710 Corridor Project.

L-14-21

This comment expresses concern about City of Vernon traffic-related impacts, specifically that there is no analysis of arterial highway impacts along Downey Rd. and Soto St. and six specific intersections. Based on project design changes and updates to the traffic forecasts, the analysis has been completely revised and the results and conclusions are presented in Section 3.5 of the RDEIR/SDEIS. In response to this request, Atlantic Blvd./District Blvd., Washington Blvd./Downey Rd., Bandini Blvd./Downey Rd., Slauson Ave./Downey Rd., Slauson Ave./Boyle Ave., and Bandini Blvd./Soto St. have all been added to the analysis as can be seen in Table 2-1 of the TIAR.

In addition, the comment also states that the TIAR did not include a detailed evaluation of existing pedestrian or bicycle facilities. The TIAR is intended to focus only on vehicular traffic impacts. Please see Section 3.5.3.1 of the RDEIR/SDEIS for an expanded discussion of impacts to existing pedestrian and bicycle facilities.

L-14-22

This comment focuses on data and analytical assumptions in the TIAR. All roadway segment analysis was conducted using passenger car equivalents based on the percentage of trucks identified from field data. Additional analysis has been included in the updated TIAR based on impacts of traffic increases due to the build alternatives versus future No Build traffic volumes and what effect these might have on the local roads. In general, the analysis presented in this comment is consistent with the I-710 project analysis and only required minor revisions in the updatedTIAR.

L-14-23

These comments on the traffic impact analysis report raise several questions regarding the scope of the analysis and the methodology. While it is true that the I-710 Corridor Project analysis used the Highway Capacity Manual (HCM) 2000 methodology for impact analysis, this

is the preferred methodology for Caltrans environmental impacts. Because Caltrans is the Lead Agency for this project, it was determined that the HCM methodology was an appropriate analysis technique. While this is inconsistent with the intersection capacity utilization (ICU) method employed for most of the Gateway City agencies, it is a more detailed method of performing operational analysis. For the updated TOAR, HCM 2010 was used.

The City also requested that six additional intersections that were not originally scoped as part of the project be added to the analysis. All six intersections have been added to the TIAR (March 2017). Of those intersections, Washington Blvd./Downey Road (adversely impacted under Alternative 7), and Slauson Ave./Boyle Ave. (adversely impacted under Alternatives 5C and 7) has been considered for Mitigation under Mitigation Measure TR-1.

L-14-24

This comment expresses concern regarding the truck percentages used in the analysis of intersections near the freeway, and also notes a potential discrepancy in the LOS reported at the I-710 intersections at Atlantic Blvd./Bandini Blvd. and Washington Blvds. The TOAR has been updated and summarized in Section 3.5.

L-14-25

This comment expresses concern regarding the truck percentages used in the TIAR. The TIAR (March 2017) has been updated and is summarized in Section 3.5**.** The comment also requests quantification of the potential traffic demand reductions associated with TSM/TDM, Transit, or Intelligent Transportation Systems (ITS) improvements. These improvements are included in all build alternatives and were not analyzed separately; therefore, no revisions to the EIR/EIS or traffic impact studies were made in response to this comment.

L-14-26

These comments on the traffic impact analysis report raise several questions regarding the scope of the analysis and the methodology. Please refer to Response to Comment L-14-23, above, for discussion regarding the use of the HCM 2000 versus the ICU methodology for the project traffic impacts analysis. The traffic analysis has since been updated to use HCM 2010. The comment also requests quantification of the potential traffic demand reductions associated with TSM/TDM, Transit, or ITS improvements. These improvements are included in all build alternatives and were not analyzed separately; therefore, no revisions to the EIR/EIS or traffic impact studies were made in response to this comment.

L-14-27

This comment notes several discrepancies in LOS data presented in the TIAR. These discrepancies were reviewed and corrected in the updated TIAR (March 2017).

L-14-28

This comment notes one discrepancy in the intersection geometrics in the TIAR for Alternative 5A. Alternative 5A has been withdrawn from consideration, so no change was made to the TIAR in response to this comment.

L-14-29

This comment raises a concern about the saturation flow rate used in the intersection analysis. The saturation flow rate was adjusted by intersection based on the improvements anticipated from incorporating Alternatives 2 (TSM/TDM) and 4 (Arterial Congestion Relief) into the build alternatives. As stated in Response to Comment L-14-23, the ICU methodology was not used for the intersection analysis; therefore, ICU saturation flow rates were not used in the analysis.

L-14-30

This comment asks why a peak hour factor (PHF) of 0.92 was used for part of the traffic analysis, but a PHF of 0.95 was used in other locations. The traffic analysis and associated technical studies have been updated for the RDEIR/SDEIS and to evaluate the revised build alternatives; please refer to the revised TIAR (March 2017) and the revised *TOAR* (March 2017).

L-14-31

This comment requests mitigation in the form of additional turn lanes at the intersection of Santa Fe Ave./38th St. Based on the updated traffic impact analysis. The TIAR (March 2017) determined that the intersection of Santa Fe Ave./38th St. operates at an acceptable LOS under all conditions. Therefore, Santa Fe Ave./38th St. has not been included as an intersection requiring mitigation.

L-14-32

This comment requests an analysis of construction impacts in the TIAR and makes reference to the construction phasing/staging sequencing presented in the Gateway Cities COG *Air Quality Action Plan* (2012). The construction phasing/staging sequencing presented in the Gateway Cities COG *Air Quality Action Plan* was conceptual in nature and is but one of many

construction phasing/staging scenarios that could occur; therefore, no specific construction impact analysis has been prepared as any such analysis would be highly speculative until project funding is programmed. To address traffic impacts during construction, please see the TMP described under Mitigation Measure CON-TR-1 in Section 3.24.4.5 of the RDEIR/SDEIS.

L-14-33

This comment raises concerns about construction-related impacts to bicycle facilities. The Draft EIR/EIS included three construction-related mitigation measures, CON-LU-1, CON-LU-2 and CON-TR-1, to reduce the potential impact of project construction on bicycle/bikeway facilities. Measure CON-LU-1 requires the Construction Contractor to maintain vehicular, bicycle, and pedestrian access to businesses within the construction area throughout the construction period. If existing access points are disrupted, alternative access will be provided. Appropriate signage and temporary sidewalks will be provided as needed throughout construction, and the Construction Contractor will provide and maintain appropriate signage to direct pedestrian, bicycle, and vehicular traffic to businesses via alternate routes. Disabled access will also be maintained during construction.

Measure CON-LU-2 requires Caltrans to establish one or more public information field office(s) near the construction site(s). The field office(s) will:

- Provide the community and businesses with a physical location where information pertaining to construction can be obtained in both English and Spanish, including information on lane, street, and ramp closures, including pedestrian and bicycle facility closures and applicable detours
- Enable Caltrans staff to facilitate communication between Caltrans staff and residents and business operators
- Notify property owners, residents, and businesses of major construction activities (e.g., utility relocation/disruption, rerouting of delivery trucks) at least 14 days prior to the disruption
- Respond to phone inquiries
- Coordinate business outreach programs

Measure CON-TR-1 requires Caltrans to prepare and implement a TMP prior to construction to address short-term traffic impacts during construction. The objectives of the TMP are to:

- Maintain traffic safety during construction
- Maintain an acceptable level of traffic flow throughout the transportation system during construction
- Minimize traffic delays and facilitate reduction in the overall duration of construction activities
- Minimize detours and impacts to pedestrians and bicyclists
- Foster public awareness of the project and construction-related impacts

The TMP will include the elements recommended in the Caltrans TMP Guidelines (June 2009) including:

- Public information
- Traveler information strategies
- Incident management
- Construction strategies
- Demand management
- Alternate route strategies

Consistent with the Caltrans *Complete Intersections Guide: A Guide to Reconstructing Intersections and Interchanges for Bicycles and Pedestrians*, the TMP will consider the short-term project effects on all travel modes including pedestrians, bicyclists, and transit users to minimize closures and the effects of temporary detours on those travelers. This clarification has been added to Measure CON-TR-1 in the RDEIR/SDEIS.

L-14-33A

This comment states that the City of Vernon is not mentioned in the Visual/Aesthetics section of the Draft EIR/EIS. Although no Key Views were selected within Vernon, Key Views 18 and 19 are representative of the views from Vernon.

L-14-34

This comment states that Chapter 1.0 of the Draft EIR/EIS fails to discuss the scope of the drainage impacts of the project. Chapter 1.0, Proposed Project, focuses on the background of the project and the Purpose and Need for the project. It does not describe the build or No Build alternatives, or features and impacts of those alternatives. Chapter 2.0, Project Alternatives, describes the build and No Build alternatives, including drainage features and modifications

included in the build alternatives. Existing conditions and project impacts related to water quality are discussed in Section 3.9, Water Quality and Stormwater Runoff.

L-14-35

This comment states that Table 2.7.1 of the Draft EIR/EIS failed to discuss applicable water quality permits, water quality management plans, and/or storm drain management plans. Table 2.7-1 in the Draft EIR/EIS included the following water quality related permits/approvals from the Los Angeles County RWQCB:

1. Section 401 Permit
2. Section 402 National Pollutant Discharge Elimination System (NPDES) (Construction Activity)
3. Section 402 NPDES (Groundwater Dewatering)

L-14-36

This comment stated that more specific mitigation should be identified for the impacts to the I-105 retention basin. Due to changes in project design, impacts associated with the subject basin have been updated and are discussed in Section 3.8.3.1 of the RDEIR/SDEIS, and mitigation is discussed in Section 3.8.4 (Measure FP-2)**.**

L-14-37

In response to this comment, the entire acronym "State Regional Water Quality Control Board, Region 4, "Water Quality Control Plan: Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties" was added to the first reference of "Basin Plan" in Section 3.9.2.2. A website reference location was also added.

L-14-38

This comment states that the Draft EIR/EIS did not discuss specific mitigation for hydromodification, and that it merely stated that more treatment BMPS (24) would be provided than exist today (18). During the preparation of the Draft EIR/EIS, the SWRCB was revising the Caltrans MS4 Permit. This permit covers Caltrans rights-of-way, properties, facilities, and activities in the State. The assessment of the affected environment and environmental consequences were based upon Caltrans Statewide SWMP, which complies with the MS4 permit in use at the time. These assessments were captured in a Water Quality and Stormwater Runoff Study and *Storm Water Data Report*, and summarized in Section 3.9 of the Draft

EIR/EIS. Section 3.9 describes the regulatory setting, affected environment, and the build alternatives' environmental consequences.

In the Fall of 2012, the SWRCB adopted a new Caltrans MS4 Permit. Effective July 1, 2013, and redevelopment projects such as the I-710 Corridor Project must comply with the new permit. To comply with SWRCB's order dated September 19, 2012, Caltrans will update its SWMP. The revised SWMP will include several elements. Among these elements are a Monitoring and Discharge Characterization Program, Project Planning and Design, and BMP Development and Implementation. These elements have been addressed in the revised technical studies and summarized in Section 3.9.1.3 of the RDEIR/SDEIS. Mitigation Measure WQ-1 in Section 3.9.4 of the RDEIR/SDEIS has been updated to discuss BMP features that will be incorporated into the project in accordance with revised applicable guidance, standards, and tools, including updated Caltrans Storm Water Quality PPDG.

L-14-39

This comment requests that the water quality mitigation should address a no-net loading criteria to ensure that the listed impairments are not further aggregated in the project's runoff. Please refer to Section 3.9.3.1 of the RDEIR/SDEIS for an updated discussion regarding water quality mitigation**.**

L-14-40

This comment states that it cannot be ascertained at this level of design, whether the I-710 Corridor Project will meet the requirements of an MS4 permit. Please see Response to Comment L-14-38.

L-14-41

This comment states that the *Storm Water Data Report* (SWDR) should have been updated for the Draft EIR/EIS. An updated SWDR was prepared for the revised build alternatives and was the basis for the revised discussion of water quality in Section 3.9 of the RDEIR/SDEIS.

L-14-42

The comment listed six intersections within the City of Vernon that were not evaluated in the CO hot spot analysis. Section 4.7 of the AQ/HRA technical study includes the full CO hot spot analysis, which included modeling of the CO concentrations within the vicinity of ten intersections within the project area. These intersections were selected based on their LOS, traffic volumes, and project contribution. As the LOS at five of the six intersections listed in the comment would improve under all of the build alternatives, they do not meet the CO Protocol's

criteria for determining which intersections should be considered in the CO hot spot analysis. Although the LOS at the intersection of Santa Fe Ave. and 38th St. would worsen from D to F under the build alternatives, the forecasted traffic volumes were insufficient to warrant being included in the CO hot spot analysis. The CO hot spot analysis determined through modeling that there would be no exceedances of the State or Federal CO standards at the ten worst-case intersections in the project vicinity. Therefore, modeling at additional intersections was not required. Based on the revised AQ/GHG/HRA prepared for the RDEIR/SDEIS, maximum predicted CO concentrations,[1] representative of worst-case conditions, would be below the corresponding NAAQS for all modeled intersections for the 2012 Baseline and all future alternatives. Hence, project-related CO emissions at local intersections would not cause or contribute to any new violations of the NAAQS.

L-14-43

This comment raised concerns about the PM hot spot analysis for construction. The PM hot spot analysis was prepared following the USEPA's March 2006 *Transportation Conformity Guidance for Qualitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas*. According to Section 3.4 of the hot spot guidance, emissions from construction-related activities are not required to be included in PM hot spot analyses if such emissions are considered temporary as defined in 40 CFR 93.123(c)(5) (i.e., emissions which occur only during the construction phase and last five years or less at any individual site). Although construction of each of the build alternatives as analyzed in the Draft EIR/EIS would take 8 to 15 years, no segment of the project alignment would be under construction for more than 5 years. Therefore, emissions from construction were not included in the PM hot spot analysis.

Construction of the proposed project would follow the Caltrans and SCAQMD standard conditions for reducing fugitive dust emissions. The number of water trucks used on-site would vary according to the amount of grading that would occur. However, the number used would be sufficient to meet the requirements of the measures listed in Section 3.24.4.13 of the Draft EIR/EIS and RDEIR/SDEIS.

L-14-44

This comment questions the results of the re-entrained road dust analysis. The PM_{10} and $PM_{2.5}$ emissions presented in the Draft EIR/EIS and the AQ/HRA provided both the exhaust and the entrained dust emissions, allowing a quantitative comparison of the two different set of growth assumptions (increase in vehicle miles travelled vs. increase in centerline miles). Please see

[1] Equal to the highest modelled concentration plus background.

Section 3.13.3.1 of the RDEIR/SDEIS for an updated discussion of the re-entrained road dust analysis.

L-14-45

The statement that the conclusions drawn from current and future trends seem reasonable is acknowledged.

L-14-46

This comment raised additional concerns regarding the analysis of re-entrained road dust. Please see Section 3.13.3.1 of the RDEIR/SDEIS for an updated discussion of the re-entrained road dust analysis. The comment also requested a localized emission burden analysis for the City of Vernon. Of the analyses conducted for the AQ/HRA and the revised AQ/GHG/HRA, which evaluated three different geographic areas (the Basin, the Area of Interest, and the I-710 Corridor), the I-710 Corridor area is the most localized analysis provided. Based on this analysis, for census tracts within the City of Vernon, PM_{10} Annual Average Concentration, under both Alternatives 5C and 7 are projected to exceed the SCAQMD criteria of 1 µg/m3. However, the proposed project also includes a Community Health Benefits Grant Program, which can be used to fund improvements that would reduce pollutant exposure in areas along I-710. To address these impacts to those areas near roadway, an expanded program of mitigation measures is provided in Section 3.13.4 of the RDEIR/SDEIS. Also, an expanded program of construction-related air quality mitigation measures is provided in Section 3.24.4.13 of the RDEIR/SDEIS.

L-14-47

This comment requests a localized Mobile Source Air Toxics (MSAT) analysis for the City of Vernon. Although it is not the type of analysis exactly requested by the City (and which is not required under CEQA or NEPA), the gridded incremental DPM emission maps provided in Appendix R of the RDEIR/SDEIS can be used to analyze MSAT impacts in the Vernon area. Additionally, Figures 3.3-4 through Figures 3.3-9 (Section 3.3.3.5) have been added to show sensitive receptors on top of emissions and cancer risk information.

L-14-48

This comment questioned the effectiveness of the proposed measures to reduce fugitive dust emissions. As discussed in Appendix B of the AQ/HRA report, a conservative control factor of 50 percent was used for water-related fugitive dust mitigations (SCAQMD notes higher control effectiveness factors in its CEQA handbook). In Appendix B of the AQ/HRA report, it was noted that additional watering could potentially (but not always) further reduce fugitive dust emissions.

L-14-49

This comment states that actual PM impacts for the build alternatives (compared to the 2008 Baseline) would be more similar to the exhaust PM impacts than the results presented for total PM impacts. Caltrans concurs with this statement.

L-14-50

This comment states that the conclusions of the incremental emission burden analysis demonstrate that the reductions obtained in most criteria pollutants are from the implementation of current SIP controls during future years and recent regulatory controls that have been implemented for trucks in the San Pedro Bay Ports Clean Air Action Plan. Caltrans concurs with this statement.

L-14-51

This comment states that the public's exposure to PM-related morbidity and mortality health risks would be greater in areas near the I-710 Corridor and/or freight corridor. Although it is not the type of analysis exactly requested by the City (which is not required under CEQA or NEPA), the gridded incremental concentration and cancer risk maps provided in Appendix R of the RDEIR/SDEIS can be used to analyze impacts in the Vernon area. See the full revised AQ/GHG/HRA for additional detail. Additionally, Figures 3.3-4 through Figures 3.3-9 (Section 3.3.3.5) have been added to show sensitive receptors on top of emissions and cancer risk information.

L-14-52

Refer to Response to Comment L-14-4, above, for discussion regarding the complexity of the Draft EIR/EIS and the organization of material by jurisdiction in the Draft EIR/EIS.

L-14-53

This comment requests that the statements of project purpose immediately follow discussion of the need. The organization of Chapter 1.0 follows Caltrans' standard format for providing information specific to the *need* for a project and the *purpose* of a project. To assist the reader in understanding the Need and Purpose for the project and the organization of those discussions in Chapter 1.0, text was added to the end of the paragraph under Section 1.2.1 referring the reader to Section 1.2.2, "Purpose of the I-710 Corridor Project" for corresponding purpose statements related to the listed need statements.

L-14-54

In response to this comment, the subsection titled "Transportation Demand" in Section 1.2.1.2 of the RDEIR/SDEIS was expanded to discuss population growth in the Southern California Association of Governments (SCAG) region and since 1960 to show the trends of increasing growth over that period, and a reference to that section was inserted in the subsection titled "Freeway Capacity".

L-14-55

This comment requests an explanation for why there is little or no change in truck volumes at the I-710/Washington Blvd. interchange. This information has been revised and updated for the RDEIR/SDEIS; please refer to Section 1.2.1.2.

L-14-56

This comment raises concerns about the impacts of increased truck traffic on roadway pavement sections and requests mitigation in the form of pavement rehabilitation. A general discussion of potential damage to the pavement surface on local roadways that may occur due to project-related construction traffic has been added to Section 3.24.3.5 of the RDEIR/SDEIS. Measure CON-TR-2 has been added to Section 3.24.4.5 to evaluate damage to the pavement surface on local roadways that may occur due to project-related construction traffic. New pavement would be provided on local arterials that connect to or cross over (or under) I-710 where such roadways would be directly affected by project construction after project completion in the vicinity of each arterial.

L-14-57

In response to this comment, the text in Section 1.2.1.2 has been corrected to reference the information on existing intersection LOS provided in Table 1.2-2.

L-14-58

In response to this comment, the actual accident rates for I-710 located in Tables 1.2-4 and 1.2-5 have been combined, as well as the associated discussion for both northbound and southbound I-710. Additionally, average accident rates for similar facilities within California have been added to Section 1.2.1.2 for comparative purposes.

L-14-59

This comment requests a listing of all the non-standard design features for the existing I-710 freeway. A listing of all the non-standard design features for the existing I-710 would be lengthy and too detailed for an environmental document. However, the I-710 Corridor Draft Project Report (March 2017) describes these non-standard features in more detail. Fact Sheets and the Draft Project Report are available upon request from Caltrans.

L-14-60

This comment requests that Fact Sheets for design exceptions be made available for review. The I-710 Corridor Draft Project Report is available upon request from Caltrans District 7.

L-14-61

In response to this comment, information regarding Caltrans' coordination with the Federal Highway Administration (FHWA) has been added to Section 1.2.1.3 of the RDEIR/SDEIS. In addition, Table 2.7-1 in the RDEIR/SDEIS has been updated to note that FHWA's approval of a Modified Access Report is required.

L-14-62

This comment requests that a purpose statement about economic benefits be added to the EIR/EIS. The linkage of the project purpose to economic benefits is provided in the fifth project purpose statement, which states that one of the purposes of the project is to "Address increased traffic volumes resulting from projected growth in population, employment, and economic activities related to goods movement."

L-14-63

This comment requests the preparation of various engineering reports. Some may not be prepared at this point in project development. Some reports cited in this comment have been prepared, including:

- **Profiles:** The profiles for the revised build alternatives are provided as an attachment to the Draft Project Report which is available upon request from Caltrans District 7.
- **Fact Sheets for Design Exceptions:** The Fact Sheets are provided as attachments to the Draft Project Report.
- **Cost Estimates:** The cost estimates for the build alternatives are provided in Section 1.1 in the RDEIR/SDEIS. Details of the cost estimates are provided in the Draft Project Report.
- **Right-of-Way Data Sheets (RWDS):** The RWDS including costs are provided as attachments to the Draft Project Report.
- **Modified Access Reports (MARs):** The MARs are provided as attachments to the Draft Project Report

L-14-64

In this comment, the City of Vernon expresses support for the new Slauson Ave. interchange. Alternative 7 in the RDEIR/SDEIS provides for a partial, freight corridor only interchange at Slauson Ave.

L-14-65

This comment states that the Slauson Ave. interchange will provide mitigation for the impacts at the Atlantic Blvd./Bandini Blvd. interchange. Refer to Response to Comment L-14-64, above.

L-14-66

This comment raises concerns regarding the relocation of Fire Station No. 4. Please refer to Response to Comment L-14-17, above, regarding changes made to the RDEIR/SDEIS to address the project effects related to the relocation of Fire Station No. 4. Caltrans and Metro encourage the City of Vernon to nominate the relocation of Fire Station No. 4 as an Early Action Project through the existing Early Action Project nomination process.

L-14-67

This comment requests additional traffic analysis of Alternative 6B/Option 3 (removal of ramps at Washington Blvd.). As discussed in Section 2.4 of the RDEIR/SDEIS, this alternative and design option has been withdrawn from further consideration.

L-14-68

This comment raises concerns related to safety regarding the freight corridor merge with I-710 in Vernon. One of the Purpose and Need statements of the project is to improve traffic safety, and the revised build alternatives have been designed with that objective in mind, including the area in which the freight corridor merges with the I-710 mainline.

L-14-69

This comment raises concerns about the impacts of increased truck traffic on Washington Blvd. pavement sections and requests that Portland cement concrete (PCC) pavement be provided on Washington Blvd. to Downey Rd. Upon identification of a preferred alternative, design mitigations for roadway surfaces will be considered.

L-14-70

This comment requests that the project make accommodations for the California HSR project. Refer to Response to Comment L-14-9, above, for discussion regarding the California HSR project.

L-14-71

This comment requests consideration of revised column support locations for the freight corridor structure. Please refer to Appendix O, Concept Plans, of the RDEIR/SDEIS for the concept plans of the revised build alternatives.

L-14-72

This comment requests that sustainable design elements be considered in the alternatives. Caltrans and Metro are committed to including sustainable design elements that are sensitive to community, cost, and environmental considerations and are in accordance with Caltrans' Director's Policy DP-33, issued July 1, 2015, which addresses sustainability in all of Caltrans' actions.

L-14-73

This comment requested clarification of the data in Section 3.1 of the Draft EIR/EIS on the percentage of residents that work in the City of Vernon. These percentages have been updated in Section 3.1.1.18 to reflect the most current numbers (United States Census Bureau, American Community Survey 2010-2014, Table S0801).

L-14-74

This comment requested that the EIR/EIS include more detail about land uses in the City of Vernon within close proximity to the I-710 Corridor. Section 3.1.1.18 of the Draft EIR/EIS stated that existing land uses in the City of Vernon along the I-710 mainline include industrial, transportation, and utilities. This summary level of information is appropriate for an EIR/EIS; more detailed information is available in the CIA.

L-14-75

This comment requests a detailed description of each property affected within the City of Vernon. The Draft EIR/EIS does not contain that level of specific information; refer to the updated DRIR available on the Caltrans website for more detailed information on affected properties.

The comment also states the relocation of Fire Station No.4 and other businesses or public facilities needs to be completely described in the Draft EIR/EIS including the who, what, where, when, why, and how. The Final Relocation Impact Report (FRIR) includes the who, what, and why; however, the where and when is determined on a property-specific basis and is not available until closer to property acquisition.

L-14-76

This comment states the importance of having a detailed TMP. Measure CON-TR-1 (Section 3.24.4.5) in the RDEIR/SDEIS requires Caltrans to prepare and implement a TMP to address short-term traffic impacts during project construction. The TMP will be prepared during final design and will specifically address potential traffic circulation issues associated with construction. The TMP will include the following elements recommended in the Caltrans TMP Guidelines (November 2015): public information, traveler information strategies, incident management, construction strategies, demand management, and alternate route strategies. The preparation of the TMP will include consultation with affected local jurisdictions to review the various components of the TMP. Caltrans will require the construction contractor to implement the strategies and actions identified in the TMP prior to and during construction. The TMP will include extensive public outreach including information on current and upcoming project construction activities, lane and other closures, detours, and other information to assist residents, students, visitors, and business patrons to more effectively travel around and in the vicinity of active construction areas.

Measure CON-U&ES-1 (Section 3.24.4.4) requires Caltrans and the construction contractor to coordinate all temporary ramp closures and detour plans with fire, emergency medical, and law

enforcement providers to minimize temporary delays in emergency response times as part of the TMP required in Measure CON-TR-1, including the identification of alternative routes and routes across the construction areas for emergency vehicles, developed in coordination with the affected agencies, prior to and during construction.

L-14-77

This comment requests that the EIR/EIS include a full analysis of the relocation of Fire Station No. 4. Please refer to Response to Comment L-14-17, above, regarding changes made to the Draft EIR/EIS to address the project effects related to the relocation of Fire Station No. 4, including revisions to Mitigation Measure C-2 in the RDEIR/SDEIS. Additionally, when the relocation is determined at a later date, subsequent environmental analysis will be conducted as needed to ensure compliance with CEQA and NEPA.

L-14-78

This comment requests that RWDS be prepared. Refer to Response to Comment L-14-63, above, for discussion regarding where the RWDS are provided.

L-14-79

This comment requests that utility relocation cost estimates be provided in the RWDS. Refer to Response to Comment L-14-63, above, for discussion regarding where the RWDS, including utility costs, are provided.

L-14-80

This comment is made in regards to Alternative 6A, which has been withdrawn from consideration. Power substation locations, if needed for operation of the zero emission freight corridor, have not yet been identified. However, when the substation locations are determined at a later date, subsequent environmental analysis will be conducted as needed to ensure compliance with CEQA and NEPA.

L-14-81

This comment raises a question about the source of electric power for the zero emission freight corridor. The provision of wayside electric power to the freight corridor for the overhead catenary power distribution system assessed as the representative zero emission truck technology in Alternatives 6B and 6C was presumed to receive its electric power supply from SCE, as they have the predominant service area among electric utilities serving the I-710 corridor. If a build alternative is selected for implementation, Metro and Caltrans will provide

opportunity for all electricity providers serving the I-710 Corridor to bid on supplying the power required by the project. At this time, locations of power substations, if needed for the ZE/NZE freight corridor, are unknown. Currently, Alternative 7 is characterized as "technology neutral". Please see Section 2.3.2.3 of the RDEIR/SDEIS for more specifics on the feasible options for ZE truck power.

L-14-82

Caltrans and Metro appreciate the information regarding the potential for Vernon Light and Power to supply electricity to the substations for the electricity for the freight corridor, including information that the rates for that power would be lower than SCE's rates. As stated above in Response to Comment L-14-81, if a build alternative requiring wayside power is selected for implementation, Metro and Caltrans will provide opportunity for all electricity providers serving the I-710 Corridor to bid on supplying the power required by the project. Please see Section 2.3.2.3 of the RDEIR/SDEIS for additional discussion of the implementation of the ZE/NZE freight corridor.

L-14-83

This comment requests that the locations of the proposed substations needed to provide electrical power to the zero emission freight corridor be shown on the project plans and the impacts of those substations be evaluated in the EIR/EIS. Currently, Alternative 7 is characterized as "technology neutral" and any necessary substation locations have not been identified.

L-14-84

This comment requests the evaluation of the environmental impacts of the proposed transmission lines needed to convey electrical power from the proposed substations to the zero emission freight corridor. Currently, Alternative 7 is characterized as "technology neutral" and any necessary substation locations have not been identified. However, when the substation locations are determined at a later date, subsequent environmental analysis will be conducted as needed to ensure compliance with CEQA and NEPA.

L-14-85

Please refer to Response to Comment L-14-19, above, regarding changes made to the RDEIR/SDEIS to address the project effects related to the relocation of Fire Station No. 4. When the relocation is determined at a later date, subsequent environmental analysis will be conducted as needed to ensure compliance with CEQA and NEPA.

L-14-86

This comment expresses concern about City of Vernon traffic-related impacts, specifically that there is no analysis of arterial highway impacts along Downey Rd. and Soto St. Please see Response to Comment L-14-21.

L-14-87

This comment expresses concern about City of Vernon traffic-related impacts, specifically that there is no analysis of six specific intersections. Please see Response to Comment L-14-21.

L-14-88

This comment requests the use of traffic count data from within the last 5 years. As described in Section 3.5 of the RDEIR/SDEIS, all traffic count data used in the I-710 Corridor analysis has been updated to 2013 conditions using new count data and available information from local agencies.

L-14-89

As discussed above in Response to Comment L-14-88, all traffic count data used in the I-710 Corridor analysis has been updated to 2013 conditions using new count data and available information from local agencies. Information on the vehicle classifications and truck percentages has also been updated.

L-14-90

This comment is related to the roadway segment analysis in the traffic impact analysis, specifically whether the high truck percentages have been accounted for in the V/C ratios. In both the original and the updated traffic analysis, the high truck percentages have been accounted for in the V/C ratios.

L-14-91

This comment requests that the ICU methodology be applied in the analysis of intersection traffic impacts. Please see Response to Comment L-14-23, which addresses this same concern.

L-14-92

This comment expresses concern about City of Vernon traffic-related impacts, specifically that there is no analysis of six specific intersections. Please see Response to Comment L-14-21.

L-14-93

This comment requests that the LOS analysis of the I-710 southbound off-ramp/Bandini Blvd. intersection include the private driveway on the southbound approach. The LOS analysis of this intersection has been revised per the revised alternatives assessed in the RDEIR/SDEIS. Please refer to the revised TIAR (AECOM, 2017).

L-14-94

This comment raises a concern about the truck traffic percentages used in the traffic impact analysis at intersections. Please see Response to Comment L-14-90.

L-14-95

In response to this comment, the Travel Demand Modeling Report is available for review online at http://www.dot.ca.gov/d7/ env-docs/.

L-14-96

This comment requests that the EIR/EIS provide information on the average daily traffic (ADT) reductions achieved as a result of the TSM/TDM, transit, and ITS improvements included in the build alternatives. As discussed in Chapter 2.0 of the RDEIR/SDEIS, the TSM/TDM, transit and ITS improvements included as part of the project are intended to "help address the I-710 Corridor Project goals of improving traffic safety, accommodating projected traffic volumes, and addressing increased traffic volumes resulting from projected growth in population, employment, and economic activities related to goods movement." TSM/TDM, transit and ITS improvements have not been factored into calculating ADT.

L-14-97

This comment again requests that six intersections be added to the arterial intersection analysis. Please see Response to Comment L-14-21.

L-14-98

This comment requests a correction to the peak hour traffic volume data. Please see Response to Comment L-14-21, which discusses the comprehensive update to the traffic analysis.

L-14-99

This comment notes several discrepancies in LOS data presented in the TIAR. These discrepancies were reviewed and corrected in the updated TIAR (March 2017).

L-14-100

This comment requests a correction to the intersection geometrics in the traffic analysis. Please see Response to Comment L-14-21, which discusses the comprehensive update to the traffic analysis.

L-14-101

This comment raises a concern about the saturation flow rate used in the intersection analysis. Please see Response to Comment L-14-29, which addresses this same issue.

L-14-102

This comment asks why a peak hour factor (PHF) of 0.92 was used for some of the traffic analysis, but a PHF of 0.95 was used in other locations. Please see Response to Comment L-14-30, which addresses this same issue.

L-14-103

This comment again requests that six intersections be added to the arterial intersection analysis and be considered for mitigation. Please see Response to Comment L-14-21.

L-14-104

This comment requests an analysis of construction impacts in the traffic impact analysis report. Please see Response to Comment L-14-32, which addresses this same issue.

L-14-105

This comment requests that the proposed I-710/Slauson Ave. interchange be constructed before any construction begins at the I-710/Atlantic Blvd./Bandini Blvd. interchange. If Alternative 7 is selected that includes the freight corridor partial interchange at I-710/Slauson Ave. as the preferred alternative, the City's request will be considered in developing the construction sequencing of the project.

L-14-106

This comment expresses concern about traffic-related construction impacts to Atlantic Blvd. and Bandini Blvd. Please see Response to Comment L-14-32, which addresses traffic impacts during construction.

L-14-107

This comment requests that proposed improvements to the I-710/Washington Blvd. interchange be constructed before any construction begins at the I-710/Atlantic Blvd./Bandini Blvd. interchange. If a build alternative is selected that includes improvements to the I-710/Washington Blvd. interchange as the preferred alternative, the City's request will be considered in developing the construction sequencing of the project.

L-14-108

This comment states that Vernon is not mentioned in the Visual/Aesthetics section of the Draft EIR/EIS. Although no Key Views were selected within Vernon, Key Views 18 and 19 are representative of the views from Vernon. Additionally, any aesthetic treatment measures incorporated into the reconstructed freeway-to-freeway connectors, soundwalls, and the freight corridor within the Study Area apply to the City of Vernon as well. These measures are described in Section 3.6.4 of the RDEIR/SDEIS.

L-14-109

This comment requests additional information on the scope of the drainage and water quality impacts of the project. In the RDEIR/SDEIS, Chapter 2.0, Project Alternatives, describes the build and No Build alternatives, including drainage features and modifications included in the build alternatives. Existing conditions and project impacts related to water quality are discussed in Section 3.9, Water Quality and Stormwater Runoff.

L-14-110

In response to this comment, Table 2.7-1 in Chapter 2.0 of the RDEIR/SDEIS was updated to reflect all required water quality permits.

L-14-111

This comment requests access to various technical reports as an appendix. The technical reports are available under separate cover; therefore, a reference to the appendix in which they are located is not applicable. Appendix H includes the list of technical studies available for review at the offices of Caltrans and Metro, as well as on the Caltrans District 7 website at: http://www.dot.ca.gov/d7/env-docs/.

L-14-112

This comment requests access to various technical reports as an appendix. Please see Response to Comment L-14-111.

L-14-113

As suggested in this comment, the duplicative text in Section 3 on pages 3.24-15 and 3.24-16 was deleted in the RDEIR/SDEIS.

L-14-114

As requested in this comment, additional text has been provided in Section 3.24.3.9 of the RDEIR/SDEIS to consider construction equipment mobilization in waterways, including the Los Angeles River.

L-14-115

In response to this comment, Measure CON-WQ-1 has been updated to include the requirements of the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002. Table 2.7-1 in the Draft EIR/EIS included the following water quality related permits/approvals from the Los Angeles County RWQCB:

1. Section 401 Permit
2. Section 402 National Discharge Elimination System (NPDES) (Construction Activity)
3. Section 402 NPDES (Groundwater Dewatering)

L-14-116

Measure CON-WQ-2 has been updated to include the requirements of the provisions of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds (Order No. R4-2008-0032, NPDES No. CAG994004). Table 2.7-1 in the RDEIR/SDEIS includes the Section 402 NPDES (Groundwater Dewatering) permit as item 3 in the Los Angeles RWQCB row.

L-14-117

In response to this comment, to verify the inclusion of various regulatory permits in the EIR/EIS, please refer to the row in Table 2.7-1 for the USACE, which cites the appropriate Sections 404

and 408 permits, the row in Table. 2.7-1 for the CDFW, which cites the necessary Streambed Alteration Agreement, and to the row in Table. 2.7-1 for the RWQCB, which cites the necessary Section 401 permit.

L-14-118

This comment requests access to various technical reports as an appendix. The technical reports are available under separate cover; therefore, a reference to the appendix in which they are located is not applicable. Appendix H includes the list of technical studies available for review at the offices of Caltrans and Metro, as well as on the Caltrans District 7 website at: http://www.dot.ca.gov/d7/env-docs/.

L-14-119

This comment requests an analysis of how the project will comply with the most current storm water runoff regulations. Please see Response to Comment L-14-38, which addresses this same issue.

L-14-120

This comment states the need for a *Storm Water Data Report*. Please refer to Response to Comment L-14-41, above, regarding the update of the *Storm Water Data Report* for the proposed project.

L-14-121

Please refer to Response to Comment L-14-46.

L-14-122

This comment requests that an entrained dust calculation method be performed using both the 2007 AQMP method and the EPA AP-42 method to demonstrate the difference in emission level and the effects that the emission calculation methods have on total $PM_{2.5}$ and PM_{10} emissions. The Draft EIR/EIS and AQ/HRA report included results for both "exhaust" PM and "exhaust + entrained" PM (with entrained dust in future years assumed to be a function of the growth in VMT). See also Responses to Comments L-14-44 and R-2-17.

L-14-123

This comment requests further analysis of the localized air quality/health risk impacts of the build alternatives. For the I-710 Corridor Project, localized impacts of the build alternatives have

been calculated in more detail and in more metrics than any previous roadway project. Review of the information available, particularly in the figures in the AQ/HRA report and addendum, can be used to assess localized impacts. The project is not required to quantitatively assess MSAT "hot spots" at intersections. It should be noted that for diesel truck PM, unlike for CO, the emissions speed curve is relatively shallow (see AQ/HRA report, Appendix C, Table C.1) and that VMT and average daily trips are more likely to affect emissions than LOS and delay, as stated in this comment.

L-14-124

This comment requests further consideration of localized air quality/health risk impacts. Please see Response to Comment L-14-123, above.

L-14-125

This comment requests further consideration of localized air quality/health risk impacts related to congested intersections. The Draft EIR/EIS analyses are consistent with State and Federal guidance and demonstrate, in particular, that localized impacts in Vernon would be consistent or less than those explicitly analyzed. See also Response to Comment L-14-123.

L-14-126

This comment asks if the geographic areas analyzed in the AQ/HRA enable an understanding of localized impacts in the City of Vernon. The incremental impact figures in Appendix R of the Draft EIR/EIS provide much more local information than the general regions/areas listed in this comment. These include incremental emissions, concentration, and cancer risk figures. Additionally, Figures 3.3-4 through Figures 3.3-9 (Section 3.3.3.5) have been added to show sensitive receptors on top of emissions and cancer risk information. A traditional CO hot spot analysis was also conducted (see AQ/HRA report Appendix H). As noted in Response to Comment L-14-123, localized impacts of the build alternatives have been calculated in more detail and in more metrics for the I-710 Corridor Project than any previous roadway project.

L-14-127

This comment asks if it is possible that air quality/health risk impacts are understated in the City of Vernon. Please see Response to Comment L-14-126.

L-14-128

This comment requests a focused CO hot spot analysis of intersections within the City of Vernon. Please refer to the AQ/HRA report, Appendix H (CO Hot-Spot Analyses), for details on how intersections were selected for more detailed assessments and that this exceeds the requirements for such analyses. The CO hot spot analysis has identified the worst affected intersections and the results show that the CO conformity is met at those intersections (and by extension, all intersections, including those in Vernon). As noted in the AQ/HRA report, Appendix H, Section 5.3: "Based on the modeling performed using USEPA-approved methods, assumptions and tools and the traffic study data, the project or its alternatives would not cause CO concentrations to exceed the CO standards or delay the timely attainment of the standard."

L-14-129

This comment requested localized PM hot spot analysis within the City of Vernon. There is no regulatory requirement for quantitative PM hot spot or project-level analyses. A qualitative assessment can be found in the AQ/HRA report, Appendix I. Review of the information available, particularly in the figures in Appendix R of the Draft EIR/EIS, the AQ/HRA report and addendum, can be used to assess localized impacts. See also Response to Comment L-14-123.

L-14-130

This comment asks whether there would be localized $PM_{2.5}$ and PM_{10} exceedances within the City of Vernon. Please see Responses to Comments L-14-123 and L-14-129.

L-14-131

This comment asks whether there would be $PM_{2.5}$ and PM_{10} hot spots within the City of Vernon. Please see Responses to Comments L-14-123 and L-14-129.

L-14-132

This comment asks what analysis supports the conclusion that there would be no $PM_{2.5}$ and PM_{10} impacts within the City of Vernon. Please see Responses to Comments L-14-123 and L-14-129.

L-14-133

This comment asks if the increase in traffic on local arterials will result in $PM_{2.5}$ and PM_{10} impacts within the City of Vernon. Please see Responses to Comments L-14-123 and L-14-129.

L-14-134

This comment asks if there will be an increase in paved road dust emissions within the City of Vernon. Depending on what assumption is made about growth in paved road dust, there may or may not be increases. Please see Responses to Comments L-14-122 and L-14-44.

L-14-135

This comment asks whether there would be an increase in $PM_{2.5}$ mortality/morbidity at employment centers within the City of Vernon. Please see Section 4.5 of the revised AQ/GHG/HRA technical report and Section 3.13.3.2 of the RDEIR/SDEIS for updated discussions on $PM_{2.5}$ mortality and morbidity. The assumption that paved road dust increases as a function of new centerline miles is most consistent with actual conditions (and the 2012 AQMP). In this case, it would be expected that $PM_{2.5}$ mortality and morbidity would decrease in the Vernon area, based on the reductions in "exhaust" $PM_{2.5}$ (see original AQ/HRA report, Figures 4.7 through 4.11).

L-14-136

This comment asks if there would be an increase in UFPs within the City of Vernon. "Exhaust" PM was used as a surrogate for UFPs in the AQ/HRA analysis. As noted in Response to Comment L-14-135 above, it would be expected that $PM_{2.5}$ mortality and morbidity would decrease in the Vernon area, based on the reductions in "exhaust" $PM_{2.5}$ (see original AQ/HRA report, Figures 4.7 through 4.11).

L-14-137

This comment suggests that the I-710 Corridor Project will stimulate growth/expansion of operations at the BNSF Hobart Yard. As discussed in Section 3.2, Growth, in the RDEIR/SDEIS, any growth in port cargo demand (and subsequent growth in container handling at the Hobart Yard) is more directly related to the growth in global trade. To the extent that a build alternative affects traffic around the Hobart yards, that would be captured in the traffic modeling (and thus reflected in the emissions analyses).

L-14-138

This comment requests a localized assessment of construction emissions. Construction phasing and scheduling data are not available at a level lower than by freeway segment and hence, emissions are not known on the city level. However, a "worst-case" construction schedule scenario was assessed. Single-segment construction NO_x emissions have already been identified as exceeding the SCAQMD's construction emission significance threshold. Additionally see Response to Comment R-2-33.

L-14-139

This comment asks if SCAQMD construction emission thresholds would be exceeded within the City of Vernon. Please see Response to Comment L-14-138.

L-14-140

This comment asks about what air quality construction mitigations will be required of the construction contractor. Construction-related air quality emissions are discussed in Section 3.24.3.13, Air Quality**,** in the RDEIR/SDEIS. The emissions described in Section 3.24.3.13 and in Table 3.24-4 are based on the types of construction activities and construction periods that are representative of the effects that would occur in the City of Vernon in areas adjacent to construction activities for the I-710 Corridor Project. Measures to address those air quality effects are described in Section 3.24.4.13. The project construction contractors would be required to comply with those measures during project construction activities.

L-14-141

This comment asks about what level of reductions will be provided by the proposed mitigation measures for air quality impacts during construction. Standard control factors for each mitigation measure were assumed at the level of reduction based on assumptions in Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model version 8.1.0; these levels are conservative and actual reductions may be higher.

L-14-142

This comment asks if the proposed mitigation measures for air quality impacts during construction will be applied even if SCAQMD CEQA thresholds are not exceeded. Mitigation measures located in Section 3.24.4.13 in the RDEIR/SDEIS are environmental commitments of the project and would apply to all the phases and locations of construction, regardless of whether SCAQMD CEQA thresholds are exceeded.

L-14-143

This comment requests extension of zero emission vehicle technology into the BNSF Hobart Yard to further reduce emissions. While Caltrans and Metro concur that additional emission reductions would occur as a result of the extension of zero emission vehicle technology into the BNSF Hobart Yard, neither agency has the authority to impose such a requirement on either the BNSF or the UP rail yards.

City of LYNWOOD
A City Meeting Challenges
11330 BULLIS ROAD
LYNWOOD, CALIFORNIA 90262
(310) 603-0220

ALL-AMERICA CITY

September 27, 2012

Ronald Kosinski
Caltrans District 7
Division of Environmental Planning
100 South Main Street, MS16A
Los Angeles, Ca 90012

Subject: I-710 FWY Freight Corridor, EIR/EIS
Comments from City of Lynwood

Mr. Kosinski:

Please accept the comments listed below on behalf of the City of Lynwood. While the comments are not numerous, they are however, important to the City of Lynwood.

- Chapter 3.5 Traffic, Page 79
  The City strongly objects to the proposed parking restrictions on Atlantic Avenue in the City of Lynwood. Further discussion and/or alternatives are requested. L-15-1

- Chapter 3.5 Traffic, Pages 80-89
  The City respectfully requests that further review be given to the intersection of Imperial Hwy and Atlantic Ave (w/b) as it relates to this intersection not being considered as a Project-related impacted intersection. L-15-2

- Chapter 3.8 Hydrology and Flood Plain, Pages 3.8-4
  The City respectfully requests that the hydrology and drainage pattern be reviewed again at the I-710 FWY, southerly of Imperial Hwy. (segment 4) near the intersection of Wright Road and Louise Avenue. Currently, this area experiences localized flooding during a rain event due to the runoff from the I-710 FWY. One possible solution could be the extension of the storm drain from Louise Avenue and Beechwood Avenue to the area at Louise Avenue and Wright Road. L-15-3

G. Daniel Ojeda

G. Daniel Ojeda, P.E.
Director of Public Works/City Engineer
City of Lynwood

cc: Elias Saikaly
Paul Nguyen

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L-15-1

As requested in this comment, the EIR/EIS has been updated to include more detail regarding the analysis of proposed peak-period parking restrictions (see Section 3.5.3.1 of the Recirculated Draft EIR/Supplemental Draft EIS [RDEIR/SDEIS]). The only alternative to provide additional capacity on the arterials without restricting peak-period parking would be to widen the arterials. Widening the arterials would have a greater impact on the community due to the increased property acquisition.

L-15-2

This comment requests that the intersection of Imperial Hwy./Atlantic Ave. (westbound) be included in the traffic impact analysis. This intersection was analyzed and is included in Table 3.5-22 of the RDEIR/SDEIS.

L-15-3

This comment requests consideration of drainage improvements at the intersection of Wright Rd. and Louise Ave. Based on the updated drainage studies, the revised alternatives discussed in the RDEIR/SDEIS address this issue.

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CITY OF LONG BEACH

OFFICE OF THE CITY MANAGER

333 WEST OCEAN BOULEVARD • LONG BEACH, CALIFORNIA 90802 • (562) 570-6711 • FAX (562) 570-6583

PATRICK H. WEST
CITY MANAGER

September 28, 2012

Mr. Ronald Kosinski
Deputy District Director
California Department of Transportation
District 7, Division of Environmental Planning
100 South Main Street, Mail Stop 16A
Los Angeles, CA 90012

Re: Comments on I-710 Corridor Project Draft Environmental Impact Report/ Environmental Impact Statement

Dear Mr. Kosinski:

The City of Long Beach (City) appreciates the opportunity to provide comments on the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the I-710 Corridor Project (Project). In reviewing the key environmental challenges facing the City in the new millennium, the expansion of the I-710 Freeway (Corridor or I-710) is at the top of the list for City planners and policy makers alike. The overall social, economic and health impacts to the City of Long Beach and the growth and expansion of port operations and goods movement at the Port of Long Beach is naturally associated with the successful expansion of the I-710 Long Beach Freeway.

The City is strongly supportive of the project's primary goals of reducing congestion along the Corridor, increasing safety and improving air quality. The City wishes to see these goals accomplished while minimizing any potential impacts. Overall, though, City staff remains underwhelmed by the design alternatives presented herein, as well as disappointed with the overall lack of comprehensive analysis of air quality, noise, aesthetics, utility infrastructure and analysis of additional design alternatives. We further believe this document falls short of meeting California Environmental Quality Act (CEQA) requirements for evaluating appropriate design alternatives that would coincide with the design of the Gerald Desmond Bridge, and strongly urge your consideration to recirculate this Draft EIR/EIS once additional analysis and design alternatives are completed. In addition, we contend that this Draft EIR/EIS fails to adequately protect our neighborhoods, that your evaluation of the availability of zero emissions as a legitimate alternative technology is flawed and lacking the foresight necessary to reduce project impacts to less than significant levels, while simultaneously improving air quality in the entire region. Additionally, we note that the Draft EIR/EIS lacks explanation and provides conflicting information throughout the document, making it hard to decipher whether or not the

L-16-1

analysis was performed correctly. For these reasons and more, we urge your consideration to correct these deficiencies and recirculate this Draft EIR/EIS. L-16-1

Herein we present the significant topical issues that the City contends are either ignored outright, partially solved in an unsatisfactory manner or missing the mark completely when attempting to balance community needs with goods movement. The sheer number of sensitive receptors directly adjacent to the I-710 corridor, including schools, day care centers, homeless facilities, parks, and hundreds upon hundreds of residents in Long Beach neighborhoods demand a truly innovative approach to handling goods movement and circulation. We expect that any solution proposed as part of the I-710 corridor will be forward thinking in the use of the latest technology for zero emissions, will make provisions for utilities and infrastructure owned or operated by the City of Long Beach, will reduce or even enhance air quality for nearby residents, and be aesthetically pleasing so as to reduce the visual blight caused by the existing scar of the I-710 corridor. We further expect that a significant contribution towards Early Action Projects will be directed to the City of Long Beach to reduce the current impacts of the existing I-710 corridor. As such, the main points of our comment letter can be summarized as follows: L-16-2

- Zero Emissions technology is real and needs to be fully integrated into any design solution for the I-710 corridor. We contend that legitimate air quality improvements and noise reductions are not possible without the inclusion of this existing technology, which will become more readily available in the coming years. Any design alternative that does not include zero emissions technology is not a valid option. We also strongly support a Pilot Program (possibly using Early Action Project funds) to demonstrate the economic and logistical feasibility of zero emissions technology. We further contend that the South Coast Air Quality Management District (AQMD) is a credible and willing partner on such a Pilot Program.

- Early Action Projects implemented within the boundaries of the City of Long Beach should be prolific in order to reduce the existing baseline conditions and potential impacts of the I-710 Corridor improvements; these projects should not wait until certification of the Final EIR/EIS, but should begin immediately. The City of Long Beach is separately compiling a list of qualifying Early Action Projects for your consideration, which may include sounds walls, traffic and walkability improvements, open space, sidewalk and street/intersection improvements, on-ramp landscaping, signals, crosswalks and lighting. It is apparent that the City of Long Beach will have a disproportionate share of negative impacts from the I-710 Corridor project; as such, it should also receive a disproportionate share of Early Action Project funding to reduce such impacts and address environmental justice issues set forth in the CalTrans' sponsored Community Liveability Plan that was completed in 2008. L-16-3

- The installation of sound walls along the entire length of the I-710 Corridor within the boundaries of the City of Long Beach should be mandated, both to reduce noise impacts and to enhance the visual aesthetics of the Corridor. The City will L-16-4

demand aesthetically pleasing, landscaped setbacks and architecturally significant sound wall designs as part of the $590 million committed to Early Action Projects. In addition, the City should be given the opportunity to review and approve an aesthetics master plan for the Project, including any new walls, bridges and raised freight corridor, and provide input on the visual impact of the final design plans for these new features. Furthermore, Caltrans has indicated in several public meetings that there will be additional trees planted as part of the Project. The City requests that a landscaping master plan be reviewed and approved by the City prior to the construction of the Project. The recirculated EIR/EIS should reflect this commitment, and include some discussion regarding tree density (how many additional trees), general discussion of tree species, and a commitment to irrigating this landscaping using recycled or reclaimed water. L-16-4

- Full relocation of certain sensitive receptors, such as the City of Long Beach's Multi-Service Center, are necessary to reduce direct impacts to the most fragile population in the City and to enhance opportunities for design alternatives. L-16-5

- The inclusion of elevated lanes, particularly south of Pacific Coast Highway, is a disruptive visual and physical blight on an underserved neighborhood and its need is questionable based on traffic demand. L-16-6

- Relocation of impacted residents on Gale Avenue remains a concern, despite the reduction in the number of homes being displaced as compared to original concept plans. Aside from complying with the State relocation requirements, residents who are displaced deserve the option to receive maximum relocation payments or to relocate to new homes (built without cost to them) that could be created on surplus sites in the same neighborhood. L-16-7

- Open Space. By removing some of the cloverleaf on-ramps, open space is created. Evaluation of whether these open space areas are best served as buffers to communities or if pocket parks are a possibility should be conducted. Two examples of areas to be evaluated include the area north of 3700 Gale Avenue resulting from the increased distance from the new interchange and the open area at 3500 Gale Avenue where either a road or open space could be located. L-16-8

- Wrigley Heights Pedestrian Walk. Due to the new sound walls and the new 710/405 interchanges, changes will need to be made to the existing pedestrian walkway. Also, the walkway is currently 'prone to vandalism. Alternatives to improve the visibility, decrease vandalism, and increase accessibility when altering this walkway should be considered. Improvements to this area should be designated as part of the Early Action Projects and proceed prior to certification of the Final EIR/EIS. L-16-9

- The Draft EIR/EIS is not clear on whether excess open space can be used for parks where SCE transmission mains are removed, and does not adequately L-16-10

identify those opportunities, including funding sources for long-term maintenance. Any surplus property should be turned over to the City so that it can be developed into park space in the future. L-16-10

- The Draft EIR/EIS does not properly analyze and identify funding sources for the long-term maintenance costs associated with some of the new proposed features, including but not limited to water treatment best management practices, new traffic signals, parks, new traffic ramp meters and sound wall landscaping. L-16-11

- The Draft EIR/EIS is not clear on whether Caltrans has a plan for vacating existing homeless encampments along the Project area, and if this will prove to be a drain on local resources when construction occurs. L-16-12

- Any changes to the hydrology of the Los Angeles River need to be carefully considered in the context of recent flood protection improvements made in the general area, and should not, under any circumstances, increase the likelihood of flooding or require that individuals and businesses purchase flood protection insurance who aren't currently required to do so. L-16-13

- CalTrans is encouraged to consider a local-hiring preference on its construction workforce. While we understand this is not necessarily a CEQA issue or mitigation, it would provide a positive economic impact in the form of jobs to the local economy. L-16-14

- In 2006, the City received a CalTrans Environmental Justice Grant to develop a Community Livability Plan, an initiative to address quality of life issues for neighborhoods along the I-710 Corridor. These impacts, including noise, air quality, emissions, and traffic congestion, all have public health implications. The local community came together to make suggestions on how to resolve these impacts while still accounting for the significant goods movement that needs to be maintained along the I-710 Corridor. The approach to the Plan was to identify the community's most recognized assets that help build and maintain healthy neighborhoods, then use those assets as a framework for neighborhood planning. This information was then used as the foundation for identifying near-, mid- and long-term projects that would reduce neighborhood impacts and enhance quality of life issues. CalTrans is strongly encouraged to review the Community Livability Plan in order to ensure that the I-710 project as proposed meets these environmental justice issues. http://www.longbeach.gov/pw/ttaffic/ptojects/ L-16-15

In addition to the main themes set forth above, the City provides you with specific and detailed comments regarding the Draft EIR/EIS in the context of the National Environmental Policy Act (NEPA) and CEQA. These comments have been organized by Draft EIR/EIS section, and address the need for additional analysis or correction of numerous inadequacies.

Executive Summary

As demonstrated by the following comments, in general, this section does not adequately represent the impacts as analyzed in the specific environmental consequences sections of the Draft EIR/EIS and, in many instances, this section includes incorrect and inaccurate information. The recirculated Draft EIR/EIS should correct these deficiencies:

- Inconsistent data on the amount of annual TEUs. The population and workforce data and unemployment percentages are also inconsistent when comparing the Executive Summary to the analysis. Table S-1 on page 6 is almost entirely incorrect. With the exception of the first row (Alternative 5A), none of the figures for Alternatives 6A/B/C correspond to the same table (Table 2.1-1) included in Chapter 2.0, page 2-1. L-16-16

- The text on page 13 makes the statements that "the environmental impacts described below for the build alternatives would not occur under Alternative 1 (No Build Alternative). Project benefits such as improved air quality, mobility, and safety would also not occur under Alternative 1." This last statement is incorrect as the text on page 7 states that "approved and planned projects included in SCAG's 2008 RTP and 2011 Federal Transportation Improvement Program (FTIP) are considered part of Alternative 1." These improvements would be expected to provide improved mobility and air quality within the study area relative to existing conditions. L-16-17

- Hydrology impacts to 28 Los Angeles River locations, four Compton Creek locations, and one Rio Hondo Channel location under Alternatives 6A/B/C are not disclosed in this section. L-16-18

- The discussion of noise impacts on page 27 should disclose the groundborne and vibration impacts as analyzed in Section 3.14. L-16-19

- The impacts to acreage of USACE/RWQCB and CDFG jurisdictional areas on page 29 need to be revisited, as the values do not correspond to the values provided in Table 3.17-3 on page 3.17-13 of the Draft EIR/EIS. The correct information needs to be provided. L-16-20

- The discussion of construction impacts regarding land use on page 32 should include the temporary impacts to pedestrian and bicyclist access points, trails, and bikeways that are discussed in Section 3.24 of the Draft EIR/EIS. L-16-21

- The discussion of construction impacts on page 32 should include an analysis of potential construction impacts regarding cultural resources. L-16-22

- The Executive Summary mentions parking restrictions on Atlantic Boulevard where two libraries are located. This could have an impact on available parking L-16-23

for the libraries and must be addressed in the Draft EIR/EIS, because more restrictive parking may lead to operational deficiencies. L-16-23

- Per page 13 of Caltrans' Annotated Outline, the Executive Summary of the Draft EIR/EIS should include "coordination with public and other agencies" and "list needed permits and approvals and their status." This section does not include such information. L-16-24

Chapter 1.0 Proposed Project

The following deficiencies and inconsistencies were found in this chapter of the Draft EIR/EIS, many of which affect the primary baseline assumptions of the Draft EIR/EIS:

- Chapter 1.0 sets forth both SCAG data from the 2008 RTP as well as the 2012 RTP, resulting in inconsistencies in data across the chapter. Furthermore, the data from these two plans are drastically different, with an approximate 10 percent reduction in projected population growth and an 11 percent reduction in projected employment growth with the more recent 2012 RTP. Based on the data presented in this chapter it appears that some sections of the Draft EIR/EIS use the 2008 SCAG RTP growth projections while others use the 2012 SCAG RTP projections. Since the 2012 SCAG RTP is the most recent and the projections between the two documents vary substantially, the most recent 2012 projections should be used. Furthermore, as discussed further in these comments, use of the 2008 RTP data overstates traffic impacts and the associated need for the Project. L-16-25

- Table 1.2-1 on page 1-10 should also include design capacity for the I-710 Corridor as described in the text. The reader must be quantitatively shown how traffic exceeds design capacity. L-16-26

- The reference to Table 1.2-2 in the first paragraph on page 1-15 does not provide the referenced existing intersection LOS analysis. If the reference is to Figure 1.2-2, this is not appropriate as intersection LOS analysis is not shown. In addition, 223rd Street is not shown on Figure 1.2-2. LOS is a primary aspect of existing conditions that must be included to demonstrate the need for the Project. L-16-27

- Page 1-16 is not clear relative to the amount of container demand that is expected to be accommodated by the railroad system. This is a key data point for the assumptions in the Draft EIR/EIS and should be readily available to the public within this chapter of the Draft EIR/EIS. L-16-28

- On page 1-29, the document indicates that the high growth without near-dock expansion assumption "represents the most prudent long-term planning approach, providing a conservative basis to assess impacts and appropriate levels of impact mitigation for the I-710 Corridor Project." However, this assumption also may inflate the projected need for the Project. The Draft L-16-29

EIR/EIS should have evaluated a range of growth assumptions for cargo forecasts and the associated range in demand for use of the I-710 Corridor. L-16-29

- The blanket statement on page 1-35 that the "I-710 Corridor will be implemented in a manner that is consistent with the programmed and planned improvements described above" (e.g., the I-5 improvements, the Gerald Desmond Bridge Project, and the I-5 Corridor Project) must be supported. L-16-30

- The 2009 TEU forecasts for 2035 on page 1-35 indicate an increase in TEUs that is three times more than what existed in 2008. Substantial evidence in support of this forecast must be provided. The text already acknowledges a decline in cargo demand between 2006 and 2009. In addition, recent data from the Port of Long Beach shows a further decline in TEUs as late as 2011. Thus, one of the primary assumptions that form the basis for the need for the Project may be outdated. Like the SCAG data, such assumptions appear to be overstated. L-16-1 L-16-31

- Primary studies used to support the need for the Project and the bases for key assumptions of existing conditions are outdated. These include the I-710 Corridor Project Initial Feasibility Analysis (IFA) and the I-710 Railroad Goods Movement Study. Overall, use of these outdated studies may not provide an accurate reflection of the current and future need for the Project. L-16-32

- Additional evidence is needed to show how the on-dock capacity of 23.5 percent in 2007 will reach capacity in 2035. This chapter should also provide the current capacity of the on-dock data, which is likely to have been influenced by the recent recession. The percentage of use of on-dock, near dock and off-dock intermodal facilities should also be provided along with data regarding off-dock facilities and a demonstration of how the capacities of the near dock and off-dock facilities are expected to be reached in 2035. L-16-33

In addition, comparison of the contents of Chapter 1.0 with the Annotated Outline indicates that this chapter has missing or incomplete information. L-16-34

Chapter 2.0 Project Alternatives

With regard to alternatives, the Council on Environmental Quality, Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, 40 CFR Parts 1500-1508, Section 1502.1 Purpose, provides the following:

> *"The primary purpose of an environmental impact statement is to serve as an action-forcing device to insure that the policies and goals defined in the Act are infused into the ongoing programs and actions of the federal government. It shall provide full and fair discussion of significant environmental impacts and shall inform decisionmakers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment. Agencies shall focus on significant environmental*

> *issues and alternatives and shall reduce paperwork and the accumulation of extraneous background data. Statements shall be concise, clear, and to the point, and shall be supported by evidence that the agency has made the necessary environmental analyses. An environmental impact statement is more than a disclosure document. It shall be used by federal officials in conjunction with other relevant material to plan actions and make decisions."*

In addition, CEQA Guidelines Section 15126.6(a) requires that a Draft EIR include a discussion and evaluation of "a reasonable range of alternatives to the project, or to the location of the project, which would feasibly obtain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

The analysis of alternatives in Chapter 2.0 the Draft EIR/EIS does not comply with these basic NEPA and CEQA requirements. The analysis of alternatives within Chapter 2.0 includes a discussion of five alternatives including a no build alternative. Rather than being formulated to address significant impacts as required by CEQA and NEPA, as acknowledged in the Draft EIR/EIS, the four build alternatives merely are built off of the same alternative (Alternative 5A). We recognize that a number of design alternatives have been set aside in recent years as unfeasible. We are not suggesting that CalTrans revisit those previous designs. However, we are suggesting that additional alternative designs (including alternative configurations for freeway on and off-ramps, entry and exit points for a freight corridor, and alternative movement of goods (e.g. increased reliance on rail and/or implementation of a zero-emissions freight corridor), or combinations thereof, should have been included in order to provide a range of feasible alternatives that would obtain most of the basic objectives of the project while avoiding or substantially lessening the significant effects of the project. Furthermore, this chapter of the Draft EIR focuses on whether alternatives meet the project purposes that address traffic safety and improving air quality without analyzing whether the alternatives would eliminate the other significant impacts of the Project associated with noise, land use, and population and housing.

L-16-35

Following are more specific comments regarding Chapter 2.0 Project Alternatives:

- CEQA Guidelines Section 15126.6, requires that the lead agency must "analyze the impacts of the no project alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." In analyzing the no project alternative in an EIR, the lead agency "should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment." If the disapproval of the project being considered would lead to other actions, "such as the proposal of some other project, this 'no project' consequence should be discussed" in the EIR.

  Page 2-11 of the Draft EIR/EIS states that there would be no capacity-increasing improvements to the I-710 mainline and only assumes approved and planned

L-16-36

projects in SCAG's 2008 RTP and RTIP, and approved on-dock rail improvements, Burlington Northern Santa Fe/Union Pacific Railroad Mainline Capacity Improvements, and Intermodal Freight Rail Facilities. Thus, the No Build Alternative assumes that no physical improvements or strategies to increase capacity or traffic flow on the I-710 will be implemented, and that the I-710 freeway will be configured and operated as it is today through 2035. In addition to assuming no physical improvements would occur, the No Build Alternative does not provide for the potential future operation of the SCIG or ICTF, both of which could reduce traffic levels on the I-710 if constructed. Thus, the basic assumptions for the No Build Alternative do not follow CEQA guidance that requires the analysis of the no project alternative include "what would reasonably be expected to occur" on the stretch of freeway in the Project Study Area if the proposed Project were not approved. L-16-36

- Alternatives 6B and 6C would restrict the use of the freight corridor to zero-emission trucks. Alternative 6B also assumes that all trucks traveling on the freight corridor would be guided by an automated vehicle control system that would street, brake, and accelerate the trucks. While the City strongly supports alternatives that include zero-emissions technology, the analysis presented includes only a brief description of various zero-emission technologies for heavy-duty trucks that are in the research and development phase and assumes that this technology would be feasible and could be economically implemented as part of the project. The City is concerned that the analysis shortchanges the concept of zero emissions technology, which would potentially diminish the perceived viability of this alternative to the decision makers and the public. The analysis should be revised to more fully describe the technology available for zero emissions technology and support the viability of zero emissions in all design alternatives as the primarily method of achieving legitimate air quality improvements. L-16-37

- CEQA Guidelines Section 15126.6 also requires that the lead agency must develop and discuss alternatives to a proposed project and, from those alternatives, identify the "environmentally superior alternative." The Draft EIR/EIS does not identify an environmentally superior alternative that would minimize the significant environmental effects of the project. L-16-38

- The discussion of Alternative 3 on page 2-8 again states that the ICTF and SGIG rail projects have not been included, even as part of the No Build Alternative, due to their uncertainty. For the purposes of CEQA, these rail improvements must be considered as part of the future background assumptions for evaluating the Build Alternatives. L-16-39

- Page 2-11 of the Draft EIR/EIS states that the No Build Alternative provides the basis for comparison of 2035 no build conditions with the 2035 build alternatives. As set forth in the Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council ("Sunnyvale") case, impacts under the future build L-16-40

alternatives should be evaluated against existing conditions. This comparison with existing conditions must be provided within each of the impact analysis section of the Draft EIR/EIS. L-16-40

- The statement on page 2-23 that the fixed-track family of technologies is not evaluated in the Draft EIR/EIS is not consistent with the preceding sentence that the "design of the freight corridor will allow for possible future conversion, or be initially constructed, as feasible, of a fixed-track guideway family of alternative freight transport technologies (e.g., Maglev)." If the design of Alternative 6B would be designed to allow for this technology as stated throughout the Draft EIR/EIS, then the Draft EIR/EIS must describe and evaluate its impacts. Without knowing the technologies that will be used by the alternatives, analyses cannot be adequately prepared. L-16-41

Comparison of the contents of Chapter 2.0 with the Annotated Outline demonstrates that this chapter includes missing or incomplete information. L-16-42

Section 3.1—Land Use

- Section 3.1, Land Use: This section should describe in detail the land uses that would be impacted by the project. Without a complete description of the land uses that would be impacted, land use impacts cannot be adequately evaluated. In addition, this section concludes that since the existing right-of-way that would be converted to transportation use under the build alternatives within the Study Area would comprise a range of approximately 2 to 14 percent of the existing commercial, service, industrial, and residential uses, "permanent impacts to land use as a result of Alternative 5A and Alternatives 6A/B/C are considered minimal." This should be supported. L-16-43

- Section 3.1.2, Consistency with State, Regional, and Local Plans: The existing zoning and General Plan land use designations for those properties to be acquired is not provided. The Project would require changes to these existing zoning and land use designations across several cities located within the Study Area. These changes are not addressed in detail and all of the build alternatives are assumed to have the same impacts. L-16-44

Parks and Recreation Facilities

- The Section 4(f) evaluation notes that the Alternatives (5A, 6A/B/C) are contemplated to take 3.4 acres permanently of the Cesar Chavez Park but later states that there would be a net increase of 1.15 acres since the parcels would be consolidated into a more functional park. However, the 4.55 acres of total space added is existing City right-of-way. Essentially, Caltrans proposes to add to the Cesar Chavez Park utilizing existing City-owned property. This conflicts with the City's Parks in Perpetuity Ordinance, which requires a 2:1 replacement for loss of parkland. This would require 6.8 acres of replacement parkland. L-16-45

Therefore, the Project requires an additional 5.65 acres of parkland beyond what is already provided. L-16-45

- Section 3.3.5 discusses the development for the Drake/Chavez Greenbelt and "extensive proposed connections among existing Cesar E. Chavez Park, the Los Angeles River Trail, Drake Park, and Loma Vista Park...." yet Section 3.3.6 states that "Cesar E. Chavez park is an individual park with no existing direct relationship or connection to other recreation resources in the city of Long Beach." This is inconsistent and incorrect given that there are existing plans for Drake/Chavez that Caltrans should certainly be aware of. L-16-46

- The Section 4(f) evaluation does not contemplate the effect of taking portions of the Drake/Chavez Greenbelt that was acquired with State grant money because there are no existing improvements. The City has received funding for the development of the planned Drake/Chavez Soccer Fields (Phase 1 of the Drake/Chavez Greenbelt). In addition, there are grant restrictions that should be addressed along with the reduction of needed and long planned open space. Further, all alternatives list full acquisition of parcels north and south of 6th Street. While this does not include the City-owned facilities located at 620 San Francisco Avenue, which would leave the link between Drake and Chavez intact, the plan nonetheless contemplates removing a large portion of the previously planned linkage between the parks. In addition, the Drake/Chavez Greenbelt Master Plan does not identify parking along DeForest Avenue, north of 7th Street. This section of City right-of-way is shown to become part of the I-710 Corridor right-of-way. The Section 4(f) discussion regarding the Drake/Chavez Greenbelt should include the future soccer fields and the other portions of Drake/Chavez that intended for park space. Additionally, as grant restriction are applicable to the Drake/Chavez Greenbelt, the City requests that a mitigation measure requiring Caltrans to provide compensation to the grantee of Drake/Chavez for the removal of parklands be included as part of the Project. L-16-47

- The permanent easements proposed in Cesar E. Chavez Park for the wet basin and the bioswale would require maintenance access and service roads through the park. This requirement will further reduce the available acreage of useable park space and should be included in the acreage calculations. In addition, the Draft EIR/EIS should identify who will be responsible for maintaining and providing funding for the wet basin and the bioswale that would serve the Project. It is noted that the City does have a wetland area as part of the Drake/Chavez Greenbelt Master Plan. Caltrans should review the drainage and hydrology to determine if the wet basin and bioswale proposed as part of the Project could be designed and constructed as part of Drake/Chavez Park instead of as stand-alone areas. L-16-48

- Table 3.1-3 in the "Affected Environment" section does not list Drake/Chavez Greenbelt, but lists Chavez Wetlands as a "planned park." The City has confirmed that there is no such place as "Chavez wetlands," and if "planned L-16-49

park" is an option, then Drake/Chavez should be considered in the same manner. L-16-49

- Two parcels within the City directly adjacent to the L.A. River are slated for full acquisition. Caltrans must provide alternative locations for relocation of these two parcels. L-16-50

- Partial acquisition of a large portion of the Wrigley Greenbelt area is contemplated. While the Los Angeles County Flood Control District owns the underlying fee, the manner in which the partial acquisition occurs could have an impact on this area. This issue should be discussed as part of the Section 4(f) evaluation. L-16-51

- Appendix O, Concept Plans, Sheet 1 of 24: The Project right-of-way appears to include many non-right-of-way parcels, including the park and school. The proposed right-of-way should not include these parcels. As noted in the Draft EIR/EIS, Cesar Chavez Park includes a National Park Service Land and Water Conservation Fund project that should remain as City property and not right-of-way. L-16-52

- Appendix O, Concept Plans, Sheet 4 of 24: This does not identify Baker Street Park, located immediately south of the I-710, north to the 405 south transition. Additional mitigation, such as sound walls and tree planting should be addressed at this park. L-16-53

- The Draft EIR/EIS states that the Temporary Construction Easement required in Cesar E. Chavez Park will not result in any adverse physical impacts. However, the Draft EIR/EIS should include the following: L-16-54

    - The basketball courts in the park section south of 3rd Street are proposed to be eliminated as a result of the new alignment of off- and on-ramps. This area is operated within the constraints of the Joint Use Agreement with the Long Beach Unified School District. While this has been noted in the Draft EIR/EIS, the Draft EIR/EIS states that the basketball courts could be relocated to the south of the current location, directly west of Cesar E. Chavez Elementary School. This location serves as the active turf play area for the elementary school. It is not an acceptable location for the relocation of the park basketball courts. An alternative location must be identified for the relocated basketball courts in order to make the required 4(f) finding.

    - The temporary easements will require the removal of a number of mature trees. Mitigation for the removal of these trees should be identified in Appendix B and included within the Draft EIR/EIS.

    - Section 4(f) requires document agreement with officials with jurisdiction over the Section 4(f) resource regarding the conditions noted in Appendix B.

Additional information and discussion will be needed to agree to use of a part of Cesar E. Chavez Park for Temporary Construction Easements. L-16-54

- The Section 4(f) evaluation should include a review of the equestrian area (Los Angeles County Recreation and Parks) located at 70th Street to ensure access. L-16-55

- The Section 4(f) evaluation should also include a review of all City properties purchased for park purposes that are within the 0.5-mile study area. These include Baker Park (95 percent complete), Drake/Chavez Greenbelt and Oregon and Del Amo Park. L-16-56

- Parks within 0.5-mile of the I-710 Corridor Project as noted in Table 3.1-3, will have direct air quality impacts and the inclusion of additional trees at these locations should be addressed as mitigation. In addition, sound walls should be included to mitigate increased noise wherever possible, especially at parks adjacent to the Project, such as at Coolidge Park and Baker Park. Coolidge Park will be heavily impacted with aesthetics, noise, and air quality impacts. It is therefore suggested that this park also receive additional landscape buffering to address these impacts. L-16-57

Section 3.2—Growth

- This section concludes that "there are no reasonably foreseeable project-related growth impacts under any of the I-710 Corridor Project build alternatives." However, sufficient evidence to support this conclusion is not provided within the analysis. Specifically, this section notes that "[d]ue to the lack of vacant or less developed land within the I-710 Corridor, the build alternatives would not facilitate new development by opening up access to previously undeveloped or less developed area." In addition, this section states that the Project would not induce population growth or change the pattern of land use or population density because the "build alternatives are consistent with the Regional Transportation Plan (RTP) and the goals and policies of the regional and local agencies within the I-710 Corridor." Furthermore, this section does not analyze the potential for growth as a result of the increased access and improved vehicle travel times the project proposes as it is reasonably foreseeable that these improvements would have some effect on where residents in Los Angeles County live and work, which could introduce growth. Additionally, it is reasonably foreseeable that increasing capacity along the I-710 Corridor would result in a corresponding increase in the amount of goods at the Ports compared to the no-build alternative. However, this section concludes that "the I-710 Corridor Project build alternatives are not expected to have a substantial effect on the demand for port cargo growth or expansion of marine terminal facilities" in part because "'[r]oadway capacity is one of numerous infrastructure considerations that can influence the level of demand for a particular port." Yet it is not reasonable to state that since the ability to move goods on the I-710 freeway is only one of the factors that can lead L-16-58

to growth of the goods movement system in Los Angeles that increasing the capacity would not have a growth-inducing effect. As such, this analysis does not adequately convey the potential for growth impacts associated with the project. L-16-58

Section 3.3—Community Impacts

- The Multi-Service Center (MSC) facility is a homeless conveyance as part of the Federal Base Realignment and Closure (BRAC) process and must be sustained as an ongoing operation under Federal law. The MSC is located on property owned by the Port of Long Beach and is provided for the City's use in compliance with BRAC law. The facility and its programs are largely funded by the Federal Housing and Urban Development (HUD) grants (in excess of $8 million annually) to address homelessness locally; should the MSC cease operations even temporarily, the sustainability of those grants would be jeopardized. Closure of the current MSC facility without the provision of ongoing MSC services is not an option due to the severity of community need (Long Beach has an estimated homeless population of 4,293 (in 2011); as such, the City will require that full relocation of the MSC be the responsibility of the Project. This will also result in a positive benefit to a group of sensitive receptors. L-16-59

Section 3.4—Utility/Emergency Services

Utilities

- Section 3.4.1.2, Utilities Companies and Types of Facilities, page 3.4-4: Per page 55 of the Annotated Outline, this section should "include a description of all utility systems that could be affected by the project, including water, sewer, electric power, and telecommunication systems." However, this section notes, "of these 40 service providers, there are five that have been the focus of early advancement of relocation strategies, which are discussed below." This section needs to describe all of the potential effects to the more than 40 service providers found within the Study Area. Additionally, although Oxy Oil is included as part of the 5 utility service providers, Oxy Oil is not included as part of 40 service providers initially listed in this section. This section must fully disclose all of the information and potential environmental effects resulting from the utility relocations and/or disturbances associated with the Project. Included in this analysis should be a discussion of the impacts of the potential relocated facilities, including construction-related impacts. L-16-60

- Section 3.4.2.2, Utilities, page 3.4-9: The discussion of the "regional" classification notes that "major utilities include SCE transmission lines and subtransmission lines, DWP transmission and subtransmission lines, MWDSC and LACSD large sewer lines, and large (26-inch) gas mains. These regional L-16-61

utilities are discussed in more detail below." However, an analysis of potential effects to service from the relocation and/or disturbance of "large sewer lines" is not provided in this section. Section 3.4.2.2, Utilities, pages 3.4-9 and 3.4-11: Tables 3.4-1 and 3.4-2 provide a summary of the number of utilities that would be affected under each of the build alternatives. However, with the exception of the "major utilities" no analysis of the effects to these numerous utilities is provided. This analysis must be provided for the public and decisionmakers. Additionally, while this section has identified the "major" utilities that would be impacted by the project and relocated, it does not disclose the new location of these facilities or thoroughly evaluate the resulting impacts. For example, while the relocation of utilities would be similar among the build alternatives, the analysis provided for Alternative 5A is much less comprehensive than that provided for Alternatives 6A/B/C. Specifically, the discussion of indirect impacts from all of the "major utilities" such as "indirect impacts as a result of the SCE 220 kV transmission line relocation would include traffic disruption during construction, the need for construction staging areas and temporary construction easements, the reconstruction of city streets from trenching, and the presence of construction equipment and dump trucks during construction" is not included under Alternative 5A. Furthermore, statements such as "resulting in additional commercial right-of-way impacts along Susan Road," are made without providing any specific details about these properties. It is not sufficient for this section to note that additional environmental review would be conducted in the future or would be subject to further study after project approval. All effects/impacts to utilities or associated with utility relocation/disturbance must be fully evaluated in this section.

L-16-61

- The Draft EIR/EIS does not address any of the seven existing bridge-attached crossings by natural gas pipelines owned by the City of Long Beach. All seven crossings will be impacted under Alternatives 5A and 6A/B/C, and such impacts should be classified as moderate. LBGO has been in contact with AECOM and its consultants regarding the 16" pipeline crossing at Pacific Coast Highway, the 12" pipeline crossing at Anaheim Street, and the 10" pipeline crossing at Willow Avenue, all integral to providing natural gas to Long Beach residents on the west side of the proposed corridor. In addition, the City of Long Beach operates two pipelines each on the Long Beach Boulevard (two 8" pipelines) and Artesia Boulevard (12" and 8" pipelines) overcrossings. Each of the existing seven I-710 crossings also cross the Los Angeles River as an integral part of the freeway pipeline crossing. Relocation or replacement of these pipelines is estimated at approximately $10.5 million and should be the full responsibility of the Project. Depending on the scope of the relocation/replacement, there may be significant impacts to local streets beyond the footprint of the identified alternatives during relocation/replacement.

L-16-62

- The Draft EIR/EIS generally addresses the relocation of LBGO oil facilities under alternatives 5A and 6A/B/C. However, the Draft EIR/EIS does not address the

L-16-63

costs and time for relocating those facilities or the disposition of existing facilities that will be abandoned and any potential remediation or mitigation necessary. L-16-63

- The relocation of the oil operating area includes approximately 21 wells and associated facility equipment. The cost of the relocation will require detailed engineering to determine the exact cost, but an order of magnitude estimate is $60 million. It will take approximately three years to drill replacement wells, abandon existing wells, install associated facilities and remediate the current oil operating area. The relocation is contingent on the acquisition of property by Metro/Caltrans and the securing of the appropriate permits. It is assumed that these efforts will be the responsibility of the Project. L-16-64

- If construction plans will prevent future access to abandoned wells within the current oil operating area, LBGO will request Metro/Caltrans take ownership of the wells. The transfer of ownership is a common practice when a surface owner builds a structure that prevents future access to abandoned wells. L-16-65

- Caltrans must provide funding for all utilities that would need to be relocated as a result of Project construction. L-16-66

Emergency Services

- The City is concerned about public safety in the event of a freeway accident. The Project should be designed to ensure there is enough room to the left of Lane #1 and to the right of Lane #5 for emergency vehicles to travel to the accident. Similar access will also need to be provided for the freight corridor. L-16-67

- It is not clear whether any of the proposed options discussed will allow emergency access for first responders. All public safety agencies would need access to any incident that is unimpeded by stopped traffic in normal lanes of travel. If any of the options are chosen that create a second tier, the City of Long Beach Fire Department would need the same access on both levels. L-16-68

- Access to water is also a concern. The City suggests the following depending on the ultimate freeway configuration: L-16-69

    - If there were only one tier, Long Beach Fire Department would require hydrants running down the center of the freeway area that could be accessed by either northbound or southbound lanes. This would allow access to a water supply for larger incidents (e.g., truck fires) without requiring complete freeway closure in one direction in order to access a hydrant.

    - If a separated roadway or upper tier were built for larger truck traffic, the Long Beach Fire Department would need a water source (risers) on the upper tier. The Long Beach Fire Department suggests a 3" waterline and riser with a 2½" National Standard thread. They can be placed every 750 feet on the upper tier only. If a water source is not provided on the upper tier, Long

Beach Fire Department would need to shut down the freeway in one direction on both levels to run a hose line across the freeway to the hydrant on the nearest residential street. For the lower tier, the Fire Department would need to ensure that use of nearby residential hydrants, if necessary, could be accommodated via access through the adjacent sound wall, with appropriate openings and signage designating the access locations. L-16-69

- It is stated on page 17 of the Draft EIR/EIS that the build alternatives "would not result in increased population or demand for public services in the Study Area because they would not construct new housing or business." The City disagrees with this statement as it relates to the demand for public services. Increased lanes lead to increased traffic, and increased traffic means a larger call volume for all public safety agencies, including the Fire Department. Also, some of the alternatives create a second tier which would complicate emergency response and the ability of the Long Beach Fire Department to handle emergency situations. Some of the alternatives also offer an electrical light catenary system to support truck traffic. This high voltage electrical system would also complicate the City of Long Beach's response profile and needs further analysis. L-16-70

- On page 7, under the TSM/TDM, Transit and ITS improvements, the second bullet lists peak period parking restrictions on four arterial roadways. Three of the four appear to be in Long Beach. Thus, both the Long Beach Police Department and Public Works will likely have a coordination/enforcement role. L-16-71

- On page 8, under the same section, reference is made to improvements to 42 local arterial intersections, which were not listed. It is anticipated that some of these locations would be in Long Beach and will require the same coordination/ enforcement actions. L-16-72

- On page 14, under S.5.1.3 Parks and Recreation Facilities, the Cesar E. Chavez Park impacts are described. These modifications will potentially impact traffic and public access to the park. This same section describes restrictions to the Los Angeles River Trail (and Bike Path) access, which may necessitate some enforcement actions. L-16-73

- Although not specifically addressed, the displacement of homeless encampments along the I-710 Corridor and Los Angeles River could result in additional calls for service as the homeless relocate to other locations in the City, or additional demands at the City's Multi-Service Center. This needs more analysis.. L-16-74

Section 3.5—Traffic/Transportation

I-710 Corridor Project Intersection Traffic Impact Analysis Report

- The intersection traffic impact analysis report does not provide the required existing plus project impact analysis, and thus can be considered deficient. Per CEQA requirements, the Project must be analyzed based on the street system as it currently exists today. Inclusion of an existing plus project analysis for all proposed project alternatives is especially important, given a court's recent decision on a project that did not include this type of impact analysis (i.e., Sunnyvale West Neighborhood Association versus City of Sunnyvale). L-16-75

- Page 2-12 of the report states that the arterial roadway and intersection analysis methodology used in the report will be uniform for all the jurisdictions within the project study area and the methodology used by individual jurisdictions will be disregarded. Page 2-13 also states that all key study intersections will be analyzed per Highway Capacity Manual (HCM) methodology using Synchro 6.0 software, with saturation flow rates of 1600 vehicles per hour per lane (vphpl), arterial intersection cycle lengths of 100 seconds and freeway ramp cycle lengths of 60 seconds.

  All key study intersections located within the City of Long Beach should have been analyzed per City of Long Beach requirements. Specifically, the Intersection Capacity Utilization (ICU) methodology should have been utilized for the analysis of all key signalized intersections and the HCM methodology utilized for the analysis of all unsignalized intersections. The City's specific intersection clearance intervals based on the left-turn phasing type should have also been utilized (i.e., 10, 12, 14, 15, or 18 percent) for the key signalized intersections. L-16-76

  Aside from not utilizing each respective jurisdictions level of service methodology, the following Synchro 6.0 assumptions are flawed and use of them in the analysis may result in the understatement and/or overstatement of impacts for all Project alternatives.

  - The default saturation flow rates of 1900 vphpl per the Highway Capacity Manual should have been utilized instead of 1600 vphpl. Although the use of 1600 vphpl is more conservative, the impacts of each Project alternative may be overstated.

  - It does not appear that the signal timings for the intersections were optimized. Cycle lengths for arterial intersections should have been optimized between 60 seconds and 120 seconds, while cycle lengths for freeway ramp intersections should have been optimized between 60 seconds and 90 seconds. It is not appropriate to only utilize 100-second cycle lengths and 60-second cycle lengths for arterial intersections and freeway ramps, respectively. Not optimizing the traffic signal timings may result in the overstatement of impacts for each Project alternative.

- Minimum pedestrian clearance intervals (walk times) should have also been satisfied per the current *California Manual on Uniform Traffic Control Devices (MUTCD)*. Not satisfying minimum pedestrian clearance times may understate the impacts of each Project alternative. L-16-76

- Consistent with the most current *Congestion Management Program (CMP) for Los Angeles County*, a peak hour factor of 1.00 should be utilized for all Year 2035 level of service calculations for all locations not under the jurisdiction of Caltrans. Although the use of a 0.95 peak hour factor is more conservative, the impacts of each Project alternative may be overstated. L-16-77

- The traffic impact analysis report does not evaluate the potential impacts associated with the implementation of on-street parking restrictions with the Project alternatives during the weekday AM and PM peak periods along Atlantic Boulevard, Long Beach Boulevard, Cherry Avenue, and Eastern Avenue. The implementation of such restrictions could be difficult as there is a demand for on street parking along these roadways. Further, it is not clear if the intent of the parking restriction is to gain another "through" travel lane along these corridors and if so, the addition of another travel lane may not be feasible due to the paved width of these roadways. L-16-78

- The traffic study should provide a definition for "congestion relief mitigation" for the improvements identified in Table 5-4 on pages 5-40 and 5-41. These types of improvements should only be included in the level of service analysis if they are fully funded and feasible. It is not clear from review of the document if the recommended improvements identified in Table 5-4 are fully funded and/or mitigation measures required of the project alternatives since they are assumed to be a part of the future street system to be implemented as part of Alternative 1 (No Build). If so, the funding source for each assumed improvement should be identified and/or discussed within the document. Further, from a review of the Concept Plans included in Appendix O, it does not appear all "congestion relief intersection improvements" are implementable without acquisition of right-of-way and extensive widening at several of the impacted intersections. For example, a review of the concept plan for Atlantic Avenue at Willow Street indicates that construction of an additional northbound left-turn lane and southbound left-turn lane and exclusive right-turn lanes for the northbound and southbound approaches would require widening, additional right-of-way and impact existing development on both the southeast and northeast corners of this intersection. L-16-79

- Page 7-1 states that the traffic impact analysis report utilized a uniform significant impact criteria; instead of utilizing each respective jurisdictions level of service (LOS) standard and/or significant impact criteria. All locations under the jurisdiction of the City of Long Beach should be assessed using the City's significant impact criteria and satisfy the City's LOS D or better standard, and the appropriate improvements should be identified to achieve this LOS. L-16-80

Further, for those roadway segments and/or intersections within the City of Long Beach where improvements are recommended/identified, the language for the mitigation measures should include "review, concurrence and approval of the City of Long Beach, Department of Public Works, and adherence to the City's current design standards and requirements." The intersection improvements should also consider pedestrian and bicycle connectivity, and transit requirements. L-16-80

I-710 Corridor Project Traffic Operations Analysis Report

- Page 4-14: The report states that:

  "It must also be noted that 45 of the aforementioned study intersections were initially identified to be included in the I-5 Corridor Study currently underway by Caltrans. Therefore, these intersections were removed from the list of study intersections to be analyzed by the I-710 Project with the intent that the LOS results for these intersections from the I-5 Corridor Study would be presented within the I-710 reports for reference purposes. However, only eighteen of these intersections have ultimately been analyzed by the I-5 Corridor Study and included for reference purposes within the I-710 reports."

  Please clarify the purpose of excluding the remaining 27 of the 45 intersections initially identified from the I-5 study. If these 27 intersections were not assessed, potential impacts could be overlooked and not disclosed. L-16-81

- Page 4-40: It is noted that the Highway Capacity Manual (HCM) methodology was utilized in the report to analyze the intersections. However, all key study intersections located within the City of Long Beach should have been analyzed per City of Long Beach requirements. Specifically, the Intersection Capacity Utilization (ICU) methodology should have been utilized for the analysis of all key signalized intersections. The City's specific intersection clearance intervals based on the left-turn phasing type should have also been utilized (i.e., 10, 12, 14, 15, or 18 percent). L-16-82

- Page 4-40: For locations where the HCM methodology was used, were the signal timings optimized? The report states that 100-second cycle lengths for intersections and 60-second cycle lengths for freeway ramps intersections were used. This is not consistent with the worksheets included in the appendices. Please verify. L-16-83

- Page 4-40: For locations where the HCM methodology was used, it is noted that a saturation flow rate of 1,600 vphpl was used? Although the use of a saturation flow rate of 1,600 vehicles per hour per lane is more conservative, the impacts of each project alternative may be overstated. L-16-84

- Page 4-40: The report states that the existing peak hour factors (PHF) from the existing traffic counts were used. This is not consistent with the appendices. Based on the worksheets, the LSA Associates study uses a PHF of 0.95 whereas the URS study uses the actual PHF. The PHF utilized should be consistent. Please verify. L-16-85

- Page 10-52: The report states:

  "As discussed in Section 9, at the freeway on-ramps, it is recommended to increase the meter rates to accommodate the required projected maximum queue. However, at locations where the required storage is not provided and the maximum meter rate is utilized, it is concluded that there are no feasible improvement recommendations. This is generally a result of physical and design constraints that limits additional storage. Note that a higher meter rate allows more throughput, but would generally cause turbulence at the merge area and increase congestion to the mainline freeway." L-16-86

  The report needs to provide better language to defend this statement (i.e., Statement of Overriding Consideration). Provide more detailed language for these unmitigated impacts.

- Upon review of the Concept Improvement Plans in Appendix O, it is not clear if all on-ramp and off-ramp movements that currently exist are maintained with all proposed project alternatives. In particular, it is not clear if the Pacific Avenue on-ramp to the I-405 and I-710 Freeway is maintained. L-16-87

I-710 Corridor Project EIR/EIS Travel Demand Modeling Methodology

- Pages 15 and 16 of the *I-710 Corridor Project EIR/EIS Travel Demand Modeling Methodology* briefly discuss the proposed Southern California International Gateway (SCIG) project and the proposed expansion of the Intermodal Container Transfer Facility (ICTF), however, the report states that neither of these projects is assumed in the forecasts of future traffic. Although exclusion of these two projects results in a conservative estimate of truck traffic, an alternative should be investigated inclusive of these two projects to determine whether or not they will result in the reduction of potential impacts. The exclusion of the SCIG and ICTF projects could result in an overestimation of the Project impacts. L-16-88

- The model report and Draft EIR/EIS do not adequately consider the benefits of shifting more port operations to lower traffic periods on the I-710 Freeway (i.e., 8:00 PM to 5:00 AM). L-16-89

Other Traffic and Access Concerns

- Traffic studies indicate that south of Willow Street not all expanded lanes may be needed as the freeway does not reach capacity until further north. As such, L-16-90

perhaps there is a way to implement zero emissions capability on at-grade lanes that fit the current footprint. L-16-90

- In addition to traffic improvements to arterials and traffic intersections, renewed investment should be placed in improving arterials to emphasize pedestrian access, bike access, and utilization of public transportation, particularly the Blue Line. Making parkway and median improvements along Santa Fe Avenue in West Long Beach to connect that corridor to Willow Street and Long Beach Boulevard would increase pedestrian and bike usage and help draw people to public transportation options. Also, traffic is likely to greatly increase along Santa Fe, Easy Avenue, and other north/south streets both in West Long Beach and Wrigley during construction on both arterial roads and residential streets. L-16-91

- There are serious concerns about eliminating I-710 freeway access from Wardlow Road. By eliminating the Pacific Place I-710 access (near Wardlow) and pushing the Wardlow Road access to the I-405 and I-710 to Alameda, there is great concern that the Project could be forcing traffic through residential neighborhoods to access the I-710. Because Pacific Place is currently the only access north of Willow and south of Del Amo, eliminating that ramp forces access to the I-710 to either the on-ramp at Wardlow and Alameda (by accessing I-405S, then accessing the I-710) or Long Beach Blvd (I-405N to I-710). Long Beach Blvd is of particular concern since it is already an impacted intersection that is not easily accessible. Directing traffic to the on-ramp could force drivers to use residential roads to circle around the on-ramp to approach from the north and east instead of using arterial streets due to the desire to avoid making a u-turn at Long Beach Blvd, which already requires a multi-cycle wait to turn left. This closure needs further analysis. L-16-92

- The City of Long Beach should have the option to lead in the design effort of all local roadways. L-16-93

- Safe connections for bicyclists and pedestrians across the I-710 Corridor (the 710 freeway and the Los Angeles River) are vital for connectivity of Long Beach students, residents, workers and visitors. Long Beach is working to provide safe options for people to walk and bike to all portions of the City. In the Draft EIR/EIS it is stated that "Because bicycle and pedestrian facilities will be maintained or improved, the effect of the I-710 Corridor Project is that travel by walking and bicycling will not substantially change as a result of the implementation of the build alternative." However, the City does not agree with this conclusion. Specifically, according to the *Complete Intersections: A Guide to Reconstructing Intersection and Interchanges for Bicyclists and Pedestrians* (Cal DOT 2010 p 90), "These intersections (SPI's) can be efficient at moving high volumes of traffic, particularly left turns. However, the signal timing and intersection configuration required to provide the efficient movement of motor vehicles adversely affect pedestrians and bicyclists." Additionally, compact SPI's can be configured to mitigate some of the bicyclist issues. In its June 2001 L-16-94

Design Memorandum, "Single Point Interchange Design, Planning, and Operations Guidelines," Caltrans requires that "If an SPI alternative other than a Compact SPI is chosen, a separate bicycle facility shall be constructed in conjunction with the SPI." Note that even if a separate facility is provided, the SPI should still meet bicyclist signal timing guidance provided in Traffic Operations Policy Directive 09-06. In addition, because of safety concerns and potential issues with graffiti and homeless encampments, bike overpasses should be further discussed with the community before designs are completed. Therefore, the City recommends the following two types of facilities to accommodate bicycles and pedestrians:

- Consider separated Class 1 facilities for bicyclists and pedestrians in a minimum of five locations: one near the Anaheim Crossing, one between PCH and Willow near Hill Street, one between Willow and Wardlow near Spring, at Long Beach Boulevard and at Artesia Boulevard. Each of these will be well used on a daily basis and would provide safe routes for students moving to and from their local schools as well as for our workers, our residents and our visitors.

- Work with the Long Beach City Traffic Engineer to design and provide well marked facilities (street marking as well as signage) for both pedestrians and bicyclists to help them safely navigate the single point intersections. This should include striped bike lanes, pedestrian paths and bike signals and extended light timing to accommodate the needs of both bicyclists and pedestrians.

L-16-94

- Recently, the City of Long Beach City Council declared the City to be "The most bike-friendly City in the Nation." The City also has had a long-standing policy of promoting pedestrian-friendly corridors, and both of these policies are supported in the City's General Plan. The City has also heard from many local cyclists and pedestrian advocates requesting the City work with Caltrans and Metro to improve bicycle and pedestrian mobility across the I-710, connecting the east and west sides of Long Beach. To that end, the City requests that the recirculated EIR/EIS provide a commitment to develop a bicycle and pedestrian master plan for the Project, and work with the City staff to coordinate this proposed document with the City's upcoming Bicycle Master Plan Update. A specific issue that should be addressed and designed for in conjunction with the City is the proposed single point interchanges. These need to be made safer for bicycle and pedestrian crossings or provide dedicated (separated) crossings for bicycles and pedestrians.

L-16-95

Section 3.6—Visual/Aesthetics

- This section of the Draft EIR/EIS should describe any designated scenic corridors and the Project's impacts on such scenic corridors. For example,

L-16-96

Ocean Boulevard within the City of Long Beach is designated as a scenic route by the City of Long Beach General Plan. L-16-96

- This section focuses on views of the Project from specific locations adjacent to the freeway. The analysis should be supplemented with a discussion of all of the visual resources within the area (e.g., prominent landforms, historic resources, etc) and should include an analysis of whether views of these visual resources would be obstructed by the Project. L-16-97

- The public must be provided with more specificity regarding the aesthetics characteristics of the Project. In addition, the attractiveness of the new and modified sound walls must be ensured, as stated at the beginning of our letter. L-16-98

- The conclusions with regard to views are highly subjective, inaccurate and/or conclusory. Reevaluation of the views should occur based on the following examples: L-16-99

  – The Project is a new prominent feature in key views 2 and 3. In fact, the Project is the most visible contrasting feature in key view 2 that will be viewed by residents in the vicinity of Gale Avenue and West Hill Street. Thus, the Project will result in substantial adverse visual change. In addition, the view of the enhanced conditions accentuates the visibility of the elevated freight corridor. The visual quality of view 2 is reduced by a value greater than 1.0. Similarly, the visual quality of view 3 is reduced by a value of more than 0.2.

  – As illustrated by key view 4, the Project, and the elevated freight corridor in particular, become the primary features in this view and result in substantial adverse visual change. The visual quality is reduced by more than the value of 0.7 cited in the text.

  – The Project introduces a new sound wall and elevated connector in key view 6, which will be viewed by many residents. These contrasting features do not result in a neutral impact on visual quality.

  – The removal of substantial landscaping, and the introduction of the interchange, utility poles and transmission lines in key view 7 results in much more than the 1.3 reduction in visual quality from this location cited in the text.

  – With regard to key views 11 and 12, the Project is a new highly visible feature. In addition, the introduction of the "enhanced condition" of the elevated freight corridor accentuates the visibility and contrast of the Project. The reduction in visual quality is much greater than the values of 0.4 and 0.3 provided in the text.

- The analysis of nighttime lighting is inadequate. New lighting will be introduced closer to light sensitive uses such as residential uses and lighting will also be introduced at a higher elevation along the freight corridor. No quantitative analysis is provided and the mitigation measure regarding lighting merely refers L-16-100

to a future lighting plan to be provided. This is inadequate to determine the impact of these new light source. L-16-100

- The elevated lanes south of Willow Street would create impacts on visual blight that cannot be mitigated. The Project should be reworked to eliminate elevated lanes south of Willow Street to avoid impacts on visual blight. L-16-101

Section 3.7—Cultural Resources

- This section of the Draft EIR/EIS does not contain any maps to inform the reader of what the geographical extent of the Area of Potential Effect is or the areas where and archeological field survey was conducted within the survey area. Thus, as with other sections of the Draft EIR/EIS, this section does not provide the summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public as required by CEQA Guidelines Section 15147. L-16-102

- The list of reports, records and studies on Page 3.7.7 of the Draft EIR/EIS does not include studies that have been conducted by local jurisdictions within the Study Area other than the City of Los Angeles. For example, the City Long Beach has designated historic landmarks, historic districts, and historic places and historic objects by city ordinance. Several of these resources are located within the Study Area. Such information is readily available on the City of Long Beach website. Reports, records and studies that are available from the local jurisdictions within Study Area should be incorporated into the results provided on page 3.7-11. L-16-103

- The results discussion on pages 3.7-11 and 3.7-12 finds that there are several railroad segments within the Study Area that are designated historic resources. However, the discussion of the history of the Study Area focuses on the automobile and makes no mention of the importance of the railroads to the history of the Study Area. L-16-104

- The analysis of environmental consequences starting on page 3.7-13 should also evaluate any potential indirect impacts on historic resources in the Study Area or demonstrate that there are none. L-16-105

- The analysis of environmental consequences starting on page 3.7-13 does not include any analysis of potential impacts associated with archaeological resources. Although no archaeological resources were found based on the area that was surveyed (for which no map is provided), the potential for such resources to be uncovered as a result of implementation of the Project exists. Thus, an analysis must be provided in this section of the Draft EIR/EIS. L-16-106

Section 3.8—Hydrology and Floodplain

- Section 3.8.3, Environmental Consequences: Per page 67 of the Annotated Outline, this section "must state whether there is a significant encroachment. In addition, this section should include a summary of any coordination with local state and federal water resources and floodplain management agencies (especially the Federal Emergency Management Agency) because of encroachment on a regulatory floodway, increase in the base flood elevation and any subsequent actions such as the need for a floodplain map revision." This section does not provide any information regarding the coordination that was undertaken with the appropriate agencies or if any coordination occurred at all. This section should disclose this information as well as the outcome of that coordination. L-16-107

- Section 3.8.3, Environmental Consequences: The analysis of permanent impacts from Alternative 5A notes "a total of 26 acres of property acquisition and/or easements would be required from flood control areas." Similarly, the Alternatives 6A/B/C analysis states "a total of 53 acres of property acquisition and/or easements would be required from flood control areas." However, this section makes no mention where these areas are located. This section should fully disclose all of the information and potential environmental effects as a result of property acquisitions and/or easements from flood control areas associated with the Project. L-16-108

- Section 3.8.3, Environmental Consequences: This analysis notes "construction of the improvements discussed above within the 100-year floodplain is not anticipated to substantially increase the base flood elevation. At this time, it is anticipated that a Conditional Letter of Map Revision (CLOMR) would be required. No revisions to the FEMA FIRM maps (Letter of Map Revision [LOMR]) are anticipated" with no explanation as to why a Conditional Letter of Map Revision would be required or what a Conditional Letter of Map Revision is or how it would minimize hydrology and floodplain impacts. This analysis also states "the change in floodplain elevation would be evaluated based on final design plans of the bridges and other structures where they encroach on the 100-year floodplain. The modeling results would be included in the application for a CLOMR and LOMR, if required, which would be processed through the Los Angeles County Flood Control District and FEMA." Yet this section concludes "construction of the improvements discussed above within the 100-year floodplain is not anticipated to substantially increase the base flood elevation." Such determination is not supported as the necessary studies have yet to be completed. L-16-109

- There will be some loss of park space for all proposed alternatives. The Draft EIR/EIS specifically states, "the impervious increases would be minimal." This does not take into account that municipalities must actively reduce pollutants in runoff from current levels. This can be accomplished, in part, by increasing L-16-110

pervious areas. Maintaining pollutant discharge levels at current levels is not an acceptable option. The Draft EIR/EIS should describe mitigation measures for any existing pervious areas being converted to impervious areas. L-16-110

- The Draft EIR/EIS does not provide drainage maps or descriptions showing if there will be any direct drainage from the Project area into the greater Long Beach and Los Angeles Harbors areas or if all such discharges will be into the various estuaries first. The Draft EIR/EIS should also show existing and proposed ground elevations contours, invert elevation, size and type of all drainage facilities. L-16-111

- The Draft EIR/EIS should include hydrology and hydraulic calculations, including an analysis of existing storm drain capacity to handle additional storm water, in accordance with Los Angeles County Department of Public Works (LACPW) standards. This must include pre-development hydrology map with hydrology calculations and post-development hydrology map with hydrology calculations. The Draft EIR/EIS should also identify what, if any, drainage systems would be needed to accommodate additional runoff created by the Project. L-16-112

- The structural integrity of the existing levees along the Los Angeles River should be confirmed, and potential impacts to the integrity of these levees resulting from the Project should be evaluated. L-16-113

- The impact of the sound walls on the existing flood zones should be addressed. L-16-114

- The City of Long Beach Department of Public Works must review the final Hydrology Study. L-16-115

- The Los Angeles River Impact Study must be reviewed by the County and the USACOE. L-16-116

Section 3.9—Water Quality and Stormwater Runoff

- Section 3.9.3, Environmental Consequences, page 3.9-16: This section notes, "several parcels have been identified adjacent to I-710 and the Los Angeles River for relocation of the Dominguez Gap Basin." However, this section does not identify where these areas are located. This section should fully disclose all of the information and potential environmental effects as a result of the relocation of the Dominguez Gap Basin associated with the Project. L-16-117

- Section 3.9.3, Environmental Consequences: This section also notes that "with the incorporation of the proposed site-specific BMPs during the operational phase of the I-710 Corridor Project, which will treat up to 83 percent of the total surface water runoff under Alternatives 6A/B/C, along with adherence to BMP and operational maintenance protocols, no adverse impacts to water quality due to operation of the proposed improvements are anticipated." However, this L-16-118

section does not disclose this same information for Alternative 5A. Additionally, this information is unsupported as there is no mention regarding how the project would achieve treatment of up to 83 percent of the total surface water runoff. This information must be provided. L-16-118

- Table 7 on page 3-10 - There are 26 TMDLs that have either gone into effect or are expected to go into effect through January 2021; however numerous corrections and updates are needed to accurately reflect this. Many of these TMDLs have interim (typically BMP based) and final (typically numerical) limits that will be in effect well before the Project's projected completion date of 2035. The Draft EIR/EIS does not adequately discuss how the runoff from the Project will be treated and controlled in order to achieve both the interim and final targets. L-16-119

- Table 7 also does not reflect the complexity of the TMDL water body/pollutant process. The table should specify which water body (e.g. Los Angeles River, Dominguez Channel) each of the listed pollutants applies to. L-16-120

- Table 7 should be updated to reflect that the Bacteria TMDL for the Los Angeles River (Reaches, 1, 2 and the Estuary) was approved by the USEPA on March 23, 2012. Currently, the approved date is not provided. L-16-121

- Table 7 incorrectly lists the dates of the USEPA approval for several TMDLs. These include, but are not limited to, the TMDLs for: Cadmium, Copper, Lead and Zinc which were re-approved and reaffirmed by the EPA for Reaches 1 and 2 the Los Angeles River on October 29, 2008; for Reach 1 of the San Gabriel on March 26, 2007; for Los Cerritos Channel on March 17, 2010; and the estuary (Harbor Toxics TMDL) on March 23, 2012. L-16-122

- This section indicates, "the potential operational impacts (pollutants) would be addressed through the incorporation of design development BMPs, treatment BMPs, and adherence to the necessary operation and maintenance protocols identified in the Caltrans SWMP. The proposed treatment BMPs include 24 biofiltration swales, 8 infiltration basins, 22 media filters, 1 detention basin, 7 gross solids removal devices, and 1 wet basin." The City has a wide variety of concerns associated with these proposed BMPs, including the following: L-16-123

    - Long-term effectiveness of many of these proposed BMPs has not been proven based on scientific data. Please cite specific examples associated with major transportation projects in California, or in the United States, where these proposed BMPs have been shown to remain effective in the long term. These examples should include water quality testing data (influent and effluent) for trash, heavy metals, phosphates, hydrocarbons, pathogenic bacteria and other pollutants.

- The long term funding for the maintenance of these proposed BMPs has not been properly analyzed and discussed. Funding sources should be analyzed as they relate to the ability to maintain water quality improvements.

- Reuse of the "treated" urban runoff has not been properly analyzed. The State should consider a BMP to treat and reuse these flows for irrigation along the I-710 Corridor landscaping.

- The cost effectiveness of low flow urban runoff treatment at the City's stormwater pump stations should be considered as an alternative, or supplement, to the proposed treatment BMPs.

L-16-123

- The post-construction increase in traffic that will be using local arterial streets (7th Street, 9th Street, Anaheim) will be subject to increased stop and go traffic until entering the I-710 itself. The Draft EIR/EIS should include the provisions that would be included in the Project to mitigate the increased pollutants from brake dust, tire wear and hydrocarbons that will be deposited on City-owned and operated streets.

L-16-124

- The City is concerned that particulates from concrete batch plants that may be located near the L.A. River, even if meeting current SCAQMD criteria, will still contribute to exceedances in the L.A. River.

L-16-125

- Electrical transmission lines will be relocated directly over portions of the Los Angeles River. The recirculated Draft EIR/EIS should identify if rain and condensate water dripping on the wires will significantly contribute to copper and other metal pollutants in the river.

L-16-126

- The Statewide Highway Characterization indicates that there are several pollutants categories (i.e. conventional, hydrocarbons, metals, microbiological, semi-volatile organics) that exceed current non-TMDL Water Quality Standards. These Water Quality Standards need to be met on a current and ongoing basis and are likely to be detected (at unknown levels) once outfall monitoring begins. The Draft EIR/EIS mentions these pollutants but does not specify immediate or long-term pollutant reduction measures.

L-16-127

- Caltrans is expected to be operating under a Statewide Stormwater Discharge Permit, while municipalities within the I-710 Corridor will be operating under a separate NPDES permit. A major provision of the Tentative MS4 permit for these municipalities will be outfall monitoring. The Draft EIR/EIS does not adequately address how Caltrans intends to work with municipalities to achieve water quality standards where discharges from Caltrans-owned and operated facilities will become commingled with municipal runoff prior to the outfalls.

L-16-128

- While Alternative 1 is the "no build alternative" for the Project, it should be noted that it will still be necessary for Caltrans to install BMPs as part of their

L-16-129

Stormwater permit and reduce pollutants in runoff in order to achieve Total Maximum Daily Loads and related Water Quality Objectives within the various impaired water bodies the I-710 freeway currently discharges into. L-16-129

- Several treatment BMPs are proposed (biofiltration strips and swales, infiltration basins, detention basins, media filters, etc). The recirculated Draft EIR/EIS should contain preliminary estimates of the efficiency of each of the proposed treatment BMPs for removal of each of the anticipated pollutants and provide an analysis of how each BMP will meet TMDL compliance. L-16-130

- The Draft EIR/EIS states that 83 percent of runoff from the new impervious surfaces would be treated. This implies that 17 percent of new surfaces and 100 percent of all remaining impervious surfaces will be untreated. The Draft EIR/EIS must propose mitigation measures that will result in a net decrease of (post-construction) pollutants in runoff. L-16-131

- The City has been informed that 80 to 90 percent of runoff from the Project area will be treated. The Draft EIR/EIS needs to clarify if this is 80-90 percent of the total flow that will occur or does this mean that 80-90 percent of the project area will have treatment systems that may or may not have treatment capability for the larger storms. L-16-132

- The City has been informed that the treatment BMPs are designed for 2 year and 10 year storms at a minimum. Municipalities are being required to treat the runoff from 85th percentile storms. The Draft EIR/EIS needs to evaluate if these two standards are equivalent. L-16-133

- The Draft EIR/EIS needs to specify the operations and maintenance practices that Caltrans will follow once the treatment BMPs are installed. Under the anticipated (next) MS4 permit, municipalities are expected to be required to conduct post-construction effectiveness assessments of their treatment BMPs. The Draft EIR/EIS needs to include similar assessments to be performed by Caltrans to assure continued treatment BMP effectiveness. L-16-134

- The alternatives will require significant modifications to the Dominguez Gap. The discharge point of the Dominguez Gap has been assigned to Jurisdictional Group 1, which includes the City of Long Beach and Caltrans, under the existing Los Angeles River Metals TMDL. Jurisdictional Group 1 (JG1) previously submitted a Metals TMDL implementation plan to the Regional Board on October 10, 2010. Under this plan, JG1, has been working with the Los Angeles County Flood Control District and is using the current assimilative capacity of Dominguez Gap as an integral part of the overall strategy to meet the first TMDL compliance point of January 2011. Any changes to Dominguez Gap have the potential for negating the current compliance of JG1 cities and Caltrans. The Draft EIR/EIS indicates, "the Dominguez Gap will retain its original recharge capacity." This statement is not equivalent to maintaining the original metals reduction capacity. L-16-135

The Draft EIR/EIS must contain mitigation measures for ensuring the continuous metals reduction by Dominguez Gap. L-16-135

- The City has been informed that as part of this Project, numerous (22) storm water pump stations, all located along the east side of the L.A. River will be impacted. Nineteen (19) of these stations will be upgraded to accommodate the projected increased flow. These pump stations may be an integral part of the various Los Angeles River TMDL subcommittees' efforts to minimize pollutant levels in storm water dischargers to the L.A. River. The recirculated Draft EIR/EIS needs to specify how this Project will work with those entities to avoid any increased in pollutant discharges that may result from changes in the pump stations. L-16-136

- The Los Angeles River Metals TMDL specifies that the wet weather sampling under the Coordinated Monitoring Plan (CMP) be initiated once a threshold of 500 cfs occurs at the Willow monitoring station. The proposed increase of 96 cfs under alternative 5A and 771 cfs under alternatives 6A/B/C could dramatically increase the number of wet-weather storms. The Draft EIR/EIS needs to address whether any of the alternatives will impact both dry-weather and wet-weather sampling procedures required under the CMP. L-16-137

- Sampling stations have already been established along the embankments at locations approved by the Regional Board. The recirculated Draft EIR/EIS must indicate if these sampling stations would need to be relocated and whether the relocation would be funded by Caltrans. In addition, the Draft EIR/EIS must note if the sampling would be impacted during construction. L-16-138

- The Draft EIR/EIS does not address if there will be any impact to the existing outfall monitoring that the City is required to conduct under the MS4 permit. In addition, it is likely the outfall monitoring requirements will be expanded under the next MS4 permit. The recirculated Draft EIR/EIS needs to contain provisions for working with the City to minimize impacts to the city's monitoring programs and Caltrans should provide or participate with Municipalities in water quality monitoring to show compliance with applicable TMDLs. L-16-139

- It is unclear if the proposed channel structures (roadway bridges) - 24 channel structures for Alternative 5A and 33 channel structures for Alternative 6A/B/C - will discharge directly to the rivers/waterways or will be collected and directed to a treatment system. The recirculated Draft EIR/EIS needs to adequately address this issue. L-16-140

- The bridges directly over the Los Angeles River are being significantly widened (Alternative 5A would create approximately 13,500 square feet of new structure within the roadway and Alternative 6A/B/C would create approximately 24,000 square feet of new structure within the roadway). The Los Angeles River, through the entire length of the proposed corridor is impaired. Alteration to or L-16-141

removal of any portion of the existing wetlands (regardless of the size) will have a negative impact on water quality. The recirculated Draft EIR/EIS should detail what mitigation measures are proposed for any lost wetland areas. L-16-141

- There are proposed modifications to arterial intersections, which include extending (changing from single to double) the current lanes and adding separate eastbound and westbound right turn lanes (Anaheim St./Santa Fe Ave and Willow St./Santa Fe Ave.). These modifications will trigger the Green Streets requirement under the anticipated (next) MS4 permit. The recirculated Draft EIR/EIS should address the Green Streets approaches and/or treatment systems that will be incorporated for these areas. L-16-142

- The recirculated Draft EIR/EIS should include an evaluation of storm water characteristics and potential impacts prior to construction. In addition, the Draft EIR/EIS should include calculations of water quality flows and identify the discharge points. L-16-143

- As part of the Project, Caltrans should develop and implement programs addressing storm water pollution issues. These programs shall comply with the latest code requirements (i.e., the latest TMDL, Clean Water Act, Coastal Zone Act and California Water Code) at the time of construction. L-16-144

- Treatment BMPs should be designed such that groundwater will not be affected. L-16-145

- The City requests that Caltrans develop, construct and maintain treatment control devices and BMPs within Caltrans right-of-way. In addition, all storm drain pump stations that need to be upgraded or replaced should be reviewed by the City of Long Beach. L-16-146

Section 3.10—Geology/Soils/Seismic/Topography

- Section 3.10.1, Regulatory Setting, page 3.10-1: Per page 77 of the Annotated Outline, this section must consider local regulations that may apply. As the Annotated Outline notes, "the general plan of the jurisdiction(s) affected should include references to local standards on this topic area and identification of hazards." The general plans of the cities and Los Angeles County must be reviewed for applicable standards and this information must be considered in the project analysis. L-16-147

- Section 3.10.2, Affected Environment, page 3.10-2: This section notes that "since no laboratory data is available regarding the collapsibility of soils in the area, it is not known if collapsible soils are present; however, the area is not known from existing mapping to have collapsible soils." This statement must be supported and the "mapping" must be referenced. L-16-148

Section 3.12—Hazardous Waste/Materials

- Section 3.12.3, Environmental Consequences, page 3.12-85: The analysis of temporary impacts refers the reader to Section 3.24, Construction for a discussion of hazardous waste risks related to construction. However, Section 3.24 provides an incomplete analysis of the potential hazardous waste risks during construction. Specifically, throughout the analysis, it is noted that online agency databases did not provide complete information regarding the total sites that pose environmental concerns and as such only the sites for which information was provided were described. This analysis does not fully disclose all of the potential effects that could result during construction. Additionally, as part of the extensive consultation/coordination process required of Caltrans' projects, consultation should have been undertaken with the appropriate agencies prior to and during preparation of the Draft EIR/EIS to provide adequate information and ensure that all of the potential environmental impacts are disclosed to the public and decisionmakers. L-16-149

Section 3.13—Air Quality

Operational Impacts

- Page 3 of the AQ/HRA Technical Study describes the CEQA baseline as project-specific conditions in the year 2008 (e.g., traffic conditions on the I-710 and selected roadways in the year 2008). However, the baseline year also uses year 2008 emission factors instead of 2035 buildout year emission factors. Since vehicular exhaust emission factors will decrease substantially over the next 30 years and traffic would marginally increase, this approach essentially eliminates all CEQA impacts and almost any project proposed using this methodology would result in less than significant CEQA regional air quality impacts. It is not accurate to compare impacts to year 2008 regardless of the year the NOP was filed when the project would not even begin construction until the year 2020. This approach does not provide decisionmakers the necessary information required to make an informed decision on the project. Almost all of the regional and localized operational air quality impact analyses show substantial improvements in comparison to the 2008 Baseline. It is extremely difficult to evaluate the differences between the alternatives the way the operational analysis is structured because the reduction in emissions simply as a result of the decrease in emissions between 2008 and 2035 far outweighs any increase/decrease between the alternatives. A review of pollutant emissions presented in Table 3.13-23 of the Draft EIR/EIS and presented below in Table 1, shows that Alternative 6B and 6C have a reduction in 2035 NO_X emissions in comparison to Alternative 1. However, in all other cases the alternatives would result in an increase of pollutant emissions in comparison to Alternative 1 for year 2035. In fact, an argument could be made from a regional operational emissions standpoint that doing nothing (Alternative 1) is the environmentally superior alternative. L-16-150

Table 1
Comparison of Incremental Criteria Pollutant Emissions for All Build Alternatives compared to Alternative 1 (No Build)
(pounds per day, % change)

Scenario (I-710)	NO_X	CO	PM_{10}[a]	$PM_{2.5}$
Alternative 1	5,111	7,579	2,120	771
% Change in Comparison to Alternative 1				
Alternative 5A	6%	18%	17%	17%
Alternative 6A	39%	38%	52%	52%
Alternative 6B	-39%	9%	37%	22%
Alternative 6C	-29%	12%	33%	21%

Source: Table 3.13-23 of the Draft I-710 Corridor Project EIR/EIS and Matrix Environmental, 2012.

L-16-150

- The analysis of re-entrained dust is confusing and inconsistent. The analysis provided in the AQ/HRA Technical Study employs the January 2011 EPA AP-42 method (emissions are calculated based on grams/vehicle mile travelled. However, Section 3.13, Air Quality, of the Draft EIR/EIS relies upon the new ARB method (emissions are calculated based on the change in centerline length). It appears that the AQ/HRA Technical Study approach was abandoned in the Draft EIR/EIS. According to the Draft EIR/EIS the new ARB method apparently shows no increase in emissions as a result of adding lanes (i.e., silt amount stays the same, even as the per-are silt loading decreases). Therefore, Alternative 5a would not show an increase in re-entrained emissions. This conclusion does not seem reasonable, but is at least consistent with the new ARB method. The explanation for Alternative 6A, B, C does not make sense. While it would be reasonable to assume a lower silt loading on the elevated freight corridor than on the mainline, to assume zero because there doesn't appear to be a source of soil erosion onto the freight corridor is not a reasonable assumption. Windblown deposition of silt and particulate occurs throughout the Basin and it is not clear why it would not also end up on the freight corridor.[1] This very important assumption needs to be supported by fact (i.e., test results from a similar facility). If the ARB methodology is used to calculate emissions from the elevated freight corridor, then these centerline miles should be counted as new miles and not assumed as additional lanes since they are not adjoining lanes. It may not meet the strict definition of a new freeway by Caltrans, but from a layperson's standpoint it appears to be a new freeway in the City of Long Beach. In addition, calculation of maximum daily emissions from re-entrained road dust should not include a correction factor for wet days as it underestimates potential emissions

L-16-151

[1] SCAQMD Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, 2005. Chapter 5 (page 5-2) Reduction of Fugitive Dust (www.aqmd.gov/prdas/aqguide/doc/chapter05.pdf).

on a peak day. Re-entrained dust emissions should be recalculated based on the comments provided above. L-16-151

- The localized hotspot analyses presented in Section 3.13, Air Quality, of the Draft EIR/EIS appear to effectively double count reductions in PM_{10} and $PM_{2.5}$ background and incremental pollutant concentrations. The CO and NO_2 analyses evaluated the incremental change in pollutant concentrations from 2008 to 2035 and added the maximum background pollutant concentration measured at the representative monitoring station over the past three years. The PM_{10} and $PM_{2.5}$ analyses rely upon future projected PM_{10} and $PM_{2.5}$ pollutant concentrations from the 2007 AQMP, which already account for AQMP reduction measures (e.g., less polluting vehicles in the future). Pollutant emissions calculated for the project also account for AQMP reduction measures between 2008 and 2035). Therefore, it appears that the results account for the future reductions twice. The analysis should provide further clarification or be updated to reflect background concentrations measured at the closest monitoring stations over the past three years. L-16-152

- The MSAT analysis presented in Section 3.13, Air Quality, of the Draft EIR/EIS provides a comparison of incremental MSAT health risk impacts for all alternatives compared to 2008 (see Table 3.13-29). For the reasons discussed above (changes in emissions factors from 2008 to 2035), one would expect that the risk would decrease. Rather than providing a similar table comparing all of the build alternatives to Alternative 1 that shows the substantial increases, the Draft EIR/EIS on page 3.13-51 includes the following statement: "All build alternatives have increases in cancer risk in certain locations along I-710 compared to Alternative 1" and references several graphics in an appendix instead. A table comparing the build alternatives to Alternative 1 is required to inform decision makers and the public of the health risk implications of this project for certain areas along the corridor. In addition, many of the areas that have an increase in cancer risk impacts occur within the City of Long Beach. It is recommended that sensitive land uses that have an increase of 10 or more in a million cancer cases (SCAQMD significance threshold) as a result of the project should be provided filtration systems with a minimum of MERV 15 to reduce cancer impacts. L-16-153

- The AQ/HRA Technical Study provides no modeling input or output files for the substantial amount of AERMOD modeling conducted for the project. While it is acknowledged that the modeling files would likely consist of thousands of pages in paper format, the files should have been made available electronically for review. As a result, it is impossible for the public to determine whether the results of the analysis are consistent with SCAQMD modeling guidelines or accurate. These files must be released for public review to allow for comment. L-16-154

- While the Project overall provides for a decrease in air emissions in the project area, "near road" emissions remain a concern. The City supports those L-16-155

alternatives with a "Zero Emissions" component and does not believe any design alternative is valid without a zero emissions component. L-16-155

- The Project will adversely impact lower socio/economic communities. The City recommends that outreach/case management programs be implemented to mitigate the impacts on these communities and other sensitive receptors (preschools, schools, senior facilities, etc). This would include clients utilizing the Multi-Service Center, which is anticipated to experience significant construction impacts in all of the current build alternatives. L-16-156

- The City requests consideration of installation of real-time air quality monitors at various locations in the City of Long Beach along the I-710 Corridor to measure certain pollutants, including but not limited to particulate matter, sulfur oxides, and nitrogen oxides. Current baseline data should be established, and long-term goals should be established for the reduction of these pollutants. L-16-157

GHG Impacts

- Table 4.3-3a of the Draft EIR/EIS shows that all of the alternatives will result in an increase of GHG emissions between 31 and 32 percent in comparison to the baseline condition. This increase in emissions appears to be inconsistent with the goals of AB32 to reduce GHG emissions to 1990 levels by 2020 (16 percent reduction below the estimated "business-as-usual" levels). L-16-158

- Caltrans should install thousands of new trees along the new freeway to address greenhouse gas emissions (and either agree to maintain those trees or donate them to the City for City maintenance). The City of Long Beach should be granted the authority to select tree species to be consistent with its own approved list of trees within City boundaries. L-16-159

Section 3.14—Noise

- The Traffic Noise Study Report provided as part of the Draft EIR/EIS provides no modeling input or output files for the substantial amount of TNM modeling conducted for the project. While it is acknowledged that the modeling files would likely consist of many pages in paper format, the files should have been made available electronically for review. As a result, it is not possible for the public to determine whether the results of the analysis are consistent with Caltrans guidelines or accurate (e.g., truck volume, fleet mix, elevations, receptor locations, and road widths). A summary of the input values should also be provided in Section 3.14 of the Draft EIR/EIS for review. As shown below, in many cases the noise levels at selected receptors decrease for the alternatives in compared to the existing condition even though the traffic volumes increase along the corresponding freeway segment. No explanation or rationale is provided for these counterintuitive results in Section 3.14 or the Traffic Noise Study Report provided in the Draft EIR/EIS. L-16-160

- Section 3.14 on page 3.14-1 of the Draft EIR/EIS states that the Noise section is based on the Traffic Noise Study Report (January 2012) and the Noise Abatement Decision Report (May 2012). However, only the Traffic Noise Study Report is provided for review at http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/. Without the Noise Abatement Decision Report it is not reasonable to expect the public to provide substantive comment. This document must be made available for public review for evaluation of the Draft EIR/EIS. L-16-161

- Table 3.14-3 on page 3.14-31 of the Draft EIR/EIS provides a summary of the reasonableness determination for soundwalls. However, supporting information is not provided in the Traffic Noise Study Report to determine the accuracy of the findings. As an example, SW-503A shows that a 16 ft soundwall would not be reasonable because it would only benefit 10 receptors. It is recognized that this soundwall ultimately is recommended in the Draft EIR/EIS even though it is reported as unreasonable from a cost standpoint. However, without the supporting modeling files, graphics showing the placement of the modeled receptors and the resultant noise levels at these receptors, it is difficult to review whether a soundwall would be reasonable or not. L-16-162

- Based on a review of Table 3.14-2 (Traffic Noise Level Measurements and Modeling Results) and Figures 3.14-1 (Alternative 5A-Noise Monitoring, Modeled Sites, and Sound Walls) and 3.14-2 (Alternative 6A,B,C-Noise Monitoring, Modeled Sites, and Sound Walls), the following specific comments are provided. L-16-163

    - NB-1 was chosen as a short-term monitoring and modeled receptor for evaluating whether noise mitigation measures would be applicable for Cesar E. Chavez Park. The location selected was a play area approximately 500 feet from the proposed improvements. However, the park extends all the way to the proposed improvements. Since recreational activities could occur much closer to the proposed improvements, it is recommended that an analysis location closer to the improvements be included in the Draft EIR/EIS for evaluation of whether additional sound barriers are warranted. In addition, if the modeled receptor were correctly placed then the resultant noise level would likely show an increase in future noise levels and not a decrease. Table 3.13-7 of the Draft EIR/EIS shows that Alternatives 5 and 6 for the I-710 segment between 9th Street and Ocean Boulevard results in an approximate 59 percent increase in traffic volumes compared to existing conditions. Thus, traffic noise levels in close proximity to the proposed improvements at Cesar E. Chavez Park would be expected to increase and not decrease.

    - Similar to NB-1, the placement of NB-2 for Chavez Elementary School may not disclose the extent of potential noise impacts. Once again the noise level change for Alternatives 5 and 6 compared to existing conditions is expected to decrease even though traffic is supposed to increase by 59 percent. The L-16-164

placement of the outdoor monitoring/modeled location (NB-1A) was in the parking lot instead of the playfield and play area which are both adjacent to the new proposed improvement. Receptors within the playfield could possibly result in an increase of 12 dBA or more from the existing baseline since the roadway improvement would be moved adjacent to the playfield. Without proper placement of the noise monitoring/modeling receptors within the playfield, it is not known whether additional mitigation/noise barriers are warranted. The noise analysis should be revised to include these additional receptors. L-16-164

- Receptor NB-4 results in a decrease of 1.7 dBA for Alternative 5 in comparison to existing conditions even though traffic is supposed to increase by 59 percent. This should be confirmed. L-16-165

- Similar to NB-2, the placement of NB-15 for Perry Lindsey Middle School likely does not disclose the extent of potential noise impacts since the noise monitoring/modeling receptor is placed far away from the proposed improvements in a parking lot. An additional receptor should be evaluated near the proposed improvements along Del Amo Boulevard within the play area. L-16-166

- Receptor SB-20C at the end of Barclay Street (shown in Figure 3.14-1 (8 of 20) of the Draft EIR/EIS) appears to show that the receptor was modeled to determine whether soundwall SW-503A was reasonable even though the soundwall does not extend north to Barclay Street. No additional receptors were modeled between Gordon Street and Barclay Street. It is recognized that the Draft EIR/EIS recommends this 16 ft soundwall even though Table 3.14-3 shows that this soundwall is not reasonable from a cost standpoint. However, additional analysis is warranted at additional receptors along this segment to properly determine the feasibility of a new soundwall in the event the 16-foot soundwall is later reduced in size or height because of a determination regarding infeasibility. L-16-167

- Receptors R3 and MNB-10 may not fully evaluate potential benefits from soundwall SW-405B since the receptor location appears to be lower than the elevated freeway connector at that location. If a receptor was evaluated further east of Receptor 3 (along 39th Street) as the elevated connector decreases in height, then it is likely that additional residences would benefit from this potential soundwall and may result in a feasible soundwall from a cost standpoint. L-16-168

- The proposed sound wall along the I-710 SB, along White Avenue north of Long Beach Boulevard, should include a significant landscape buffer between the sound wall and White Avenue between Gordon Street and Adams Street. As proposed, the buffer is not enough to protect sensitive resources or land L-16-169

uses, and does not achieve any tangible reduction in noise levels or mitigate the aesthetics of the project in this neighborhood. L-16-169

- The specific technologies to be used by Alternative 6B have not been fully defined. Thus, potential noise impacts cannot yet be fully evaluated. L-16-170

- CalTrans is encouraged to consider the creation of a residential sound-proofing program, including the installation of double-paned sound insulated windows and doors to reduce sound levels to less than 60dBA. L-16-171

- Federal regulation 23 CFR 772 contains noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use. The NAC for residences (activity category B) and day care centers, hospitals, schools, parks, etc. (activity category C) is a maximum of 67 dBA. The Draft EIR/EIS provides data for noise levels at 117 receptor locations within the limits of the City of Long Beach. The receptor locations are located along the northbound and southbound I-710 and I-405 freeways and along the eastbound and westbound SR-91 freeway. New or replacement sound walls are proposed at 62 of the 117 receptor locations. Of these receptor locations, 45 receptor locations have an estimated future noise level reduced to 62 dBA or less, and 36 receptor locations have an estimated future noise level reduced to 60 dBA or less. No new or replacement sound walls are proposed at 55 of the 117 receptor locations. Of these receptor locations, 10 receptor locations have an estimated future noise level greater than 67 dBA, 32 receptor locations have an estimated future noise level greater than 62 dBA, and 41 receptor locations have an estimated future noise level greater than 60 dBA. The City of Long Beach requests, in addition to new or replacement sound walls currently proposed, new or replacement sound walls at the remaining receptor locations as follows: L-16-172

    - The addition of a sound wall east of the Los Angeles River, from Pacific Coast Highway to Willow Street.

    - The addition of a sound wall east of the rail tracks, from the I-405 freeway to the Los Angeles River.

    - The addition of a sound wall east of the Los Angeles River, from the rail tracks to Del Amo Boulevard.

    - The addition of a sound wall east of the Los Angeles River, from Del Amo Boulevard to Long Beach Boulevard.

    - The addition of a sound wall east of the Los Angeles River, from Long Beach Boulevard to proposed sound wall SW604.

    - The addition of a sound wall along the northbound I-405 freeway, from Wardlow Road to the rail tracks.

- The addition of a sound wall along the eastbound SR-91 freeway, from Susana Road to Long Beach Boulevard.
- The addition of a sound wall along the southbound I-405 freeway, from Hesperian Avenue to Santa Fe Avenue.
- Replacement of the existing sound wall along the southbound I-710 freeway, from the I-405 freeway to SW603B.
- Replacement of the existing sound wall along the eastbound SR-91 freeway, from Long Beach Boulevard to SW606.
- Replacement of the existing sound wall along the eastbound SR-91 freeway, from SW606 to Cherry Avenue.

L-16-172

- In addition, the City requests that the following also be considered with regards to sound walls:
  - The sound walls shown on Exhibit 8A, located adjacent to 33rd Street (at Pasadena Avenue), do not extend far enough west. The sound walls should continue all the way around to Elm Avenue.
  - The sound walls adjacent to 35th Street (Exhibit 8A, near Pine Avenue) do not extend far enough east. The sound walls should extend past Locust Avenue, rather than stopping before Weston Place.
  - The sound wall north of Wrigley Heights (Exhibit 8, north of Baker Street, connecting to Pacific Place as part of off-ramp system and I-405S/I-710 interchange) seems to be located in the middle of the road. Also, additional sound walls could be considered between park/neighborhood and Pacific Place off-ramp. The community would like a barrier between the off-ramp and the park. However, the sound dampening benefits would have to be studied.
  - The possibility of a sound wall or another barrier near the Long Beach Blvd off-ramp (Exhibit 8a, I-405S) should be studied. Currently, Memorial Heights is located adjacent to the I-405 without a barrier.
  - Sound walls are needed along the I-405S/I-710S interchange near the 3700 block of Gale Avenue. Currently, the interchange is right in residents' front yards with no barrier. The proposed plans do not show any sound wall (Exhibit 6).
  - Sound walls are needed along the entire length of 48th Street to Long Beach Boulevard along the Los Angeles River. At a minimum, Caltrans should provide for the installation of a landscaped barrier to reduce impacts to the Sutter Community.

L-16-173

- A sound wall, which was proposed as part of Metro's Blue Line project, is also needed along Del Mar to Avery Place adjacent to the Blue Line.

- All sound walls should be of high quality and high design quality, containing foliage, landscaping and landscaped setbacks that increases air quality and visual appearance, but not being as unruly as the foliage that currently exists.

- With respect to the construction of the new sound walls, the Draft EIR/EIS must consider that I-710 is currently at a much higher grade than the adjacent homes. Additional height will be needed to compensate for this. Currently, trucks are visible from nearly all parts of the neighborhoods adjacent to the freeway.

- The proposed sound walls should be expanded to include the on- and off-ramps along the I-405 and SR-91 freeways.

L-16-173

Section 3.15—Energy

- Section 3.15.3, Environmental Consequences, page 3.15-7: While the only difference between Alternatives 6B and 6C is the introduction of a tolling fee, there is no description or explanation as to why the energy consumption would differ between these two alternatives. This analysis must be provided.

L-16-174

- Section 3.15.3, Environmental Consequences, page 3.15-10: The brief analysis provided under the No Build Alternative notes that "Under Alternative 1, the permanent effects on energy consumption discussed above for the build alternatives would not occur for the project itself, but these permanent energy consumption effects would occur for the other transportation improvement projects included in Alternative 1." While these "other transportation improvement projects" are not specifically described, based on Chapter 2.0, Project Alternatives, page 2-11, Alternative 1 includes approved and planned projects in SCAG's 2008 RTP and RTIP, and approved on-dock rail improvements, Burlington Northern Santa Fe/Union Pacific Railroad Mainline Capacity Improvements, and Intermodal Freight Rail Facilities. It is expected that these improvement projects would provide improved mobility within the study area. Thus, as with the build alternatives, Alternative 1 would provide reduced energy consumption compared to existing conditions. These considerations should be included within the analysis provided in this section and throughout the Draft EIR/EIS.

L-16-175

Section 3.16—Natural Communities

- When discussing the Biological Study Area on page 3.16.2, it is difficult to ascertain the geography of the Biological Study Area. As set forth under Section 15147 of the CEQA Guidelines, "the information contained in an EIR shall

L-16-176

include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public." As such, the 2,000-acre Biological Study Area map and/or related figures must be provided within this section. Similarly, the maps/figures showing the land uses/vegetation communities and associated drainage boxes identified within the Biological Study Area and discussed in Section 3.16.2.2, Plant Communities, must be provided. L-16-176

- The text on page 3.16-3 states, "Thirteen of the 21 drainage features identified within the BSA are classified under this land use category and described further in the Jurisdictional Delineation Report prepared for the project." However, this paragraph and section make no mention of the remaining 8 drainage features or provide an analysis with regard to these 8 remaining drainage features. Thus, the analysis is incomplete. L-16-177

- The text on page 3.16-4 states that surveys were conducted in October 2009. These surveys are outdated and should be updated for current conditions. L-16-178

- The text on page 3.16-9 regarding the No Build Alternative assumes that no physical impacts would occur as part of the No Build Alternative. However, as part of the No Build Alternative, currently funded project or projects underway as well as regular maintenance projects are included. As such, this section and all of the other impact analyses should also describe potential impacts of these physical improvements under this alternative. L-16-179

Section 3.17—Wetlands

- Per page 111 of the Annotated Outline, the discussion of the Affected Environment on page 3.17-2 should include "a concise description, including exhibits depicting the waters of the U.S. in the project area relative to the alternatives under consideration, and the location(s) of any associated sensitive species habitat or special aquatic sites." This section does not include any exhibits that illustrate the subject areas included in the discussion. As described above, in accordance with CEQA requirements, such basic data should be included. L-16-180

- Per page 111 of the Annotated Outline, the analysis starting on page 3.17-12 should also "include maps or other drawings that show the waters/wetlands and quantify and depict how the project or alternatives would affect them." L-16-181

- Per page 112 of the Annotated Outline, the analysis starting on page 3.17-2 should "discuss compensatory measures, including location, functions, plants, cost estimates, and success criteria." None of this information is provided in this section. Such information should have been provided. L-16-182

- Per page 112 of the Annotated Outline, Section 3.17.4, Avoidance, Minimization and/or Mitigation Measures, on page 3.17-1 should "(1) document wetland avoidance alternatives. If the avoidance alternatives are not practicable, justify in detail how the cost, performance, socioeconomic impacts or other factors would make that so; (2) discuss how all practicable measures to minimize harm to the affected wetland have been included in the proposed alternative(s). If a given minimization measure is not practicable, justify in detail how the cost, performance, socioeconomic impacts or other factors would make the measure impracticable..." This information has not been provided and should be included. L-16-183

- Overall, this section does not provide an adequate analysis of the potential impacts to wetlands from the project and relies on conclusory statements. For example, this section makes statements such as "due to the permanent removal of a large amount of the basins within Drainage 3, the proposed permanent impacts would substantially alter the hydrologic regime of this drainage." However, this section does not provide any analysis of what the impacts from altering the hydrologic regime would be, nor does it identify any mitigation measures that would lessen such impacts other than Mitigation Measure NC-1, which describes the preparation of a Habitat Mitigation Monitoring Plan. This mitigation measure does not specify that the habitat replacement would reduce any impacts to the hydrologic regime. Similarly, this section does not include an analysis regarding other environmental impacts associated with alterations to the hydrologic regime or from loss of wetland habitat, such as changes in water quality and impacts to habitat for migratory birds. This section, as well as the entire Draft EIR/EIS, should provide more specificity with regard to the description of the project's effects/impacts. Finally, Section 3.9, Water Quality, page 3.9-2 notes "a discussion of the LEDPA (Least Environmentally Damaging Practicable Alternative) determination, if any, for the document is included in the Wetlands and Other Waters section (Section 3.17)." However, no such discussion is included in this section. L-16-184

- Page 3.17-14 is missing an analysis of sediment retention impacts within Drainage 3 for Alternative 5A. L-16-185

- The City of Long Beach is commencing construction on the DeForest wetlands area. This resource must be included as a wetland, analyzed and protected prior to and after completion of I-710 improvements. Water quality monitoring should be required to ensure that the improvements that the City makes will not be negatively impacts by this project. L-16-186

Section 3.18—Plant Species

- This section notes that a literature review was conducted but provides no details regarding this review or provides any information as to why "all of the special-status plant species that occur within the vicinity of the project do not have L-16-187

suitable habitat within the limits of the BSA." Support must be provided for this statement. L-16-187

- Potential indirect impacts to the special-status southern tarplant are not only limited to shading. The analysis of environmental consequences on page 3.18-2 should include an analysis of other indirect impacts, such as impacts from emissions, climate or microclimate changes, and fugitive dust. In addition, the mitigation measure included to reduce potential impacts, which is identified in Section 3.24, does not provide the necessary specificity required under CEQA to ensure a reduction of such impacts. Specifically, Mitigation Measure CON-61 does not define the vicinity or set standards for boundaries to be enforced. L-16-188

Section 3.19—Animal Species

- Studies or other forms of evidence need to be provided to support the statements on page 3.19-22 that "although these 33 species were not observed during surveys, surveys were not focused on these species. This is primarily because the project is not expected to have a substantial effect on the above species, mainly due to minimal habitat in the BSA. However, it is possible for these species to move onto the site prior to construction. While much of the habitat within the BSA is disturbed, developed, or degraded by the presence of nonnative species, some suitable habitat exists within the BSA for these species." In addition, this statement acknowledges that habitat is available for these 33 species, and as such, further analyses should have been conducted regarding these species. L-16-189

- The analysis on page 3.19-25 needs to adequately address and identify the special status animal species that are being discussed. Simply concluding "fourteen special status animal species were observed within the BSA during 2009 surveys. However, they have low to moderate probability of regular occurrence. The remaining 22 species have a low to moderate occurrence probability…" is not sufficient. Furthermore, it is not clear where the "remaining 22 species" is derived from since this paragraph begins with "fourteen special status animal species…" L-16-190

- Mitigation Measure AS-1 on page 3-19 does not state how the designs of the renovated bridges will be selected or to what standards the designs must adhere. It is also not clear what is meant by "suitable fencing or other structural features..." These features alone may result in secondary impacts, which need to be disclosed. Such performance standards are required of mitigation measures under CEQA. L-16-191

Section 3.20—Threatened and Endangered Species

- Studies and/or other forms of evidence need to be provided to support the discussion in Section 3.20.2.1, Plant Species on page 3.20-2. In addition, the literature review mentioned should be described and appropriate sources should be provided. It is not sufficient to make the statements that "13 plant species that are Federally and/or State-listed endangered or threatened, or proposed or delisted endangered or threatened, or are considered California Fully Protected (CFP) species by the State have the potential to occur within the Biological Study Area (BSA). Suitable habitat does not exist within the BSA for any of these plant species; therefore, they are not discussed further in this section." These conclusory statements must be supported by updated studies and data. L-16-192

- Studies or other forms of evidence also need to be provided to support the statements in Section 3.20.2.2, Animal Species, on page 3.20-2 that "28 animal species that are Federally and/or State-listed endangered or threatened, or proposed or delisted endangered or threatened, or are considered CFP species by the State of California have the potential to occur within the BSA. Suitable habitat does not exist within the BSA for 25 of these animal species. With the exception of the green turtle, all other animal species lacking suitable habitat in the BSA are not discussed further in this section." Studies/surveys to support this conclusion need to be identified. For example, the U.S. Fish and Wildlife Service (Letter from Karen Gobel, Assistant Field Supervisor, U.S. Fish and Wildlife Service, to Ron Kosinski, Deputy Director District Director, District 7, California Department of Transportation, dated September 28, 2008) has advised that a known population of Least Bell's vireo resides in De Forest Park, located just across the Los Angeles River from the I-710 Corridor Project. However, neither the Natural Environment Study, which is the primary basis for the analysis to biological resources included in the Draft EIR/EIS, nor the biological resources sections indicate that surveys were conducted for the Least Bell's vireo. In addition, while Section 3.20 does not provide an analysis of potential impacts to least Bell's vireo as this section does not identify it within the BSA, Table 3.20-2, page 3.20-13, last row, states that the Least Bells vireo "formerly common along the lower Los Angeles River, but only marginally suitable habitat for nesting remains. Has recently been recorded at DeForest Park and the ponds south of Del Amo Ave., Long Beach, in winter and spring." This statement contradicts the discussion provided throughout this section with regard to the animals that may be found within the BSA. As such, the analysis regarding biological resources needs to be revisited to provide an adequate analysis of the true potential impacts to biological resources, including least Bell's vireo. L-16-193

Section 3.22—Relationship between Local Short-Term-Uses of the Human Environment and the Maintenance and Enhancement of Long-Term Productivity

- Section 3.22.2, Environmental Consequences, page 3.22-1: This section assumes that all four build alternatives would have "similar impacts." However, as discussed throughout the Draft EIR/EIS, impacts would differ among the alternatives and those specifics must be described in this section. L-16-194

- Section 3.22.2.2, No Build Alternative, page 3.22-3: As stated in Chapter 2.0 and again in Section 3.23, page 3.23-2, "…Alternative 1 includes other transportation improvements that are already programmed and/or committed to be constructed by 2035." The analysis of the No Build Alternative presented here is inconsistent with this statement as the analysis does not consider the benefits associated with those programmed and/or committed projects that would greatly improve goods movement from the ports via rail. This analysis must be revised to adequately provide the impacts and benefits from the No Build Alternative to consider the assumptions established in the Draft EIR/EIS. L-16-195

Section 3.23—Irreversible and Irretrievable Commitments of Resources that would be Involved in the Proposed Project

- This section does not fully address all potential irreversible and irretrievable commitments of resources that would be involved with Project development. For example, this section does not include an analysis regarding consumption of water during construction, which would be consumed for dust control, concrete mixers, etc. In addition, this section also does not include an analysis of irreversible and irretrievable commitments of air quality resulting from "permanent increase in air pollutant concentrations near the I-710 Corridor" (Section 3.22, page 3.22-2), which would occur under Alternative 5A since this Alternative would only widen the freeway and not provide the zero-emission technology. Furthermore, this section does not analyze potential irreversible and irretrievable commitments of energy from electrical consumption during construction and with implementation of a catenary system or other zero-emission technology. L-16-196

- Section 3.23.2, No Build Alternative, page 2.32-2: The discussion included here is contradictory. Specifically, the second paragraph states "…Alternative 1 includes other transportation improvements that are already programmed and/or committed to be constructed by 2035. Therefore, there would be irretrievable commitments of resources resulting from these other transportation improvements, but not as a result of the I-710 Corridor Project." The first paragraph states "Alternative 1 would also not provide the benefits of the reduced travel times and improved efficiency for the movement of vehicles, people, and goods that would result from implementation of the I-710 Corridor L-16-197

Project." If this section is discussing the "irretrievable commitments of resources resulting from these other transportation improvements," why is this section not accounting for the benefits that these transportation improvements would have along the corridor? These other transportation improvements would certainly reduce travel times and result in improved efficiency for the movement of goods. This consideration must be included here. L-16-197

Section 3.24—Construction Impacts

- Section 3.24.1, Construction Method Approach: This section should include construction phasing, schedule and work hours. L-16-198

- Section 3.24.1, Construction Method Approach: Given the level of design and known right-of-ways for each of the alternatives, this section must identify the potential locations of staging areas, and the aggregate (pavement) crushing plant. L-16-199

- Section 3.24.1, Construction Method Approach: Specific details regarding construction activities must be provided. Providing statements such as "this paving could be done at night, when traffic volumes are reduced, and may take several nights" is inadequate. Additionally, specific information regarding when the "Unique Features of Alternatives 6B and 6C" would be installed must be provided. L-16-200

- Section 3.24.3.1, Land Use, page 3.24-5: Construction impacts to parks and recreation facilities are merely presented in a table and not discussed in the text. These impacts must also be discussed within the text and described appropriately. L-16-201

- Section 3.24.3.2, Growth, page 3.24-5: The unemployment rate provided here is not consistent with what is included in the Executive Summary. L-16-202

- Section 3.24.3.4, Utilities/Emergency Services, page 3.24-11: Utility impacts under Alternative 5A are not included. In addition, impacts to the numerous utilities in the Study Area are also not provided. This analysis must be provided here to ensure that accurate information is disclosed to the public and decisionmakers. L-16-203

- Construction of the Project will require temporary closures of freeway ramps and arterial streets. As a result, traffic will be diverted to detour routes within City limits and will create traffic impacts along the detour routes. The increase in traffic along the detour routes and coordination of ramp, freeway lanes, and arterial street closures will require additional services to be provided by the Department of Public Works, the Police Department, and the Fire Department. Capital improvements to the traffic signal system in the City will be required. In addition, such detours may potentially affect the ability of the Police Department L-16-204

and Fire Department to meet response time goals. As such, the City requests that Caltrans provide funding in an amount to be determined to provide City staff support and capital improvements necessary to mitigate traffic impacts along detour routes. L-16-204

- Section 3.24.3.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, page 3.24-12: A qualitative analysis of the potential impacts to traffic and transportation and pedestrian and bicycle facilities is not adequate. The analysis must inform the public and decisionmakers of the levels of service expected during construction and provide a specific description of anticipated ramp closures. L-16-205

- It is recommended that the Caltrans Traffic Management Plan (TMP), identified as Measure CON-6, include the necessary traffic signal upgrades/improvements along parallel streets within the City of Long Beach (i.e., Santa Fe Avenue) to help facilitate traffic movement and to ensure that the temporary construction related traffic impacts of the I-710 Corridor Project are minimized. Further yet, these improvements should be installed well in advance of the construction phase of the project. L-16-206

- It is recommended that City of Long Beach staff be involved in the development of the Caltrans TMP as it pertains to detours and/or re-routes of traffic onto City of Long Beach roadways during construction of the proposed project. L-16-207

- It is also recommended that a detailed pavement assessment be conducted for all affected City of Long Beach streets to determine each streets pavement condition at the conclusion of project construction. If project construction causes any damage to existing pavement, street, curb, and/or gutter along the identified detour routes, Caltrans will be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City of Long Beach, Department of Public Works. L-16-208

- Once all truck routes have been identified during the development of the Caltrans TMP, it is recommended that a detailed pavement assessment be conducted for all affected City of Long Beach streets to determine each streets pavement condition prior to the commencement of construction. L-16-209

- The Draft EIR/EIS should better define the impacts of traffic diversion during construction of the Project. L-16-210

- Section 2.34.3.6, Visual/Aesthetics, page 3.24-13: The analysis presented here notes that impacts to sensitive viewers would be expected. However, this analysis does not provide who or what these sensitive viewers are. This information must be provided to accurately reflect and mitigate potential impacts. L-16-211

- Section 3.24.3.7, Cultural Resources, page 3.24-13: Section 3.7 is limited to the discussion of historical resources and does not provide an analysis of the potential discovery of cultural/archaeological resources during construction. Therefore, a simple reference to this section in this discussion is not appropriate or adequate. The analysis for the potential discovery of cultural resources during construction must be provided here. L-16-212

- Section 3.24.3.8, Hydrology and Floodplain, page 3.24-13: This section does not discuss impacts to hydrology or the floodplain. During construction, existing structures would be removed and constructed resulting in a corresponding alteration in the existing hydrology and floodplain. The analysis presented here merely focuses on water quality impacts. The analysis of temporary impacts to hydrology and floodplain must be provided. L-16-213

- During construction, a number of alternate traffic routes will be proposed. The Draft EIR/EIS does not indicate which mitigation measures will be undertaken for the additional pollutants that will be generated from the increased vehicle trips and increased pollutant loads discharged via runoff from City-operated streets into the storm drain system. This may potentially be detected as elevated pollutant levels in the outfall monitoring program, the ongoing Coordinated Monitoring Plans for L.A. River and Los Cerritos Channel or at the LA County mass emission station located near Wardlow. L-16-214

- Section 3.24.3.10, Geology, page 3.24-17: An adequate analysis for Alternatives 6A/B/C must be provided. Merely stating that temporary impacts "will be greater under Alternatives 6A/B/C due to the freight corridor component" is not sufficient. A thorough analysis of potential impacts associated with geology under Alternatives 6A/B/C must be provided. L-16-215

- Section 3.24.3.12, Hazardous Waste/Materials: Throughout this section, it is noted that online agency databases did not provide complete information regarding the sites that pose environmental concerns and as such only the sites for which information was provided were described. As part of the preparation of this Draft EIR/EIS, consultation should have been undertaken with the appropriate agencies to provide adequate information to ensure that all of the potential environmental impacts are disclosed to the public and decisionmakers. This analysis must include the complete list of sites with the appropriate description and potential effects resulting from these sites. In addition, this section indicates several potential impacts resulting from contaminated groundwater, elevated levels of aerially deposited lead, asbestos, etc., and notes that further evaluations and investigations need to be conducted. However, this section does not describe what these evaluations and investigations would entail, how such investigations would minimize potential impacts to construction workers, or even include them as part of the mitigation measures provided in this section to reduce impacts from hazardous waste/materials. Furthermore, in the L-16-216

analysis of Alternatives 6A/B/C, it is not clear whether the 28 sites noted are in addition to those described under Alternative 5A. This must be clarified. L-16-216

- Prior to the removal or relocation of gas pipelines across bridge structures, testing for asbestos must be conducted and asbestos abatement provided, as necessary. These procedures must be outlined in a mitigation measure to ensure adequate procedures are implemented. L-16-217

- The evaluation and discussion of potential construction air quality impacts is inadequate for a project of this magnitude. The entire discussion of construction air quality impacts is limited to three pages in Section 3.24, Construction, of the Draft EIR/EIS and little over one page in the Air Quality and Health Risk Assessments (AQ/HRA) Technical Study. In order to find any specific information on how these emissions were calculated or to review emissions from a specific segment the reader must uncover it where it is buried in Appendix B of the AQ/HRA. Upon review of Appendix B of the AQ/HRA, the analysis employs a methodology that potentially underestimates peak daily emissions from each segment and does not fully identify or characterize significant construction impacts, ignores localized criteria and air toxic impacts, and does not provide sufficient mitigation. Each of these inadequacies is discussed below. L-16-218

  - Criteria pollutant mass emissions for construction summarized in Table 3.24-4 on page 3.24-25 of the Draft EIR/EIS underestimate peak day emissions from individual segments for the following reasons:

    - Appendix B of the AQ/HRA Technical Study provides calculation of construction emissions for each of the seven identified roadway segments. Each project segment is then divided into four construction activities (i.e., Grubbing/Land Clearing, Grading/Excavation, Drainage/Utilities/Sub-Grade, and Paving). The analysis assumes that each roadway segment is constructed in a linear manner and that within each segment no overlap occurs from the four types of construction activities. Given that at least two roadway segments are located within the City of Long Beach and could be as long as five miles, it would be expected that some of the different construction activities discussed above would overlap (e.g., grading/excavation in one portion of the segment while drainage/utilities/sub-grade is occurring in a different portion of the same segment). The analysis should be revised to account for the extent of this overlap or construction air pollutant emissions within the City of Long Beach could be substantially underestimated. If no overlap would occur, then a mitigation measure specifically requiring no overlap of construction activities should be required.
    - Trip distance for soil hauling and concrete (Table B.2-2B on page B-39 Table B.2-2C on page B-40, Table B.3-2B on page B-58, and Table B.3-2C on page B-59 of Appendix B of the AQ/HRA of the Technical Study) was input as 10 miles for a round trip (i.e., 5 miles from the project site) at

all locations along the seven segments. The tables include a footnote for use of the 10 mile round trip distance ("input parameters were provided by URS"). This footnote does not sufficiently support use of a 10-mile roundtrip distance and pollutant emissions could potentially be underestimated by 67 percent. The Model default value is 30 miles. In addition, SCAQMD's recommended model (CalEEMod) uses a default value of 20 miles. Use of a 10 mile round trip distance would require identification of the specific locations as to where the material would be imported/exported and a mitigation measure should be included in the recirculated EIR/EIS requiring use of the identified locations. If not, the analysis should be revised to include the default trip distance of 30 miles or the pollutant emissions from construction haul activity would be underestimated by 67 percent. L-16-218

- The SCAQMD recommends calculation of on-road fugitive dust. SCAQMD's recommended model (CalEEMod) calculates on-road fugitive dust associated with paved and unpaved roads consistent with USEPA's AP-42, Section 13.2.1, Paved Roads, January 2011 (www.epa.gov/ttn/chief/ap42/ch13/final/c13s0201.pdf). Assuming parameters consistent with SCAQMD and CARB guidance (i.e., silt loading of 0.1 and truck weight of 20 tons), daily truck activity for a single segment (please refer to Table B.2-2B on page B-39 Table B.2-2C on page B-40, Table B.3-2B on page B-58, and Table B.3-2C on page B-59 in Appendix B of the AQ/HRA of the Technical Study) could result in 73 pounds of PM_{10} and 18 pounds of $PM_{2.5}$ (424 truck trips per day at 30 miles round trip). All vehicle miles traveled from worker commuting, vendor commutes, soil hauling, and demolition hauling should be accounted for in the analysis. When accounting for overlap between all of the segments and individual segment overlap, PM_{10} and $PM_{2.5}$ impacts would be substantially underestimated.
- The calculation of fugitive dust emissions during construction activities are potentially underestimated by a factor of five. Table B.2-2F on page B-43 and Table B.3-2F on page B-62 in Appendix B of the AQ/HRA Technical Study show that the maximum acreage disturbed could range from 3.0 to 6.5 acres. However, the individual Road Construction Emissions Model Data Entry Worksheets show a maximum of 15 acres disturbed per day. A limit of acreage disturbed per day would serve to reduce fugitive dust emissions. As such, if the project is going to limit the acreage disturbed, then a mitigation measure to enforce these limits should be included in the Final EIR. If not, then the analysis should be updated to reflect 15 acres and fugitive dust emissions would increase by as much as a factor of five.

- One of the primary deficiencies in the analysis of construction air quality impacts is the lack of any analysis of localized impacts within the City of Long Beach related to criteria impacts. The SCAQMD critiqued the underlying technical methodology after participating in the Air Agency Technical Working L-16-219

Group. In its comments on the protocol for the Air Quality and Health Risk Assessment ("AQ/HRA Technical Study"), the SCAQMD stated that it was concerned the protocol "would not sufficiently quantify air quality impacts." SCAQMD Comments on AQHRA Protocol, at 1. Indeed, the SCAQMD stated that the AQHRA protocol should be revised to include an analysis of local criteria pollutant concentrations consistent with the SCAQMD's local significance thresholds (LSTs). Instead, the Draft EIR/EIS provided the following unsubstantiated conclusion regarding localized impacts on page 3.24-24.

> "According to the project schedule, some of the construction phases are expected to take more than five years to complete. However, the construction period at any one location is likely to be less than three or four years. Therefore, construction-related emissions are considered temporary; and any construction-related $PM_{2.5}$ and PM_{10} emissions due to this project were not included in the hot spot analysis."

Given that the LSTs are in terms of much shorter durations (e.g., 24-hours for PM_{10} and $PM_{2.5}$, 1-hour for CO, and 1-hr for NO_X) and the Draft EIR/EIS states that these pollutant emissions could impact sensitive receptors within the City of Long Beach at any one location for three or four years, this qualitative approach is completely dismissive. Regardless of the conclusion that a hotspot analysis is not required for Conformity Determination, which is incorrect and is discussed in the subsequent comment, without an analysis of localized impacts it is impossible to address the CEQA Checklist Question III.B (Violate any air quality standard or contribute substantially to an existing or projected air quality violation?) and III.D (Expose sensitive receptors to substantial pollutant concentrations?). Figure 1.1B of the AQ/HRA Technical Study shows the extent of residential uses and other sensitive receptors within the City of Long Beach in close proximity to the project. An analysis of localized impacts should be conducted for public disclosure and decision-making regarding potential impacts to sensitive land uses near the proposed construction activities. Based on the localized analysis, additional mitigation measures should be implemented and are discussed below.

L-16-219

Simply using the SCAQMD look-up tables for evaluation of potential localized impacts would demonstrate that the project would result in significant localized construction impacts. According to Table B.2-2F on page B-43 in Appendix B of the AQ/HRA Technical Study, Segments 1 through 6 grading/excavation activities would occur on a maximum of 5.0 acres per day. A comparison of the SCAQMD LST look up values (distances to an exceedance of the ambient air quality standards) for Source Receptor Area (SRA) 4 (South Coastal Los Angeles County-Long Beach) to project-related construction pollutant emissions disclosed in the AQ/HRA Technical Study is provided below in Table 2. As shown below, the impact area along any single

segment would be approximately 3,800 meters (2.4 miles) for NO_X, 145 meters for PM_{10}, and 110 meters for $PM_{2.5}$. For most of the segments, the NO impacts would extend close to the entire length of any individual segment. Also, the impact area could extend substantially based on the comments provided above (e.g., fugitive dust was calculated based on a much smaller area disturbed than reported elsewhere in the AQ/HRA Technical Study). As an example, if fugitive dust emissions were calculated based on 15 acres (discussed above), then the impact area for PM_{10} and $PM_{2.5}$ would increase to 340 meters and 220 meters, respectively. Please note that a direct comparison of localized emissions to the SCAQMD LSTs is not possible since the Draft EIR/EIS only provided total emissions and did not differentiate between localized and regional emissions. However, based on information provided in Table B.2-4 on page B-49 of the AQ/HRA Technical Study, it is clear that construction emissions would substantially exceed the LSTs. Also, the potential exists for two segments to be under construction in close proximity to each other (i.e., end of one segment and beginning of another segment) such that the localized emissions should be combined for purposes of evaluating localized impacts. No mitigation measure has been provided in the Draft EIR/EIS to prevent this condition from occurring nor was it analyzed. Therefore, a mitigation measure to limit construction of two segments in close proximity to each other such that they could contribute to localized impacts should be included in the Draft EIR/EIS.

Table 2
Comparison of Draft EIR/EIS Construction Emissions to SCAQMD Localized Significance Thresholds
(pounds per day)

L-16-219

Source	NO_X	CO	PM_{10}[a]	$PM_{2.5}$
Segments[a]				
Segment 1	287	176	69	21
Segment 2	287	176	69	21
Segment 3	287	176	69	21
Segment 4	277	177	69	21
Segment 5	285	174	69	21
Segment 6	284	173	69	21
Segment 7	127	93	22	6
Maximum Segment	**287**	**177**	**69**	**21**
SCAQMD LSTs	**59**	**1,530**	**14**	**8**
Distance to Receptor less than LST (meters)	**3,800**	**<25**	**100**	**100**

[a] *Project-related construction emissions as presented in Table B.2-4 on page B-49 in Appendix B of the AQ/HRA Technical Study.*

Table 2
Comparison of Draft EIR/EIS Construction Emissions to SCAQMD Localized Significance Thresholds
(pounds per day)

Source	NO_X	CO	PM_{10}[a]	$PM_{2.5}$
[b] *SCAQMD LSTs based on SRA 4, 5-acre active site area, and 25-meter receptor distance.*				
Source: Environ, 2010 and Matrix Environmental, 2012.				

The Draft EIR/EIS states on page 3.24-24 that since construction will not occur at any one location for more than five years, construction-related emissions are considered temporary and not included in the hot-spot analysis for the project-level conformity analysis. This statement seems to contradict what is stated on page B-3 of Appendix B in the AQ/HRA Technical Study where the analysis "…assumes the most compressed construction schedule possible". This would seem to suggest the rationale for not including construction activities in the hot-spot analysis (i.e., not occurring for more than five years at any one location) is likely too optimistic. As shown in Table 2, the localized 7construction impacts are significant and should be quantitatively evaluated in the Draft EIR/EIS. A localized impact analysis is required to determine the extent of the impact to sensitive land uses within the City of Long Beach, especially with multiple segments under construction concurrently, is required for the decision makers to make a determination of whether additional mitigation measures are warranted to mitigate the localized impacts. Also, contrary to what is stated in the Draft EIR/EIS, Table 2 shows that localized NO_2 impacts could potentially impact land uses within 3,800 meters (2.4 miles) of construction activities and not for a short duration. Thus, land uses along the segments would potentially be exposed to localized impacts over the vast majority of the segment construction duration that exceeds ambient air quality standards. L-16-219

Despite not including PM_{10} and $PM_{2.5}$ construction emissions in the hotspot analysis, the Draft EIR/EIS states that the project will comply with SCAQMD Fugitive Dust Rules and $PM_{2.5}$ and PM_{10} control measures contained in the State Implementation Plan. Given that compliance with these measures is part of the rationale for not including the pollutants in the hot-spot analysis, further discussion of goals and purposes of these measures and how the project would specifically implement each control measure should be provided in the Draft EIR/EIS.

- According to the SCAQMD's MATES III Study, diesel particulate matter (DPM) represents approximately 84 percent of the Basinwide cancer risk. However, the Draft EIR/EIS ignores the fact that project will emit large amounts of DPM from use of heavy-duty construction equipment and diesel haul trucks during the eight to 15 year construction duration. OEHHA L-16-220

recommends calculation of health risk impacts for a minimum of a 9-year exposure duration (OEHHA, 2003: The Air Toxics Hot Spots Program Guidance Manual for Preparation of Heath Risk Assessments). As proposed construction is anticipated to occur for between eight and 15 years, a health risk assessment should be conducted to evaluate potential health risk impacts during construction at sensitive land uses within the City of Long Beach. In addition, the analysis should include a calculation of risks to children in accordance with OEHHA guidelines.

L-16-220

- The above information demonstrates that the project has the potential to result in significant regional and localized construction impacts not disclosed in the Draft EIR/EIS. Additional mitigation measures are warranted to reduce these impacts to the extent feasible. Provided below is a list of measures that should be considered as potential mitigation:

– Require all off-road equipment to meet Tier IV standards.

– Require all diesel trucks used by construction contractor(s) at the site, or for on-road hauling of construction material, to be post-2010 models.

– Configure construction parking to minimize traffic interference.

– Consolidate truck deliveries when possible.

– Provide dedicated turn lanes for movement of construction trucks and equipment on and off site.

– Suspend use of all construction equipment operations during second stage smog alerts.

– Establish a staging zone for trucks that are waiting to load or unload material at the work zone in a location where diesel emissions from the trucks will have minimum impact on abutters and the general public.

– Locate construction equipment away from sensitive receptors such as fresh air intakes to buildings, air conditioners and operable windows.

– Purchase or create local offsets for the duration of the construction period.

– Employ a construction site manager to verify that engines are properly maintained and keep a maintenance log.

– Construction activities shall utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators.

– Regional on-road haul truck activity shall be limited to the assumptions provided in Appendix B of the AQ/HRA Technical Study. Specifically, a haul truck management plan shall be developed and implemented which clearly identifies the specific import/export locations to support an average 10 mile round trip distance. The construction contractor shall keep a daily log of haul

L-16-221

truck activity to document the number of trips, import/export locations, and odometer readings to verify an average 10 mile round trip distance.

– To reduce fugitive dust emissions, maximum daily construction activities shall be limited to the acreage specified in Table B.2-2F on page B-43 and Table B.3-2F on page B-62 in Appendix B of the AQ/HRA Technical Study. Specifically, Segments 1 through 6 shall be limited to a maximum of 6.5 acres disturbed during grubbing/land clearing; 5.0 acres during grading/excavation; and 3.0 acres during drainage/utilities/subgrade. The maximum daily acreage shall be limited to 2 acres at any time for Segment 7. An independent field inspector shall verify on a daily basis.

L-16-221

Concurrent/Interim Construction and Operational Air Quality Impacts

- The Draft EIR/EIS omits consideration of emissions due to traffic disruptions caused by construction. Caltrans' Model EIR/EIS states that carbon monoxide ("CO") and PM10 hot spot analysis should be included if construction will last more than two years "and/or will substantially affect traffic due to detours, road closures, and temporary terminations…." Model EIR/EIS, at page 92. However, as page 3.24-23 of the Draft EIR/EIS's construction analysis states, "If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic will increase slightly while those vehicles are delayed." Rather than guessing as to whether traffic disruptions will result in increased emissions during construction, the Draft EIR/EIS should perform the technical analysis to determine whether CO and other pollutant emissions will increase as a result of traffic disruptions. A review of CARB's vehicle emission factors for a light-duty gasoline automobile in Year 2012 within Los Angeles County shows a decrease from 65 miles per hour to 10 miles per hour would result in 3.6 times more ROG, 2.0 times more CO, and 1.3 times more NO_X (www.arb.ca.gov/jpub/webapp/EMFAC2011WebApp/rateSelectionPage_1.jsp).

  No interim year traffic analyses have been conducted to determine whether an interim year (increase in traffic combined with construction impacts, traffic disruptions, and vehicle emission factors that are not as favorable for the project) could potentially result in emissions that exceed 2035 emissions. The Draft EIR/EIS must provide enough information to inform the decision to remove construction impacts from the transportation conformity hot spot analysis and evaluate whether 2035 has the maximum expected emissions.

L-16-222

- Due to the nature of the Project and the potential for disturbed traffic flow due to detours, closures, and temporary terminations, it is also important to model the air toxics emissions along the detour routes within the City of Long Beach, as those routes might impact sensitive receptors.

L-16-223

- The construction analysis is deficient in that, among other things, it does not account for the following direct and indirect sources of GHG emissions: (1) Electricity to power nighttime lighting, traffic signals, etc.; (2) Vegetation changes

L-16-224

and associated changes in carbon sequestration; (3) Water use during construction for, inter alia, dust suppression; (4) Demolition debris and construction waste disposed of in landfills; and (5) Emissions from stormwater pumps, whether direct if powered by liquid fuels or indirect if powered by electricity.

L-16-224

- The evaluation and discussion of potential construction noise impacts is inadequate for a project of this magnitude. The discussion of construction noise impacts is limited to three pages in Section 3.24, Construction, of the Draft EIR/EIS and no supporting calculations are provided in any appendices. Specific comments are provided below.

    - Construction Vibration: Page 3.24-26 of Section 3.24 of the Draft EIR/EIS states that pile driving activities may be located as close as 50 feet from existing residences and would be subject to a vibration level of 0.3 PPV. This vibration level is considered to be strongly perceptible and will have the potential to damage the older residential structures. The Draft EIR/EIS concludes no adverse temporary groundborne vibration impacts would occur with implementation of avoidance and minimization measures described in Section 3.24.4.14. Mitigation Measure CON-38 requires "A pre- and post-construction survey will be conducted for residential structures located within 100 feet of pile driving locations to determine whether any new cracks or other damage have occurred. The proposed project will be responsible for the cost of damage to structures resulting from project construction." It should first be pointed out that the significance conclusion is incorrect as this measure only minimizes the significant and unavoidable impact and it does not result in a less than significant impact. The measure should be expanded to all structures (e.g., commercial, office, religious institutions, and schools). According to the Federal Transit Administration (FTA) Transit Noise and Vibration Assessment (FTA, May 2006), a typical-impact pile driver will generate approximately 0.644 PPV (in/sec) when measured at 25 feet. Therefore, since vibration impacts dissipate at different rates depending on the soil type and the Draft EIR/EIS provides no evidence regarding the soil types or vibration analysis, this mitigation measure must also be expanded to a minimum of 200 feet for pre- and post- surveys. In addition, this measure should be expanded to include damage to personal property. Caltrans should provide advance notice to potentially impacted areas (200 feet from proposed pile driving activities) regarding steps they should take to prevent damage (remove valuable items off shelves, etc.) to personal property.

L-16-225

    - Construction Noise: Page 3.24-27 of Section 3.24 of the Draft EIR/EIS indicates that equipment involved in construction is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 50 feet and construction levels should not exceed 86 dBA maximum instantaneous noise level at a distance of 50 feet. This discussion needs to discuss pile driver noise levels in which noise levels would be at least 105 dBA. According to

L-16-226

the construction noise discussion, it is concluded that construction noise impacts would be less than significant because construction would be conducted in accordance with the Caltrans Standard Specification. No discussion of what this entails is included in the discussion nor does it make it clear how it is going to reduce construction noise levels such that they are less than significant.

- According to Section 7-1.01I, Sound Control Requirements, of the Caltrans Standard Specifications, the Contractor shall comply with all local sound control and noise level rules, regulations and ordinances and internal combustion engines shall be equipped with a muffler of a type recommended by the manufacturer. The City of Long Beach Municipal Code provides construction hour limitations (7:00 am to 7:00 pm Monday through Friday and 9:00 am to 6:00 pm on Saturday), but does not specify local sound control noise levels for construction activities. The City of Long Beach does use the following CEQA significance threshold for construction noise: A significant impact would occur if project construction activities cause the exterior ambient noise level to increase by 5 dBA or more at a noise-sensitive use, as measured at the property line of any noise-sensitive use. Therefore, the Draft EIR/EIS should implement mitigation measures to reduce project-related construction noise levels within the City of Long Beach to less than 5 dBA above ambient noise levels to support a conclusion of less than significant construction noise impacts to noise-sensitive land uses within the City of Long Beach

L-16-226

- Construction Noise Mitigation Measures: Section 3.24.4.14 on page 3.24-48 of the Draft EIR/EIS provides a list of construction noise mitigation measures. However, many of the measures are not project specific nor do they provide enough specificity to evaluate whether the measures are sufficient.

  - Mitigation Measures CON-30 and CON-34 require that equipment noise control be applied such that old and new equipment will meet specified noise levels. The Draft EIR/EIS does not provide any construction noise analysis and it does not specify any required reduction in noise levels. As a result, these measures are meaningless. A construction analysis must be performed that clearly demonstrates the standard in which the equipment must meet and the measures must provide a mechanism for how they will be enforced.
  - At the very least, a mitigation measure requiring a construction noise plan should be included in which a specific set of measures for certain conditions be included. The plan should also include a noise monitoring program to field verify the effectiveness of the plan to ensure that noise sensitive land uses within the City of Long Beach are not negatively impacted from this 8 to 15 year duration of construction noise.

L-16-227

- Noise impacts during the construction phase should be mitigated to the greatest extent possible. While there will be noise impacts from the Project, the City recommends use of state-of-the-art noise walls and other dampening/mitigating approaches for the final project.

- Section 3.24.3.19, Animal Species, page 3.24-36: The essential fish habitat discussion notes that "the I-710 Corridor Project will have a temporary adverse effect on Coastal Pelagic Management Plan Species." This plan protects habitats of certain species yet this plan is not discussed anywhere in Section 3.16, Natural Communities. In fact, Section 3.16, page 3.16-2 notes that "no habitat conservation plans or natural communities conservation plans are within the I-710 Corridor Project study area and are, therefore, not applicable to the proposed project." This must be corrected and the appropriate analysis must be provided in Section 3.16.

- Section 3.24.4, Avoidance, Minimization, and/or Mitigation Measures: In general, the avoidance, minimization, and/or mitigation measures included in this section must include specific detail and information to demonstrate how the mitigation measure would serve to reduce potential impacts. For example, the visual/aesthetics mitigation measure must include details regarding what this measure would accomplish, how the Caltrans Standard Construction Specifications would be implemented, and what specific specifications are included as part of this mitigation measure. In other instances, mitigation measures are provided in this subsection. However there is no analysis indicating why the mitigation measure is required. For instance, two mitigation measures regarding cultural resources are provided yet no analysis of impacts that would call for such mitigation measures is provided within Section 3.24, Construction and Section 3.7, Cultural Resources. Similarly, a mitigation measure to conduct surveys for Caulerpa taxifolia (a nonnative seaweed) is provided but no description or analysis of such species possibly existing or invading the Study Area is provided. Furthermore, where potential impacts have been identified, no mitigation measures are provided. Specifically, mitigation measures associated with hazardous waste/materials do not include all of the evaluations and investigations noted in the analysis. The requirement to conduct such evaluations and investigations should be included as mitigation with specific standards or performance measures established. L-16-227

- The Draft EIR/EIS should confirm that Caltrans would apply Metro's recently adopted Green Construction Policy during construction of the Project.

- During construction, it is expected that a number of local arterial streets and intersections will be heavily impacted by additional traffic congestion. It is expected that the analysis will incorporate mitigation measures throughout to address the increased traffic congestion, wear and tear, and the implementation

of temporary intersection improvements to relieve congestion during the construction period. L-16-227

Section 4.0 CEQA Evaluation

- Page 4-1 states that "CEQA, on the other hand, does require Caltrans to identify each 'significant effect on the environment' resulting from the project and ways to mitigate each significant impact." Thus, the reader expects to find more detailed analysis based on specific thresholds of significance. However, review of the impact analyses throughout this section merely presents a reference to the analyses within Chapter 3 of the Draft EIR/EIS with a summary of those same analyses. Therefore, the detailed comments provided for the analyses within Chapter 3 above also pertain to this Chapter of the Draft EIR/EIS. The analyses are in many cases conclusory with no demonstration of how mitigation measures will actually mitigate identified impacts. In addition, a substantial number of the mitigation measures needed to mitigate impacts in this section represent deferred mitigation and do not contain the performance standards required by CEQA. L-16-228

- The analysis of potential impacts to recreation on page 4-9 states that there are no recreation facilities within the Project that would require expansion or construction. However, as set forth in other parts of this Draft EIR/EIS, portions of Cesar E. Chavez Park will need to be expanded as part of the Project. L-16-229

- The analysis of effects on a scenic vista provided on page 4-12 dismisses this issue by stating that there are no officially designated scenic vistas in the Project area. However, an impact of a scenic vista can occur even when a scenic vista is not officially designated. Visual resources within the project area include prominent landforms and historic resources. This section of the Draft EIR/EIS should address whether views of such resources would be affected. L-16-230

- Like the analysis in Section 3.6, the analysis of potential light and glare impacts on page 4-13 is strictly qualitative with no demonstration of what potential impacts might be or how mitigation measures would reduce such impacts to less than significant levels. The proposed elevated freight corridor that will be visible to many residents may indeed result in significant light or glare impacts. L-16-231

- Like the analysis of land use in Section 3.1, the summary of land use impacts on page 4-25 does not include a discussion of existing land use and zoning for the parcels to be acquired for the Project, both of which will need to be modified as a result of the Project. L-16-232

- Like the analysis in Section 3-24, the evaluation of construction noise impacts on page 4-26 does not provide specific information to demonstrate that significant construction noise impacts would not occur. L-16-233

- The analysis of visual character and quality on page 4-30 is conclusory. As with the analysis provided in Section 3.6, there is no demonstration of how the introduction of a highly visible and overwhelmingly contrasting elevated freight corridor would be mitigated by the proposed mitigation measures. L-16-234

- Section 4.2.4.6, Mandatory Findings of Significance, page 4-69: Based on the analysis provided in Section 3.25, Cumulative Impacts, the build alternatives would also contribute to cumulative adverse impacts related to aesthetics and biological resources. As such, the conclusion presented here contradicts what is presented in the analysis of cumulative impacts. L-16-235

Based on the above comments, we believe that the Draft EIR/EIS has inadequacies that must be corrected. Additional analyses are needed and existing analyses and base assumptions need to be modified and/or substantiated within a recirculated Draft EIR/EIS. The City looks forward to continued discussions and coordination with Caltrans on this important project. L-16-236

Respectfully submitted,

Patrick H. West
City Manager

PHW:SF:AJB:DB

CC: Honorable Mayor Foster and City Council
Suzanne Frick, Assistant City Manager
Amy J. Bodek, Director of Development Services
Robert Zur Schmiede, Deputy Director of Development
Derek Burnham, Planning Administrator
Michael Conway, Director of Public Works
Ara Maloyan, Deputy Director of Public Works/City Engineer
Derek Wieske, Assistant City Engineer
Dave Roseman, City Traffic Engineer

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L-16-1

This is an introductory comment from the City of Long Beach regarding the project goals, alternatives including consistency with the design for the Gerald Desmond Bridge, the environmental impact analyses, request to revise and recirculate the Draft EIR/EIS, zero emission technology, and data inconsistencies. Refer to Responses to Comments L-16-2 through L-16-236, below, for detailed responses to the City's comments on the Draft EIR/EIS.

L-16-2

This comment expresses the City of Long Beach's support for an alternative that uses zero emission technology for freight movement.

As described in Section 2.3.2.3 in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), a ZE/NZE freight corridor is a component of Alternative 7.

L-16-3

This comment requests that the City of Long Beach receive "a disproportionate share of Early Action Project funding" due to its contention that the City will experience a disproportionate share of adverse impacts from the Interstate 710 (I-710) Corridor Project. Metro and the Gateway Cities COG have an established process for approval of Early Action Projects for Measure R funding. These projects are reviewed by the I-710 Technical Advisory Committee, which makes recommendations to the I-710 Project Committee that in turn makes recommendations to the Metro Board. The City is encouraged to continue submitting candidate projects for the Early Action Projects program.

L-16-4

This comment requests that soundwalls be provided along the entire length of I-710 in the City of Long Beach and requests the City's involvement in the aesthetic design of the soundwalls. As shown discussed in Section 3.14, Noise, in the RDEIR/SDEIS, soundwalls are proposed to be constructed in the City of Long Beach. The aesthetic design of those soundwalls will be developed in consultation with the City of Long Beach, and will include aesthetic enhancements in accordance with Mitigation Measure VIS-1 described in Section 3.6.4.1 in the RDEIR/SDEIS. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-16-5

This comment expresses concern regarding the potential relocation of the Multi-Service Center (MSC). If a build alternative that requires acquisition of the property occupied by the MSC is selected for implementation, the California Department of Transportation (Caltrans) Right-of-Way Agents will work with the City to ensure that the City receives all relocation benefits applicable to that property, including potential relocation of the MSC to another site in the City. However, based on the current design of the build alternatives, Alternative 7 would result in a direct impact to this facility due to construction of the freight corridor ramps at the I-710/Anaheim St. interchange.

L-16-6

This comment raises concerns that the elevated freight corridor lanes would be a “disruptive visual blight on an underserved neighborhood.” It is acknowledged that the elevated freight corridor lanes in Alternative 7 would result in changes in views from adjacent land uses.

The freight corridor lanes are proposed to be elevated in some segments of Alternative 7 in order to reduce other potential environmental effects such as right-of-way acquisition, business displacements, community disruption/division, and/or floodway encroachments. Please refer to Appendix O, Concept Plans, for locations of the sections of the freight corridor that would be elevated within the City of Long Beach. Measure VIS-1 provides for aesthetic mitigation to offset the adverse visual impacts of the elevated freight corridor in these locations. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-16-7

This comment raises concerns about the relocation of residents on Gale Ave. Appendix D of the Draft EIR/EIS describes the rights of relocated residents and business owners, including renters’ rights. Caltrans will make every effort to relocate displaced persons and businesses within the same area where feasible.

L-16-8

This comment requests that any surplus land resulting from the conversion of existing clover-leaf interchanges be considered for use as green space buffer areas or pocket parks. Land within the State highway right-of-way not used for the I-710 corridor mainline and ramp improvements would first be considered for storm water treatment, pump stations, substations, park-and-ride facilities, and other supporting highway infrastructure. Land not used for any highway purposes may be retained within the State right-of-way for possible future use or may

be designated excess property and sold to other parties. If Caltrans determines that there are remnant parcels in the City of Long Beach that are not needed by Caltrans for State highway improvements, the City would have the opportunity to negotiate with Caltrans to transfer that property to the City or for the City to purchase those parcels and develop them as community parks, open space, and/or buffers.

L-16-9

This comment requests that modifications to the Wrigley Heights pedestrian walk be considered that would reduce vandalism and improve visibility. The City's request to designate the Wrigley Heights pedestrian walk an Early Action Project is noted, and the City is encouraged to submit this project component to the I-710 Technical Advisory Committee for consideration as an Early Action Project.

L-16-10

This comment requests that any surplus land resulting from the conversion of existing utility rights-of-way (such as SCE) be considered for use as green space buffer areas or pocket parks. Refer to Response to Comment L-16-8, above, for discussion regarding the use of excess land within the State highway right-of-way, including land occupied by utilities that would be relocated as part of a build alternative.

L-16-11

This comment states that the Draft EIR/EIS does not sufficiently analyze the long-term maintenance costs of project features such as new pump stations, permanent water quality BMPs, etc. The long-term maintenance costs for the build alternatives have not been calculated. As noted in this comment, those costs will include the costs to maintain and operate the water treatment BMPs, traffic signals within the State right-of-way, ramp meters, sound and retaining walls, and landscaping within the State right-of-way, including landscaping along sound and retaining walls. However, it should be noted that the long-term maintenance and operating costs for the build alternatives will not include costs for facilities outside the State highway right-of-way including parks or traffic signals on local streets. Once constructed, any improvements that are on State right-of-way would become part of Caltrans' overall long-term maintenance budget.

L-16-12

This comment asks what plan there is to remove homeless encampments along I-710 prior to project construction and if such removal may create a drain on the City's resources for assisting the homeless. While Caltrans is not unsympathetic to the plight of homeless people within the

I-710 Corridor, the homeless encampments are, in fact, trespassing within State property. Therefore, they will be removed prior to the start of project construction.

L-16-13

This comment expresses concern about any changes to the flood control capacity of the Los Angeles River that could change FEMA's FIRMs and require more people to purchase flood insurance.

As discussed in Section 3.8.3.1 of the RDEIR/SDEIS, the build alternatives will not result in longitudinal encroachments and therefore would not pose a significant risk to the floodplains. Because the proposed project modifications would not alter the base flood elevations, no revisions to the FEMA FIRMs are required as a result of the project. Therefore, areas currently outside flood zones and areas where flood insurance is not currently required would not be changed by the build alternatives and, therefore, no new requirements for flood insurance would be expected in those areas as a result of the proposed project.

L-16-14

This comment requests a local employment provision for construction of the proposed project. Metro, in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the I-710 Corridor Project. This effort is being made in parallel to the RDEIR/SDEIS process.

L-16-15

This comment requests that the City of Long Beach's *I-710 Community Livability Plan* (2008) be reviewed to ensure that the I-710 Corridor Project is consistent with the plan. A summary of the City of Long Beach's *I-710 Community Livability Plan* has been added in Section 3.1.2.2 of the RDEIR/SDEIS, and an analysis of the build alternatives' consistency with that plan is provided in Section 3.1.2.3**.**

L-16-16

This comment states that there are inconsistencies between the data on TEUs, population, and employment in the Executive Summary compared to the data provided within the body of the Draft EIR/EIS. All of the data referenced in this comment has been updated in the RDEIR/SDEIS and the information in the Executive Summary checked for consistency with the information in the full document.

L-16-17

This comment states that the mobility and air quality benefits of implementing Alternative 1 (No Build) are not accurately noted in Section S.5.12.2 of the Executive Summary and in the relevant section of the Draft EIR/EIS. The referenced text has been revised in the RDEIR/SDEIS to state that the specific benefits of the I-710 Corridor Project build alternatives would not occur under Alternative 1, but that the other projects assumed in the No Build condition would provide mobility and air quality benefits.

L-16-18

In response to this comment, the first sentence in Section S.5.8, Hydrology and Floodplains, was replaced with the following:

> "Alternative 5C would result in transverse (i.e., perpendicular to the direction of flow) encroachments at 24 Los Angeles River locations, eight Compton Creek locations, and one Rio Hondo channel location. Alternative 7 would result in transverse encroachments at 34 Los Angeles River locations, four Compton Creek locations, and one Rio Hondo location. These encroachments would result from the construction of new bridge columns and piers and the extension of existing piers."

L-16-19

In response to this comment, the following was inserted as the second paragraph in Section S.5.14, Noise:

> "Groundborne noise and vibration are mostly associated with passenger vehicles and trucks traveling on roads with poor conditions such as potholes, bumps, expansion joints, or other discontinuities in the road surface. Because the build alternatives will provide new asphalt pavement, there will be no discontinuities in the road surface that would generate groundborne vibration or direct or indirect noise impacts from vehicular traffic on I-710."

L-16-20

Based on the revised set of build alternatives, the text in Section S.5.17 of the RDEIR/SDEIS has been updated.

L-16-21

In response to this comment, the following was inserted after the first sentence in the subsection titled “Land Use” in Section S.5.24, Construction Impacts:

> “In addition, construction of the build alternatives will result in temporary impacts to pedestrian and bicyclist access points to regional and local trails and bikeways (including the Los Angeles River Trail), and short-term closures of segments of bikeways in the vicinity of new and/or modified interchanges.”

L-16-22

In response to this comment, a summary discussion of potential impacts to cultural resources is included in Section S.5.24, Construction Impacts, noting that there is always a potential to encounter buried prehistoric and historic cultural resources during grading and excavation activities.

L-16-23

This comment raises concerns regarding the effect of proposed peak-period parking restrictions on two libraries on Atlantic Ave. While this is too much detail to provide in the Executive Summary, Section 3.3.1.3 of the RDEIR/SDEIS has been expanded.

L-16-24

This comment states that the Executive Summary did not include a table listing permits and/or approvals needed per the annotated EIR/EIS outline posted on Caltrans’ SER website. The SER is a guidance document. The referenced table was not included in order to keep the Executive Summary a “high level” overview summary, rather than repeating information in the body of the EIR/EIS. This table is located in Section 2.5 of the RDEIR/SDEIS.

L-16-25

This comment requests that the updated growth forecasts from the SCAG 2012 Regional Transportation Plan (RTP) be used in the EIR/EIS. The most current assumptions in the SCAG 2012 RTP/Sustainable Communities Strategy (SCS) as well as the most current port cargo forecast assumptions from the Ports have been used in the updated analyses in the RDEIR/SDEIS.

L-16-26

Table 1.2-1 is intended to show gross volumes rather than a ratio of volume to capacity. Additionally, design capacity on the mainline is determined by upstream and downstream geometrics, number of lanes, demand flow rates, free flow rates, and other parameters. More information on the specific volume to capacity ratios and LOS for all segments of I-710 can be found in the Traffic Operations Analysis Report (AECOM, 2017).

L-16-27

In response to this comment, the text in Table 1.2-2 has been corrected to reference the information on existing intersection LOS provided in the TIAR (March 2017).

L-16-28

This comment requests clarification for how much container demand is expected to be handled by rail. The updated assumptions on goods movement are provided in Section 1.2.1.2 of the RDEIR/SDEIS. As the metric is more complex than could be accurately represented in one number, please refer to the *I-710 Travel Demand Modeling Report* for more detail.

L-16-29

This comment suggests that the project need may be overstated due to the use of 2009 port cargo demand forecasts. The updated assumptions on goods movement, including the most current port cargo growth forecasts, are provided in Section 1.2.1.4 of the RDEIR/SDEIS.

L-16-30

This comment requests more detail on how the I-710 Corridor Project is coordinated and consistent with projects such as the Gerald Desmond Bridge project. The sentence in this comment in the subsection titled “Highways” in Section 1.2.1.5, Modal Interrelationships and System Linkages, was replaced with the following:

> “As noted above, construction of the approved Gerald Desmond Bridge project is expected to be completed in 2018, and construction of the programmed I-5 Corridor Improvement Project is expected to begin by 2025. When improvements in a planned project such as the I-710 Corridor Project would or could interface with improvements in approved and/or programmed projects, Caltrans policy is to conduct conceptual engineering and planning for the planned project that would be consistent with and accommodated by the approved/programmed projects. In this case, the conceptual design for the I-710 Corridor Project build alternatives

> reflects the likely improvements to the Gerald Desmond Bridge and I-5. This ensures that the I-710 improvements accommodate and are accommodated by those approved and programmed improvements and that minimal modifications to those approved and programmed improvements would be necessary to accommodate the proposed I-710 improvements."

L-16-31

This comment suggests that the project need may be overstated due to the use of 2009 port cargo demand forecasts. Please refer to Response to Comment L-16-29.

L-16-32

This comment raises concerns that "outdated" studies such as the *Initial Feasibility Analysis* and the *Railroad Goods Movement Study* (both completed in 2009) were used to substantiate the need for the project. Please refer to Response to Comment L-16-29.

L-16-33

This comment raises questions regarding the estimate of available "on dock" rail capacity to serve the Ports. The updated assumptions on goods movement, including the most current assumptions regarding on dock, near dock, and off dock rail capacities, are provided in Section 1.2.1.4 of the RDEIR/SDEIS.

L-16-34

This comment states that Chapter 1.0 of the Draft EIR/EIS did not include certain sections per the annotated EIR/EIS outline posted on Caltrans SER website. The Caltrans SER (October 2012) form/template for an EIR/EIS requires specific sections for inclusion in Chapter 1.0 of an EIR/EIS. Those required sections and where they are provided in the Draft EIR/EIS circulated in June 2012 are listed below:

- **Introduction:** Section 1.1, Introduction
- **Purpose of the Project:** Section 1.2.2, Purpose of the I-710 Corridor Project
- **Need for the Project:** Section 1.2.1, Need for the I-710 Corridor Project
- **Capacity, Transportation Demand, and Safety:** Section 1.2.1.2, Capacity, Transportation Demand and Safety
- **Roadway Deficiencies:** Section 1.2.1.3, Need for Updated Road Design

- **Social Demands or Economic Development:** Section 1.2.1.4, Social Demands and Economic Development
- **Legislation:** This required section was not included in the Draft EIR/EIS. Section 1.2.1.6, Legislation has been added to Chapter 1.0.
- **Modal Interrelationships and Systems Linkages:** Section 1.2.1.5, Modal Interrelationships and Systems Linkages
- **Air Quality Improvements:** Section 1.2.1.1, Air Quality
- **Independent Utility And Logical Termini:** Section 1.2.2.2, Independent Utility and Logical Termini

L-16-35

The purpose of Chapter 2.0 in this joint California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) document is not to analyze the alternatives (they are analyzed in Chapter 3.0) but to describe the project and the alternatives to the project in detail. The alternatives in the Draft EIR/EIS were developed consistent with the requirements of CEQA and NEPA. The range of alternatives addresses the project purpose (NEPA) and project objectives (CEQA). Those alternatives provide different levels of benefits and result in different levels of impacts. The I-710 Project Team met with the City of Long Beach City Engineer on numerous occasions from 2009 to 2011 to review the geometric designs and identify options to avoid impacts in the City of Long Beach. This ongoing coordination to identify design solutions to avoid or minimize impacts in the City of Long Beach is reflected in the updated design of the revised build alternatives.

L-16-36

This comment states that there are numerous reasonably foreseeable projects that are not considered in the No Build assumptions for the I-710 Corridor Project. The assumptions in the No Build Alternative in the RDEIR/SDEIS were updated to include the Intermodal Container Transfer Facility (ICTF) and the Southern California International Gateway (SCIG) projects along with other highway network and socioeconomic data changes in the SCAG 2012 RTP growth forecast.

L-16-37

This comment requests more specific information for the environmental document in terms of a timeline for the commercialization and deployment of zero emission trucks as defined in Alternatives 6B and 6C in the Draft EIR/EIS. It should be noted that in 2013, the Gateway Cities COG and Metro developed an “I-710 Project Zero-Emission Truck Commercialization Study” in

order to evaluate the ZE truck technologies which might meet the needs of the I-710 Corridor Project and drayage users, and develop a business and commercialization plan. Section 2.3.2.1 in the RDEIR/SDEIS provides more specificity regarding the process of developing and deploying zero emission truck technology based on the zero emission truck commercialization study conducted by the Gateway Cities COG.

L-16-38

This comment states that the Draft EIR/EIS should have identified the "environmentally superior alternative" per CEQA Guidelines Section 15126.6. The CEQA Guidelines Section 15126.6 (e) (2) text regarding identification of the environmentally superior alternative is as follows:

> If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Caltrans will identify an environmentally superior alternative in the Final EIR/EIS.

L-16-39

This comment requests inclusion of the SCIG and ICTF expansion projects in the "No Build" forecast assumptions. Please refer to Response to Comment L-16-36, above, for changes made in the transportation and goods movement project assumed in the No Build Alternative.

L-16-40

This comment states that the 2035 No Build condition is inappropriately used as the "Baseline" for analysis of the project under CEQA. The sentence cited in this comment in Section 2.3.1, No Build Alternative, was replaced with the following: "Alternative 1 provides a basis for comparing the performance of the build and No Build alternatives in 2035 to existing 2008 conditions, and for comparing the performance of the 2035 build alternatives to the 2035 No Build conditions.

The environmental analyses of the potential effects of the No Build and build alternatives in Chapter 3.0, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures, include detailed descriptions of existing conditions for the individual environmental parameters, as well as conditions for those parameters in 2035 for the No Build and build alternatives. As a result, comparison of the effects of the No Build and build alternatives to existing conditions can be made based on the information in Chapter 3.0. In addition, the information in Chapter 3.0 also readily allows for comparison of the effects of the No Build and build alternatives in 2035. Additionally, the Chapter 4 and the CEQA significance conclusions are based on future build versus baseline conditions in 2012/2013.

L-16-41

This comment states that because the design of the freight corridor would allow for a possible future conversion of the freight corridor to a fixed guideway system to move containers, then the EIR/EIS should have provided an analysis of such a system. The text on page 2-23 of the Draft EIR/EIS clearly indicated that the design of the freight corridor would not preclude a future fixed guideway system, and that evaluation of a fixed guideway would require supplemental environmental analysis. Because a fixed guideway system is not proposed at this time, no analysis of such an alternative is provided in the RDEIR/SDEIS.

L-16-42

This comment states that Chapter 2.0 of the Draft EIR/EIS did not include certain sections per the annotated EIR/EIS outline posted on Caltrans SER website. The Caltrans SER (August 2013) form/template for an EIR/EIS requires specific sections for inclusion in Chapter 2.0 of an EIR/EIS. Those required sections and where they are provided in the RDEIR/SDEIS for the I-710 Corridor Project are listed below:

- **Introduction:** Section 2.1, Project Description
- **Alternatives Evaluation:** Section 2.2, I-710 Corridor Project EIR/EIS Alternatives Development Process
- **Project Alternatives:** Section 2.3, Project Alternatives
- **Common Design Features of the Build Alternatives/Unique Features of the Build Alternatives:** Because the alternatives share common features, the build alternatives are discussed under one heading)
  - Section 2.3.2.1, Common Features of the Build Alternatives
  - Section 2.3.2.2, Alternative 5C
  - Section 2.3.2.3, Alternative 7
  - Section 2.3.3, Design Options
- **No Build Alternative:** Section 2.3.1, No Build Alternative
- **Comparison of the Alternatives:** Section 2.3.5, Comparison of the Alternatives, has been added to the RDEIR/SDEIS to describe the decision factors and final decision-making process.
- **Permits and Approvals Needed:** Section 2.5, Anticipated Permits and Approvals Needed

- **Alternatives Considered but Eliminated from Further Discussion:** Section 2.4, Alternatives Considered but Eliminated from Further Discussion

L-16-43

This comment requests a more detailed description of land uses that would be impacted by the build alternatives. Section 3.1.1 of the RDEIR/SDEIS has been expanded to provide more detail on the affected land uses, and Table 3.1-1 has been updated to provide land use impacts by city.

L-16-44

This comment requests identification of the General Plan Land Use designations and zoning for affected parcels. Table L-1 in Appendix L of the RDEIR/SDEIS has been updated to include the zoning and general plan land use designation for impacted properties. Table 3.1-1 in Section 3.1 has also been updated to show the impacts to land use designation by City for each build alternative.

L-16-45

This comment states that, because of the City of Long Beach's "Parks in Perpetuity" ordinance, the project results in a net decrease of 3.4 acres of parkland, rather than a net increase of 1.15 acres as stated in the Draft EIR/EIS. The comment further states that this land must be mitigated at a 2:1 ratio (i.e., 6.8 acres). The Section 4(f) Evaluation has been updated to reflect the revised build alternatives and is provided in Appendix B. Please refer to Appendix B for an updated analysis of Section 4(f) resources affected by the proposed project.

L-16-46

This comment cites inconsistencies between Sections 3.3.6 and 3.3.7 of the Draft EIR/EIS regarding future connectivity between Cesar E. Chavez Park and the Drake/Chavez Greenbelt. The cited text in Section 3.3.7 of the RDEIR/SDEIS has been updated to reflect the City's most current plans for these two parks.

L-16-47

This comment requests expanded analysis of and mitigation for impacts to the Drake/Chavez Greenbelt. Please refer to Section 3.1.3 of the RDEIR/SDEIS for an updated discussion related to the Drake/Chavez Greenbelt. A discussion regarding impacts on the Drake/Chavez Greenbelt has also been added to Appendix B: Draft Section 4(f) and 6(f) Evaluation.

L-16-48

This comment raises questions about who will be responsible for maintaining the proposed wet basin and bioswales that would be added to Cesar E. Chavez Park, and requests that these features not be counted in the calculations of revised park area. Under the revised build alternatives, Cesar E. Chavez Park is designated as a site for a BMP water treatment feature. Caltrans will work with the City to determine a mutually acceptable site for this BMP.

L-16-49

This comment states that the Draft EIR/EIS made an inaccurate reference to “Chavez Wetlands.” Table 3.1-3 in the RDEIR/SDEIS has been updated to remove references to the Chavez Wetlands since the City has indicated in their comment that no such park exists or is planned. Table 3.1-3 has also been updated to add in the Drake/Chavez Greenbelt as a planned park within the City. This update has also been made in the tables in the Community Impact Assessment and all applicable figures in both the RDEIR/SDEIS and Community Impact Assessment.

L-16-50

This comment requests that alternative locations be provided for the relocation of two City-owned parcels. If a build alternative requires acquisition of one or both of the City-owned parcels cited in this comment, Caltrans Right-of-Way Agents will work with the City to ensure that the City receives all relocation benefits applicable to the affected property/properties, including appropriate compensation for the land and potential relocation of the uses of that land to other sites in the City.

L-16-51

This comment expresses concern about potential acquisition of portions of the Wrigley Greenbelt. The Wrigley Greenbelt is an existing greenbelt that extends along the east side of the Los Angeles River between approximately Wardlow Rd. and Willow St. The I-710 Corridor Project mainline freeway improvements in this area are all on the west side of the Los Angeles River. Alternative 5C would require a TCE of 1.23 acre on the Wrigley Greenbelt at West Wardlow Road, 29th Street, and 27th Street during construction; and Alternative 7 would require a TCE on 0.75 acre in these same locations during construction. Alternative 5C also includes adding a graded path within the greenbelt at Spring Street to connect to a pedestrian/bicycle overcrossing. Under Alternative 5C, the pedestrian/bicycle connection would be an enhancement to the Wrigley Greenbelt. In addition, because the graded path would be used for recreation purposes and not transportation purposes, no portion of the greenbelt would be

permanently incorporated into the transportation facility. For the purposes of Section 4(f), this type of temporary occupancy would not constitute a use if five conditions listed in 23 CFR 774.13(d) would be met.

L-16-52

This comment notes an error that was made on Sheet 1 of the concept plans provided in Appendix O of the Draft EIR/EIS, which incorrectly showed a larger right-of-way line that encompassed various City facilities. In the RDEIR/SDEIS, the right-of-way requirements for the revised build alternatives have been verified commensurate with the numerous design modifications included in the project.

With regard to the concern raised regarding land purchased with Land and Water Conservation Fund (L&WCF) Act funds, as discussed in Appendix B in the RDEIR/SDEIS, in 2012, the City of Long Beach confirmed to the I-710 Corridor Project team that funding for the development of improvements at Cesar E. Chavez Park included $241,300 in L&WCF Act funds. As indicated by City staff, those L&WCF Act funds were used to develop the Teen and Senior Center building and landscaping in that part of the park. The Teen Center and the area immediately around the Teen Center will not be affected by the build alternatives. Therefore, the requirements of Section 6(f) are not triggered for the parts of Cesar E. Chavez Park that would be permanently or temporarily affected by the build alternatives. Because the project will not affect the area in the park where the L&WCF Act funds were used, no further analysis or action under Section 6(f) is required.

L-16-53

Appendix O in the RDEIR/SDEIS is intended to show the concept plans for the proposed project and not necessarily capture all local resources, such as parks, on the maps.

L-16-54

This comment identifies three issues associated with the proposed temporary construction easement (TCE) at Cesar E. Chavez Park:

> "The basketball courts cannot be relocated to the turf play area; an alternative location needs to be identified for relocating the basketball courts."

Review of aerial photographs of the part of Cesar E. Chavez Park west of Cesar E. Chavez Elementary School clearly shows that a large part of the area bounded by North Golden Ave., 3rd St., Shoreline Dr., and Broadway is an open, grassy, turf area. It is acknowledged that the City's goal is that the relocation of the basketball courts not affect the turf area used as a

playground by the school. Review of the aerial photograph shows that areas in the westernmost part of that block, west of the sidewalk, may be large enough to accommodate the relocated basketball courts without substantively affecting the turf play area used by the school. Alternatively, the northernmost part of the block, north of the sidewalk, could accommodate the relocated basketball courts without affecting the large turf area south of the sidewalk and west of the school. Therefore, because the courts can be re-established once construction is complete, the removal and replacement of the basketball courts during construction is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f) on a permanent basis.

> "The TCEs will remove mature trees and mitigation for the removal of those trees should be provided."

It is acknowledged that the use of approximately 19 acres in the southern part of Cesar E. Chavez Park for a TCE during construction of Alternatives 5C and 7 will likely result in the removal of all or nearly all of the existing vegetation on that parcel, including mature trees and shrubs, and grass. Caltrans policy and practice are to return all areas disturbed temporarily during construction, including areas used for TCEs, to a condition as good as or better than prior to the temporary disturbance of those areas. Therefore, the construction activities in the TCE would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the park on a temporary or permanent basis. Restoration of the area used for the TCE will be conducted in consultation with the City of Long Beach to ensure that the condition of that area is as good as or better than before it was used for the TCE. That restoration will include the provision of trees, shrubs, grass, and other plant materials as identified by Caltrans and the City. Therefore, the use of a portion of the property for a TCE is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

> "More information and discussion is needed before the City will agree to the use of part of Cesar E. Chavez Park for a TCE."

It is acknowledged that additional information, provided in revised Appendix B in the RDEIR/SDEIS in response to comments received on the Draft EIR/EIS and the Draft Section 4(f) Evaluation, and further discussions with the City of Long Beach and the LBUSD regarding the use of part of Cesar E. Chavez Park for a TCE are necessary before these two agencies will agree to the temporary use of land from the park for a TCE.

L-16-55

The 72nd St. Staging Area at Atlantic Pl. is an equestrian facility on the east side of the Los Angeles River generally bounded by Atlantic Ave. on the south, the Los Angeles River on the west, developed uses west North Atlantic Pl., and approximately 72nd St. on the north (Los Angeles County Department of Parks and Recreation website, accessed November 12, 2012). There are no project improvements proposed on the east side of the Los Angeles River in this area. As a result, the I-710 Corridor Project will not result in any permanent or temporary use of land from this equestrian facility. The project improvements on Atlantic Ave. on the west side of the Los Angeles River will not affect the access to/from the equestrian area or other indirect effects on this resource. Therefore, the requirements for protection under Section 4(f) are not triggered for this resource.

The 72nd St. Staging Area was added to the list of resources in Section 6.2 of the Section 4(f) Evaluation located in Appendix B of the RDEIR/SDEIS.

L-16-56

Baker Park, at 625 Golden Ave. in the City of Long Beach, opened in May 2013. Because Baker Park opened to the public between the circulation of the Draft EIR/EIS and preparation of the revised Section 4(f) Evaluation (March 2017), it has been added to the list of resources in Section 6.2 of the Section 4(f) Evaluation located in Appendix B.

Refer to Response to Comment L-16-47, above, for discussion of the planned Drake/Chavez Greenbelt and why that resource does not trigger the requirements for protection under Section 4(f).

Oregon Park is proposed on the southwest corner of the intersection of Oregon Ave. and Del Amo Blvd. in the City of Long Beach. No information on the construction status or expected opening date of this planned park was available from the City of Long Beach website (accessed January 9, 2017). Because Oregon Park is a planned park, it does not trigger the requirements for protection under Section 4(f). Nonetheless, it was added to Section 6.2 of the Section 4(f) Evaluation located in Appendix B of the RDEIR/SDEIS. The I-710 Corridor Project will not result in the permanent or temporary use of land from the site planned for Oregon Park.

L-16-57

The comment suggests that additional trees should be planted at parks within 0.5 mile of the proposed project to help mitigate air quality impacts. Please refer to Section 3.13.4 of the RDEIR/SDEIS for a discussion of proposed air quality mitigation measures. In addition, as discussed under Mitigation Measure VIS-1 in Section 3.6 of the RDEIR/SDEIS, extensive tree

plantings are also included as an environmental commitment for the proposed project. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-16-58

This comment raises the following concerns regarding the analysis of growth-related effects in Section 3.2, Growth:

1. The section does not provide substantial evidence to support the conclusion that “there are no reasonably foreseeable project-related growth impacts under any of the I-710 Corridor Project build alternatives.”

   Response: The substantial evidence to support this conclusion is provided in the preceding sentence in Section 3.2.1.3 which states: “The I-710 Corridor Project build alternatives are not expected to influence the amount, timing, or location of growth in the Study Area because the proposed project improves existing transportation infrastructure, the Study Area is already highly developed, and there is limited land available for new development or redevelopment.”

2. The section does not analyze the potential for growth as a result of increased access and improved vehicle travel times.

   Response: The analysis of the potential for growth is provided in Section 3.2.1.3 under the sub-heading “***How, if at all, does the project potentially change accessibility?***” The analysis states: “The build alternatives would improve the vehicle, person, and goods movement travel times within the I-710 Corridor to more effectively serve existing and future travel demand. The build alternatives would also improve intersecting local roads (interchange improvements and ramp modifications) along I-710 to more effectively serve existing and forecast intra-regional travel demand and to reduce the diversion of regional traffic from the I-710 freeway into the surrounding communities. Due to the lack of vacant or less developed land within the I-710 Corridor, the build alternatives would not facilitate new development by opening up access to previously undeveloped or less developed areas.”

3. The comment states that: “it is reasonably foreseeable that increasing capacity along the I-710 Corridor would result in a corresponding increase in the amount of goods at the Ports compared to the No Build alternative.”

Response: The analysis of the potential for growth in the amount of goods at the Ports is provided in Section 3.2.1.3 under the sub-heading "***How would the I-710 Corridor Project alternatives affect the demand for growth of terminal facilities at the Ports, as well as growth in port cargo demand?"*** The analysis is provided in the section that follows this subheading which states:

"The I-710 Corridor Project Build Alternatives are not expected to have a substantial effect on the demand for port cargo growth or expansion of marine terminal facilities at the POLB and the POLA for the following reasons:

- The global economy is the primary driver of cargo demand, which ultimately determines overall world demand for port services.
- The POLB and the POLA benefit from intrinsic competitive advantages, such as the large size of the local Southern California market.
- Local/trans-loads movements via truck are considered to have very little susceptibility to diversion because additional inland costs associated with moving containers into the Ports catchment areas via an alternative gateway port will outweigh any port or terminal cost savings.
- A study of factors that determine port selection by freight forwarders indicated that port efficiency and shipping frequency are more important than adequate cargo servicing infrastructure (e.g., highways).
- Roadway capacity is one of numerous infrastructure considerations that can influence the level of demand for a particular port. Other equally important infrastructure elements are the number of container berths, cranes, tugs and terminal area, the quality and effectiveness of information systems, railway capacity, warehousing facilities, and the capacity of the approach channel.
- Other freeway routes, such as I-110, State Route 103 (SR-103), I-405, and I-605, and parallel surface streets are available to Port trucks to avoid the higher levels of traffic congestion on the I-710 Corridor that would occur under Alternative 1 (No Build).

L-16-59

Similar to Comment L-16-5, this comment expresses concern regarding the potential relocation of the MSC. If a build alternative that requires acquisition of the property occupied by the MSC is selected for implementation, Caltrans Right-of-Way Agents will work with the City to ensure that the City receives all relocation benefits applicable to that property, including potential relocation of the MSC to another site in the City. However, based on the current design of the

build alternatives Alternative 7 would result in a direct impact to this facility due to construction of the freight corridor ramps at the I-710/Anaheim St. interchange.

L-16-60

This comment requests that Section 3.4, Utilities and Emergency Services, of the Draft EIR/EIS discuss all utilities affected by the I-710 Corridor Project. Because of the substantial changes to the design of the revised build alternatives, impacts to existing utilities have been substantially reduced. Please refer to Section 3.4 of the RDEIR/SDEIS for an updated discussion of potential impacts to utilities.

L-16-61

Similar to Comment L-16-60, this comment requests more detailed information on all utility impacts resulting from the build alternatives. Because of the substantial changes to the design of the revised build alternatives, impacts to existing utilities have been substantially reduced. Please refer to Section 3.4 of the RDEIR/SDEIS for an updated discussion of potential impacts to utilities.

L-16-62

Similar to Comment L-16-60, this comment requests more detailed information on impacts to City of Long Beach owned natural gas pipelines resulting from the build alternatives. Because of the substantial changes to the design of the revised build alternatives, impacts to existing utilities have been substantially reduced. Please refer to Section 3.4 of the RDEIR/SDEIS for an updated discussion of potential impacts to utilities, including the City of Long Beach owned natural gas pipelines. Costs of utility relocations are accounted for in utility estimates included in the Draft Project Report which is available upon request from Caltrans District 7. Utility dispositions and costs have been updated for the revised build alternatives.

L-16-63

This comment raises concerns on the potential effects of the build alternatives related to relocation or abandonment of some or all of those pipelines and any needed remediation for those impacts. Please refer to Section 3.4 of the RDEIR/SDEIS for an updated discussion of potential impacts to utilities, including the City of Long Beach owned natural gas pipelines.

L-16-64

This comment expresses concern about relocation of the oil operating area adjacent to I-710. Because of the substantial changes to the design of the revised build alternatives, impacts to existing utilities have been substantially reduced. Please refer to Section 3.4 of the RDEIR/SDEIS for an updated discussion of potential impacts to utilities.

L-16-65

This comment requests that Metro or Caltrans assume ownership of some or all of the abandoned wells that would be within the right-of-way of the build alternatives. Because of the substantial changes to the design of the revised build alternatives, impacts to existing utilities have been substantially reduced. Please refer to Section 3.4 of the RDEIR/SDEIS for an updated discussion of potential impacts to utilities.

L-16-66

This comment requests Caltrans to fund all utility relocations. Disposition of affected utilities are identified in the Utility Impact Reports prepared for the project. Costs are accounted for in utility estimates included in the Draft Project Report which is available upon request from Caltrans District 7. These utility relocation estimates assume that generally, the cost of the relocations will be borne by the I-710 Corridor Project.

L-16-67

This comment requests the provision of sufficient shoulder width on I-710 to accommodate emergency vehicle access. Inside and outside shoulder widths on I-710 have been designed in accordance with the standards in Caltrans' Highway Design Manual. Any deviation from standard features will require justification and approval from the Federal Highway Administration (FHWA).

L-16-68

This comment expresses concern regarding emergency vehicle access to I-710, especially if there is an elevated freight corridor structure. Similar to existing conditions on I-710 and other area freeways, emergency service vehicles will be able to travel to incident locations in regular travel lanes, or when those lanes are congested, in the inside and/or outside shoulder lanes on the mainline, the freight corridor, and the ramps. Similar to existing conditions, Caltrans will coordinate with the California Highway Patrol (CHP) and local emergency services providers during the design, construction, and operation of the I-710 Corridor Project to ensure

emergency access to incident locations and that emergency service providers' emergency response plans reflect the access facilities on the I-710 mainline, freight corridor, and ramps.

L-16-69

This comment provides suggestions for the project design to ensure easy access to fire hydrants by the City Fire Department for freeway incidents, especially truck fires. Based on the design of the revised build alternatives, access to fire hydrants will be provided.

L-16-70

As discussed in Section 3.2, Growth, of the Draft EIR/EIS, the I-710 Corridor Project responds to existing and forecasted traffic congestion due to growth, both locally and regionally, that has already occurred or is planned to occur. The capacity of I-710 is currently insufficient to handle the existing travel demand that has resulted from the growth in population and employment that has occurred since the freeway was first built. An increase in VMT could lead to additional incidents per million vehicle miles traveled. However, any additional incidents due to increased VMT would likely be offset by a reduced number of incidents with a more modern design provided as part of the I-710 project. Therefore, a large increase in additional demand for public services from the Long Beach Fire Department is not anticipated, and no revisions to the existing text have been made in response to this comment. It is acknowledged that Build Alternatives 6B and 6C also proposed an overhead electrical catenary system to support zero emission truck traffic that could potentially complicate the City of Long Beach's response profile. The revised set of build alternatives is technology neutral. Therefore, potential effects of an overhead catenary system are not under consideration at this time. If such a system is considered in the future, pertinent studies will be conducted and impacts will be analyzed in a supplemental document.

L-16-71

This comment notes that three out of the four parking restriction areas on local arterials are partially located in the City of Long Beach. These arterials also traverse through the Cities of Signal Hill, Compton, Paramount, Lynwood, Downey, South Gate, Cudahy, Bell Gardens, Commerce, Vernon, and unincorporated East Los Angeles County. The remaining parking restriction area, identified along San Antonio Dr. between Atlantic Blvd. and Long Beach Blvd., is located solely within the City of Long Beach. The following text was added to the end of the second bullet under Section S.3.2.2, Alternative 5C: I-710 Widening and Modernization, to indicate that law enforcement agencies in the jurisdictions in which these arterial highways are located will require coordination:

> "Coordination with law enforcement agencies in the cities where these arterial highway peak-period parking restrictions are located will be included as part of the proposed project."

L-16-72

This comment notes that parking enforcement may be required at some of the 42 intersections where improvements are proposed as part of the project. The description of the build alternatives no longer includes the improvement of arterial intersections under the jurisdiction of local entities; rather, a program to improve the operations of local intersections has been proposed under Alternatives 5C and 7 (Refer to Section 2.3.2.1). The following text was added to Section S.3.2.2, to indicate that law enforcement agencies within the cities that these arterial intersections are located will require coordination:

> "Coordination with law enforcement agencies in the cities where these arterial intersections are located will be included as part of the proposed project."

L-16-73

This comment notes that enforcement may be required for any access restrictions to Cesar E. Chavez Park or at the Los Angeles River Trail. It has been noted that traffic and access issues may necessitate the assistance from local enforcement agencies to ensure continued safe access to Cesar E. Chavez Park and the Los Angeles River Trail.

L-16-74

This comment expresses concern that any removal of homeless encampments along I-710 prior to project construction may create a drain on the City's resources for assisting the homeless. While Caltrans is not unsympathetic to the plight of homeless people within the I-710 Corridor, the homeless encampments are, in fact, trespassing within State property. Therefore, they will be removed prior to the start of project construction. However, a Community Health and Benefit Program, included in Section 2.3.2.1 of the RDEIR/SDEIS, provides for a program for cities and community groups to apply for and obtain grant funding for health-related measures. Assistance for resources related to the homeless would be a potential candidate for this programmatic element of the Project Description.

L-16-75

This comment states that the Draft EIR/EIS should include an "Existing Plus Project Analysis" to comply with CEQA. This is a correct statement for analysis under CEQA, but not NEPA. Chapter 3.0 of the Draft EIR/EIS properly analyzes the future 2035 No Build conditions under

Alternative 1 with the four build alternatives. With regard to CEQA, the last paragraph on page 4-1 of the Draft EIR/EIS states “In making determinations of significance under CEQA, the impacts of the build alternatives are analyzed relative to Baseline conditions which, for the I-710 Corridor Project, were the existing conditions in the I-710 Corridor at the time the NOP was issued in 2008.” Therefore, the analysis provided in Chapter 4.0 properly evaluated the build alternatives under CEQA, consistent with the Sunnyvale case.

L-16-76

This comment expresses concern regarding the uniform application of HCM methodology across jurisdictions and requests the ICU methodology be used in the City of Long Beach. The I-710 Corridor Project analysis used the HCM 2000 methodology for impact analysis because this is the preferred methodology for Caltrans environmental impacts. Because Caltrans is the Lead Agency for this project, it was determined that the HCM methodology was the appropriate analysis technique. While this is inconsistent with the ICU method employed for most of the Gateway City agencies, it is a more detailed method of performing operational analysis. However, for the updated *Traffic Operations Analysis Report* (March 2017), HCM 2010 was used, and for the updated *TIAR* (March 2017) SYNCHRO 8.0 (HCM 2010) was used.

L-16-77

This comment expresses concern regarding the use of 0.95 PHF in the analysis as compared to Los Angeles County Congestion Management Program which suggests use of 1.0 for future (2035) forecast volume. The traffic studies have been revised based on updated information and on the revised build alternatives. Please refer to the revised *TIAR* (March 2017).

L-16-78

This comment raises concern regarding the potential impacts associated with parking restrictions at the identified local streets adjacent to the freeway corridor. The EIR/EIS has been updated to include more detail regarding the analysis of proposed peak-period parking restrictions (see Section 3.5.3.1 of the RDEIR/SDEIS) on local land uses. The purpose of peak-period parking restrictions is to provide an additional through lane on these arterials during peak-periods.

L-16-79

This comment expresses concern regarding “congestion relief mitigations” that were assumed in the intersection traffic analysis. The description of the build alternatives no longer includes the improvement of arterial intersections under the jurisdiction of local entities; rather, a program to

improve the operations of local intersections has been proposed under Alternatives 5C and 7 (Refer to Section 2.3.2.1 of the RDEIR/SDEIS).

L-16-80

This comment raises concerns on the uniform application of significance criteria across jurisdictions and requests that the City of Long Beach's significance criteria of LOS D be used for intersections in the City of Long Beach. Please refer to Response to Comment L-16-76.

The description of the build alternatives no longer includes the improvement of arterial intersections under the jurisdiction of local entities; rather, a program to improve the operations of local intersections has been proposed under Alternatives 5C and 7 (Refer to Section 2.3.2.1 of the RDEIR/SDEIS).

L-16-81

This comment requests an explanation of why 27 intersections analyzed in the I-5 Corridor Study were not included in the I-710 Corridor Project traffic analyses. The list of intersections analyzed was updated to address the revised build alternatives. An analysis of the Study Area intersections is provided in the *TIAR* (March 2017), and is summarized in Section 3.5.2.2 of the RDEIR/SDEIS.

L-16-82

Similar to Comment L-16-76, this comment expresses concern regarding the uniform application of HCM methodology across jurisdictions and requests the ICU methodology be used in the City of Long Beach. The I-710 Corridor Project analysis used the Highway Capacity Manual (HCM) 2000 methodology for impact analysis because this is the preferred methodology for Caltrans environmental impacts. Because Caltrans is the Lead Agency for this project, it was determined that the HCM methodology was the appropriate analysis technique. While this is inconsistent with the ICU method employed for most of the Gateway City agencies, it is a more detailed method of performing operational analysis. However, for the updated *Traffic Operations Analysis Report* (March 2017), HCM 2010 was used.

This comment also raised specific concerns regarding assumptions on the left-turn clearance intervals used in the analysis. As the analysis has been updated, please refer to the revised report.

L-16-83

This comment expresses a concern about the optimization of the signal timings for the locations where the HCM methodology was used and notes an inconsistency between page 4-40 and the worksheets in the traffic report. As the *TIAR* has been substantively revised, please refer to the revised report.

L-16-84

This comment expresses concern that the saturation flow rate of 1,600 vehicles per lane per hour (vplph) may overstate the impacts of the project. It is acknowledged that an overstatement of impacts may occur; however, Caltrans and Metro would rather err conservatively in impacts estimation rather than understate the potential impacts of the project.

L-16-85

This comment expresses concern about the existing peak hour factors from the existing traffic counts not being consistent. As the *TIAR* has been substantively revised, please refer to the updated report.

L-16-86

This comment expresses concern about the assumed ramp meter rates and associated mitigation discussion. As stated in Section 3.5.3.1 of the RDEIR/SDEIS, four intersection locations were identified at which Intelligent Transportation Systems (ITS), Transportation System Management (TSM), and congestion relief improvements like spot widening, signal synchronization, safety improvements, and others were found infeasible due to right-of-way constraints. Given that the I-710 Corridor Project does not actually propose the implementation of these intersection improvements, but rather proposes to provide a program of funding aimed at allowing local cities and the County to choose to implement these projects in compliance with their own individual processes and procedures, the impact analysis for the I-710 Corridor Project makes no assumptions as to whether or not the improvements will be constructed. Rather, in order to be conservative in the impact analysis, this RDEIR/SDEIS assumes that no improvements will be made, and the I-710 Corridor Project build alternatives would have permanent adverse impacts to 32 Study Area intersections under Alternative 5C and 30 Study Area intersections under Alternative 7.

L-16-87

This comment asks whether the on-ramp to I-710 from Pacific Pl. is removed in all build alternatives. Due to changes in project design, Pacific Pl. will be removed under both build alternatives.

L-16-88

This comment asks why the ICTF and the SCIG projects are not considered in the No Build assumptions for the I-710 Corridor Project. The assumptions in the No Build Alternative in the RDEIR/SDEIS were updated to include the ICTF and SCIG projects along with other highway network and socioeconomic data changes in the SCAG 2012 RTP growth forecast

L-16-89

This comment expresses concern that the analysis did not consider the potential to shift more Port operations to lower traffic periods on the I-710. As the traffic analyses have been substantively revised in light of new traffic information, please refer to the revised *TIAR* and revised *Traffic Operations Analysis Report*. Please note that Caltrans and Metro do not have the authority to mandate the times of day port trucks utilize I-710.

L-16-90

This comment asks whether, if not all of the expanded lanes are needed, could zero emissions freight capabilities be accommodated within the existing footprint. In response to this comment, it is noted that the revised alternatives discussed in the RDEIR/SDEIS feature a different cross-section at Willow St.

L-16-91

This comment requests specific median improvements along Santa Fe Ave. in west Long Beach to increase pedestrian and bicycle modes in this corridor and to provide improved connections to the Metro Blue Line. Currently, the build alternatives do not include median improvements along Santa Fe Ave**.**

In addition, Caltrans will use the Complete Intersections policy (*Complete Intersections Guide: A Guide to Reconstructing Intersections and Interchanges for Bicycles and Pedestrians*) when designing the project. The policy states that transportation improvements are opportunities to enhance safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. As such, any build alternative

will be planned, designed, operated, and maintained to provide safe mobility for all users including bicyclists and pedestrians.

L-16-92

This comment expresses concerns regarding the removal of ramps connecting Wardlow Rd. to I-710, specifically at Pacific Pl. In the original design of Alternatives 6A/B/C, these ramp removals were necessary to accommodate the freight corridor lanes. In the revised design, Pacific Pl. would still be removed to accommodate the freight corridor.

L-16-93

The description of the build alternatives no longer includes the improvement of arterial intersections under the jurisdiction of local entities; rather, a program to improve the operations of local intersections has been proposed under Alternatives 5C and 7 (Refer to Section 2.3.2.1 of the RDEIR/SDEIS).

L-16-94

The comment requests separated Class 1 facilities for bicyclists and pedestrians including one near the Anaheim Crossing, one between Pacific Coast Hwy. and Willow St. near Hill St., one between Willow St. and Wardlow Rd. near Spring St., at Long Beach Blvd., and at Artesia Blvd. As part of the revised build alternatives, up to five bicycle/pedestrian-only overcrossings have been included in the build alternatives, as listed in Section 2.3.2 of the RDEIR/SDEIS.

The comment also requests that Caltrans work with the Long Beach City Traffic Engineer to design and provide well-marked facilities (street marking as well as signage) for both pedestrians and bicyclists to help them safely navigate the single point urban interchanges. In response to this and other requests, single point urban interchanges have been replaced with divergent diamond interchanges under both build alternatives.

L-16-95

The comment requests that the RDEIR/SDEIS provide a commitment to develop a bicycle and pedestrian master plan for the project, and work with the City of Long Beach staff to coordinate this proposed document with the City’s upcoming Bicycle Master Plan Update. Where the I-710 project improvements connect with local roadways, bikeways, and sidewalks, the project will be designed to be compatible with and enhance bicycle and pedestrian use. The broader regional recommendations in this comment will be addressed separately by the Gateway Cities COG in the Bicycle/Pedestrian Element of the Gateway Cities Strategic Transportation Plan.

L-16-96

This comment requests that the Draft EIR/EIS identify any scenic corridors in the Study Area (such as Ocean Blvd. in the City of Long Beach) and identify any impacts on such corridors. Section 3.6.2.1 of the RDEIR/SDEIS has been updated to include any designated scenic routes and/or corridors specified in Study Area City General Plans and the proposed project's impacts on such scenic corridors.

L-16-97

This comment requests that the assessment of visual/aesthetic impacts provide a thorough analysis of visual impacts to prominent landforms, historic resources, etc.). Such an analysis was conducted as part of the preparation of the *Visual Impact Assessment* for the project. As stated in Section 3.6.2.3 of the Recirculated Draft EIR/Supplemental EIS, the *Visual Impact Assessment* found that there were no prominent land forms in the Study Area. Additionally, the *Historic Resources Evaluation Report* determined that there were no visual impacts to historic resources within the Study Area. Therefore, no changes were made to Section 3.6 in the RDEIR/SDEIS in response to this comment.

L-16-98

This comment requests more specificity on the aesthetic treatments to be provided for the project, especially for soundwalls. All specifics known at the time of the completion of the updated *Visual Impact Assessment* regarding the aesthetic characteristics of the proposed project have been provided. Specifically, the completion of the *I-710 Corridor Project Aesthetics Master Plan* by Caltrans and the Gateway Cities COG have identified aesthetic themes and other design treatments for landscape and hardscape features of the I-710 Corridor Project. This additional detail is provided in Section 3.6.4.1 of the RDEIR/SDEIS. The attractiveness of the new and modified soundwalls is ensured by implementation of Measure VIS-1 in Section 3.6. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-16-99

This comment expresses concern about the subjectivity of the *Visual Impact Assessment*, specifically in the analysis of the Key View locations. Although visual impact analyses are inherently subjective, FHWA has provided detailed guidance in order to make the analysis more objective. This guidance was used in the I-710 Corridor Project *Visual Impact Assessment* and was summarized in Section 3.6 of the Draft EIR/EIS. The *Visual Impact Assessment* identified initial key view locations and solicited feedback from the I-710 advisory committees and

Community Design and Local Economy Subject Working Group to ensure the key view locations were representative of the I-710 Corridor. Additionally, key findings from the *Visual Impact Assessment* were presented to the I-710 Corridor Project committees and subject working groups to receive their input. Therefore, the Project Team believes that the impacts discussed in the *Visual Impact Assessment* and Section 3.6 of the Draft EIR/EIS are accurate representations of the visual impacts resulting from the proposed project. The *Visual Impact Assessment* and Section 3.6 of the RDEIR/SDEIS have been updated to address the design of the revised build alternatives and the concerns raised in this comment were considered in the preparation of the updated visual analysis.

L-16-100

This comment states that the analysis of additional nighttime lighting impacts was inadequate, specifically that no quantitative analysis was provided. Section 3.6 of the Draft EIR/EIS, discussed that new lighting will be introduced closer to light-sensitive uses such as residential uses and also discusses that lighting will be introduced at a higher elevation along the freight corridor. Mitigation Measure VIS-7 regarding lighting refers to a future lighting plan that will be provided during the final design of the proposed project when more specific design details are known, before construction, and is, therefore, not a deferral of mitigation.

L-16-101

This comment raises concerns about the visual impacts of the elevated freight corridor near Willow St. Based on the revised design of the build alternatives, the elevated freight corridor is still proposed at Willow St. under Alternative 7 and is illustrated in Key View 2 as can be seen in Section 3.6 of the RDEIR/SDEIS. Mitigation Measures VIS-1 through VIS-10 will be implemented to mitigate adverse visual impacts to the area south of Willow St. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-16-102

This comment expresses concern that no maps showing the Area of Potential Effect (APE) for cultural resources or showing the areas surveyed were provided in the Draft EIR/EIS. The survey area and methodology were described in Section 3.7.2 of the Draft EIR/EIS, and the Supplemental APE is depicted in Figure 3.7-3. Also, detailed APE maps were made available for public review in the *Historic Property Survey Report* available for review at the offices of Caltrans, Metro, Gateway Cities COG, and numerous public libraries, as well as on the Internet at http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor.

L-16-103

This comment states that various historic studies available from the City of Long Beach were used in the analysis of historic properties. As noted at the bottom of page 3.7-7 in the Draft EIR/EIS, both local historic societies and cities within the I-710 Corridor were contacted to obtain relevant information for the analysis. For the RDEIR/SDEIS, follow-up contacts were made, including with the City of Long Beach. No additional comments were received in response to this supplemental consultation. This additional research is discussed in Section 3.7.2.3 of the RDEIR/SDEIS.

L-16-104

The railroad segments within the Study Area were previously identified and evaluated as historically significant; the State Historic Preservation Officer (SHPO) concurred with that evaluation. Caltrans identifies and evaluates properties in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (Caltrans PA*). The purpose of the Caltrans Programmatic Agreement (PA) is to help streamline the Section 106 process so that unnecessary funds are not expended evaluating properties that have been previously evaluated or evaluating properties that do not have the potential to be affected by the proposed undertaking. In accordance with the Caltrans PA, when previously evaluated properties are identified within an undertaking's APE, Caltrans shall review those previous evaluations to determine if they warrant a re-evaluation. This is typically based on the passage of time, changing perceptions of significance, new information, incomplete or erroneous prior evaluation, and/or errors of fact. Caltrans reviewed the previous evaluations and determined that a re-evaluation of the railroad lines was not necessary. Therefore, in accordance with an adequate level of effort as prescribed in 36 CFR 800.4(b)(1), providing additional information on the railroad lines in the historic context was determined to be unnecessary in identifying additional historic properties. Therefore, the effort for establishing historic contexts was limited to property types and themes not previously identified within the Study Area. A detailed discussion of the historic context and methodology for the evaluation of historic properties is included in Attachment C of the *Supplemental Historic Property Survey Report* (Galvin Preservation Associates, 2016). Additionally, to provide context on the historical importance of railroads to the region, text has been added to Section 3.7.2 of the RDEIR/SDEIS.

L-16-105

Language has been added to Section 3.7.3, Environmental Consequences, of the RDEIR/SDEIS, to document that the project would not cause any indirect impacts on the historic resources.

L-16-106

A statement has been added to Section 3.7.3.1 of the RDEIR/SDEIS stating that although there are no archaeological resources within the APE, Measure CON-CUL-1 in Section 3.24.4.7 mandates that if cultural resources of any kind are discovered during construction that all earth-moving activity must stop until a qualified archaeologist can assess the nature and significance of the find.

L-16-107

Section 3.8 of the RDEIR/SDEIS addresses hydrology and floodplain aspects of the Study Area. The regulatory setting, affected environment, and the build alternatives' environmental consequences are described in this section. As stated in this section, as well as supporting technical analyses that include a preliminary hydrology report, right-of-way impact report, *Los Angeles River Impact Report*, the build alternatives and their proposed floodway modifications will not substantially alter the existing floodplain. Modifications to floodways are necessary to mitigate risks associated with new and modified structures featured in the build alternatives that are located within the floodway. Floodways within the Study Area include the Los Angeles River, the Rio Hondo, and Compton Creek. All floodway modifications require permit approval from the USACE.

Proposed floodway modifications include transverse encroachments (bridges that cross over the floodway) and longitudinal encroachments (structures that are aligned along and inside the floodway). Typical design mitigations for transverse encroachments entail site-specific bridge pier designs, bridge site channel invert modifications, and/or bridge site channel wall modifications. These design mitigations ensure that base flood elevations are maintained. The base flood elevation is the water surface elevation of the base flood required by the USACE. Analysis of the base flood elevation is a critical factor in determining the design of a bridge crossing. Because typical design mitigations are employed in bridge designs, these transverse encroachments do not pose a substantial risk to the floodplain.

Longitudinal encroachments are potentially more substantial than transverse encroachments because the floodway is affected over a longer distance, rather than a discrete "spot" location. For longitudinal floodway encroachments, designs were advanced beyond a conceptual level to

assess design mitigations required to maintain base flood elevations. Hydraulic analyses (HEC-RAS model simulations) were conducted following USACE modeling criteria. Analyses showed that channel wall modifications are required upstream, downstream, at, and in between proposed encroachments to ensure base flood elevations are maintained. These modifications were incorporated as a required feature of the build alternatives. Because the design of these floodway modifications were advanced and supported by hydraulic analyses, it was demonstrated that the longitudinal encroachments do not pose a significant risk to the floodplain.

Because there are modifications to the flood control system incorporated in the build alternatives, a CLOMR would be prepared to document changes. This letter is prepared at the conclusion of the project and approved by FEMA. Because proposed modifications do not alter base flood elevations, no revisions to FEMA FIRMs are required as a result of the project.

Due to anticipated changes in design, the build alternatives are not expected to feature longitudinal encroachments in the Study Area floodways. The build alternatives will continue to feature some transverse encroachments requiring design mitigation and permit approval from the USACE.

L-16-108

Based on the updated design and the revised *Preliminary Hydrology Report,* the amount of acreage needed of property acquisition from flood control areas has been updated in Section 3.8.3 of the RDEIR/SDEIS. These areas are shown in Appendix L, Parcel Acquisitions.

L-16-109

Explanatory text has been added to Section 3.8.3 to describe the elements of a CLOMR and how it would minimize hydrology and floodplain impacts. Additionally, based on the revised *Preliminary Hydrology Report*, construction of the build alternatives is not anticipated to increase the risk of flooding because the build alternatives would not substantially increase the base flood elevations of the Los Angeles River, Compton Creek, or the Rio Hondo Channel.

L-16-110

This comment requests that the EIR/EIS should describe mitigation efforts for any existing pervious areas being converted to impervious areas. Clarifying text to address this concern has been added to Section 3.9.3.1 of the RDEIR/SDEIS**.**

L-16-111

The RDEIR/SDEIS summarizes effects of the proposed project on hydrology and floodplains, including proposed drainage for the build alternatives. However, the inclusion of detailed design plans showing these drainages is not appropriate in this level of document. The Draft Project Report and the *Preliminary Hydrology Report* are available for the City's reference by request from Caltrans District 7 and contain the requested level of information.

L-16-112

The RDEIR/SDEIS summarizes effects of the proposed project on hydrology and floodplains, including results of the analysis of existing storm drain capacity. Additionally, any necessary drainage systems needed to accommodate existing runoff created by the build alternatives have been added to Sections 2.3.2.2 and 2.3.2.3. However, the inclusion of hydrology and hydraulic calculations, detailed analyses of existing storm drain capacity, and pre- and post-development hydrology maps and calculations are not appropriate in this level of documentation. The Draft Project Report is available upon request from Caltrans District 7 and the revised *Preliminary Hydrology Report* is available on Caltrans' website for the City's reference and contain the requested level of information.

L-16-113

Text has been added to Section 3.8.2 of the RDEIR/SDEIS regarding the existing structural integrity of the existing levees along the Los Angeles River. Section 3.8.3 includes a discussion of the potential impacts to the structural integrity of these levees, and in many cases, the build alternatives improve these structures. Please refer to the *Los Angeles River Impact Report* for detailed information and analysis regarding existing conditions and potential impacts as a result of the build alternatives.

L-16-114

Impacts of the proposed soundwalls on existing flood zones have been taken into consideration in the revised *Preliminary Hydrology Report*. This information has been summarized in Section 3.8.3 of the RDEIR/SDEIS.

L-16-115

The Hydrology Study is available for review during the public review period for the RDEIR/SDEIS. Any agency or party interested in reviewing that report can access the report on the Caltrans website at http://www.dot.ca.gov/d7/env-docs/ or can request a copy of the report on a compact disc from Caltrans District 7 at (213) 897-3656.

L-16-116

The *Flood Control Facilities Report* (formerly the Los Angeles River Impact Report) was provided to the LACDPW and the USACE on April 20, 2016. Comments were received from LACDPW on May 17, 2016.

L-16-117

Based on the updated project design, under Alternative 7, the existing west basin and levees of the Dominguez Spreading Grounds will be impacted by the proposed freight corridor alignment, retaining walls, and slopes which are below the Los Angeles River levee grade in the vicinity of the basin. The increase in on-site storm water runoff contributing to the Dominguez Gap Spreading Grounds associated with the proposed improvements is inconsequential in comparison to the amount of storm water runoff from off-site tributary watersheds and transfer flows from the basins located on the east side of the Los Angeles River. The west basin would be displaced under Alternative 7 and Caltrans will coordinate with LACFCD to identify an area for relocation or replacement. In addition, the basin relocation would also have the potential to affect plans for pollution remediation in cities along the Los Angeles River. Caltrans will coordinate with these parties as specified in Measure FP-2 of the RDEIR/SDEIS (Section 3.8.4) to reduce the affect associated with the relocation. Potential relocation sites and mitigation for the subject basin will be conducted in consultation with LACDPW.

L-16-118

A discussion has been added in Section 3.9.3.1 of the RDEIR/SDEIS to address how much surface water runoff will be treated for each build alternative and how the build alternatives meet water quality objectives established for water bodies within the Study Area. BMP features will be incorporated in build alternatives in accordance with revised applicable guidance, standards, and tools, including updated Caltrans Storm Water Quality PPDG.

L-16-119

This comment raises concerns about the ability to comply with various TMDLs that have gone into effect or will go into effect by 2021. During the preparation of the Draft EIR/EIS, the SWRCB was revising the Caltrans Municipal Separate Storm Sewer Systems (MS4) Permit. This permit covers Caltrans rights-of-way, properties, facilities, and activities in the State. The assessment of the affected environment and environmental consequences were based upon Caltrans Statewide SWMP, which complies with the MS4 permit in use at the time. These assessments were captured in a Water Quality and Stormwater Runoff Study and Storm Water Data Report,

and summarized in Section 3.9 of the Draft EIR/EIS. Section 3.9 describes the regulatory setting, affected environment, and the build alternatives' environmental consequences.

In the Fall of 2012, the SWRCB adopted a new Caltrans MS4 Permit. Effective July 1, 2013, redevelopment projects such as the I-710 Corridor Project must comply with the new permit. To comply with SWRCB's order dated September 19, 2012, Caltrans will update its SWMP. The revised SWMP will include several elements. Among these elements are the Monitoring and Discharge Characterization Program, Project Planning and Design, and BMP Development and Implementation. These elements have been addressed in the revised technical studies and summarized in Section 3.9 of the RDEIR/SDEIS. The revised water quality assessments address the build alternatives' effects on beneficial uses of surface and coastal waters and how the alternatives meet water quality objectives established for water bodies within the Study Area. BMP features have been incorporated in the build alternatives in accordance with revised applicable guidance, standards, and tools, including updated Caltrans Storm Water Quality Project PPDG.

L-16-120

Table 3.9-2 in the RDEIR/SDEIS has been updated to identify the affected water body to which each of the listed pollutants apply.

L-16-121

As requested in this comment, Table 3.9-2, in the RDEIR/SDEIS, was updated to reflect the current status of TMDLs.

L-16-122

As requested in this comment, Table 3.9-2, in the RDEIR/SDEIS, was updated to reflect the current status of TMDLs.

L-16-123

This comment requests several clarifications in Section 3.9, Water Quality.

- "Long-term effectiveness of proposed BMPs has not been proven based on scientific data" – Caltrans has a comprehensive program for preventing water pollution related to the planning, design, construction, maintenance, and operation of transportation facilities. The State Stormwater Management Plan identifies how Caltrans incorporates stormwater management measures into the project planning and design processes, including BMP identification and selection procedures. The BMP types cited in the

comment have been approved for use in Caltrans projects and are considered fiscally reasonable and technically feasible. Long-term funding for the maintenance of proposed BMPs - Refer to Response to Comment L-16-11, above, for discussion regarding funding for long-term maintenance and operation of the BMPs.

- Reuse of the “treated” urban runoff for irrigation of I-710 Corridor landscaping – As stated in Measure VIS-1 (section 3.6.4), the project will require the preparation of an I-710 Corridor Master Plan in consultation with the local agencies and communities, including the City of Long Beach, to define aesthetic treatments that will be included in the build alternatives. The Master Plan will include planting procedures and requirements, identification of areas for revegetation, use of trees and shrubs, and water conserving irrigation. The City of Long Beach will have an opportunity during the preparation of the Master Plan to provide input on the types of trees for incorporation in the Master Plan, including the species on the City’s list of approved trees. Reuse of “treated” urban runoff can be discussed as a means of “water conserving irrigation” at that time. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.
- Cost effectiveness of low flow urban runoff treatment at City of Long Beach stormwater pump stations as a supplement or alternative to proposed treatment BMPs – Caltrans will coordinate with the City regarding this alternative.

L-16-124

If a build alternative is chosen, Measures WQ-1 (Section 3.9.4) would properly mitigate for any increase in pollutants from brake dust, tire wear, and hydrocarbons deposited on local streets.

L-16-125

The current emission estimates for the construction of the I-710 Corridor Project assume that the concrete and asphalt used for the construction of the I-710 Corridor Project will be hauled to the I-710, not mixed adjacent to it. To the extent that individual batch plants are used in the construction of the I-710 Corridor Project and located near the Los Angeles River, the anticipated impacts from those plants would be minimal as their use would be temporary and spread out along the length of the project.

L-16-126

Rain and condensate water dripping from relocated electrical transmission lines into the Los Angeles River would no longer be a concern because no relocation of transmission lines within the Los Angeles River would occur under the revised build alternatives.

L-16-127

If a build alternative is chosen, implementation of Measure WQ-1,WQ-2, and WQ-3 would ensure that the pollutants exceeding current non-TMDL Water Quality Standards are reduced to acceptable levels. The proposed project will implement the new Caltrans MS4 permit which requires outfall monitoring.

L-16-128

During the preparation of the Draft EIR/EIS, the State Water Resources Control Board (SWRCB) was revising the Caltrans Municipal Separate Storm Sewer Systems (MS4) Permit. This permit covers Caltrans rights-of-way, properties, facilities, and activities in the State. The assessment of the affected environment and environmental consequences were based upon Caltrans Statewide Storm Water Management Plan (SWMP), which complies with the MS4 permit in use at the time. These assessments were captured in a Water Quality and Stormwater Runoff Study and Storm Water Data Report (SWDR), and summarized in Section 3.9 of the Draft EIR/EIS. Section 3.9 describes the regulatory setting, affected environment, and the build alternatives' environmental consequences.

In the Fall of 2012, the SWRCB adopted a new Caltrans MS4 Permit. Effective July 1, 2013, redevelopment projects such as the I-710 Corridor Project must comply with the new permit. To comply with SWRCB's order dated September 19, 2012, Caltrans will update its SWMP. The revised SWMP will include several elements. Among these elements are the Monitoring and Discharge Characterization Program, Project Planning and Design, and Best Management Practice (BMP) Development and Implementation. These elements have been addressed in the revised technical studies and summarized in Section 3.9 of the RDEIR/SDEIS. The revised water quality assessments address the build alternatives' effects on beneficial uses of surface and coastal waters and how alternatives meet water quality objectives established for water bodies within the Study Area. BMP features have been incorporated in build alternatives in accordance with revised applicable guidance, standards, and tools, including updated Caltrans Storm Water Quality Project Planning and Design Guide (PPDG).

L-16-129

Caltrans acknowledges that, even if a No Build Alternative is chosen, BMPs will have to be installed as part of the Stormwater permit to reduce pollutants in runoff in order to achieve TMDL and related Water Quality Objectives within various water bodies in which I-710 currently discharges.

L-16-130

This comment requests an estimate of the efficiency of each of the proposed treatment BMPs. Clarifying text to address this comment has been added to Section 3.9.3.1 of the RDEIR/SDEIS**.**

L-16-131

The revised technical studies and Section 3.9 of the RDEIR/SDEIS provide information regarding the Caltrans MS4 Permit, which will address build alternatives' effects on beneficial uses of surface and coastal waters and how alternatives meet water quality objectives established for water bodies within the Study Area. BMP features will be incorporated in build alternatives in accordance with revised applicable guidance, standards, and tools.

L-16-132

Text in Section 3.9.3 of the RDEIR/SDEIS has been revised to clarify that approximately 74 to 78 percent of the impervious surface area of the build alternatives will be treated.

L-16-133

Text has been added to Section 3.9.3.1 of the RDEIR/SDEIS to clarify that the treatment BMPs designed for the minimum two-year and 10-year peak flow storm events are the same as treating runoff from the 85th percentile.

L-16-134

This comment requests that the EIR/EIS include information on what operations and maintenance practices will be followed once the treatment BMPs are installed. After installation, maintenance activities would occur as part of Caltrans' Statewide Stormwater Program, which includes for monitoring, and maintenance activities.

L-16-135

This comment raises a specific concern regarding the project's impact to the Dominguez Gap West Basin and the potential adverse impact to the Metals TMDL Implementation Plans. Clarifying text to address this concern has been added to Section 3.9.3.1 of the RDEIR/SDEIS.

L-16-136

Under the revised build alternatives, impacts to the applicable pump stations have been substantively lessened. Any necessary coordination efforts between Caltrans and the

applicable TMDL subcommittees to avoid any increase in pollutant discharges that may result from changes in the proposed pump stations will be undertaken.

L-16-137

The specific cfs increase has been updated for the revised build alternatives; please refer to Section 3.9 of the RDEIR/SDEIS for the updated analysis.

L-16-138

As a result of the revised project design, existing water quality sampling stations established along the embankments at locations approved by the Regional Board will be relocated as necessary, in consultation with the Regional Board. As a result, sampling would not be impacted during construction, as the necessary relocations would occur prior to construction.

L-16-139

Text has been added to Section 3.9.4 of the RDEIR/SDEIS to indicate that Caltrans will coordinate with local jurisdictions, including the City of Long Beach, to minimize impacts to any local monitoring programs and will participate with municipalities in local monitoring to show compliance with applicable TMDLs.

L-16-140

This comment requests clarification of whether new or modified bridge structures would discharge directly to the Los Angeles River or other water bodies. Clarifying text to address this concern has been added to Section 3.9.3.1 of the RDEIR/SDEIS**.**

L-16-141

This comment raises concerns about impacts to wetlands relative to water quality. As discussed in Section 3.16.3 of the Draft EIR/EIS, Alternatives 5C and 7 are expected to permanently impact wetlands, specifically the earthen-bottom intertidal portions of the Los Angeles River, Dominguez Gap Wetlands West Basin, and marsh natural communities. However, mitigation measures have been drafted and refined to address lost wetland areas near the Los Angeles River. These measures are listed in Section 3.16, Natural Communities (Measure NC-1) and Section 3.24, Construction Impacts (Measures CON-WET-1 through CON-WET-3). The measures note that prior to construction, Caltrans shall obtain an appropriate permit from the USACE for placement of fill in jurisdictional wetlands or waters pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act; Caltrans shall apply for and obtain a Lake or Streambed Alteration Agreement (SAA) from the CDFW; and Caltrans

shall apply for and obtain a Water Quality Certification from the RWQCB for effects to jurisdictional wetlands. These measures are also referenced in Section 3.17, Wetlands. In addition, compliance with standard requirements and permits listed in Sections 3.9.4 and 3.24.4.9 would minimize project impacts to water quality.

L-16-142

This comment raises a concern that the arterial intersection improvements may trigger the Green Streets requirement under the latest MS4 permit. Clarifying text to address this concern has been added to Section 3.9.3.1 of the RDEIR/SDEIS.

L-16-143

An evaluation of storm water characteristics and potential impacts has been provided as part of the revised Water Quality Assessment Report and RDEIR/SDEIS. The revised Water Quality Assessment Report provides calculations of water quality flows and identifies discharge points and this information has been summarized in Section 3.9 of the RDEIR/SDEIS. The Water Quality Assessment Report is available for review during the public circulation period of this RDEIR/SDEIS.

L-16-144

Text has been refined in Section 3.9.4 of the RDEIR/SDEIS to describe Caltrans' commitment to comply with the latest MS4 Permit and other code requirements (i.e., TMDL, Clean Water Act, Coastal Zone Act and California Water Code).

L-16-145

Caltrans will ensure that any treatment BMPs will be designed such that groundwater will not be affected.

L-16-146

This comment requests that Caltrans develop, construct, and maintain treatment control devices and BMPs within Caltrans right-of-way. Any treatment control devices and BMPs will be constructed and maintained. Additionally, this comment requests that all storm drain pump stations that need to be upgraded or replaced be reviewed with the City of Long Beach. Caltrans will perform the required coordination with regards to upgrading impacted pump stations

L-16-147

General Plans of the County of Los Angeles and the affected cities were reviewed and considered in the impact analysis; summaries of the applicable standards have been included in Section 3.10.1 of the RDEIR/SDEIS in response to this comment.

L-16-148

References for mapping used to determine that collapsible soils are not anticipated to be present within the Study Area are located in Section 7.0 of the I-710 *Geotechnical Report* (January 2010).

L-16-149

This comment requests that more detailed information be provided regarding potential hazardous waste risks related to construction and that extensive consultation/coordination be undertaken during preparation of the Draft EIR/EIS. Based on the updated ISA prepared for the project, Section 3.24.3.12 of the RDEIR/SDEIS has been revised to include the most current available information regarding properties of environmental concern. Due to the amount of properties identified in the records search (over 1,000 properties), no file reviews were conducted at the various State, Federal, or local regulatory agencies. Given the stage of project development, in lieu of file reviews, all full, partial and TCE properties considered to be “high risk” and are included in Table 3.12-1 through Table 3.12-3 which identify properties of environmental concern. Once the preferred alternative has been identified, parcel-by-parcel investigations will be performed for properties that have been identified as environmental concerns and have the potential to impact the initial phase of the project. The recommendations for further evaluation of high and medium risk sites include one or more of the following, in this order:

- Review current regulatory status through online databases;
- Conduct file reviews at the oversight regulatory agency, if necessary;
- Parcel specific historical summary using one or more of the following resources: Sanborn maps, historical city directories, chain of title, or building department records;
- Perform a site reconnaissance including on-site interviews with persons knowledgeable about site operations; and
- If warranted, perform a subsurface investigation based on the findings of the previous recommendations or if the findings are inconclusive.

L-16-150

2008 is the NOP year and the CEQA base year; however, for the revised AQ/GHG/HRA and revised traffic analyses, the Baseline has been updated to reflect 2012 information. The commenter's statement is true in regards to increase in emissions as compared to Alternative 1.

L-16-151

See Response to Comment R-2-17. In addition, airborne dust settling on the roadway cannot be considered in entrained road dust emissions as the air agencies are clear that this would "double-count" such emissions. As noted in the California Air Resources Board (ARB) method, adding lanes distributes silt on a greater surface area, silt remains the same, but the silt loading (silt/area) is lower. Although the freight corridor is adding lanes of which some are elevated, this does not increase exposure to silt sources, such as would occur if the freeway was lengthened. Therefore, using "exhaust-only" emissions for future I-710 calculations is appropriate.

L-16-152

The comment states that the PM hot spot analysis took credit for the AQMP emission reduction twice: the first time in calculating the background concentrations, and the second time in calculating the future vehicle emission rates. The comment is correct in stating that both emission calculations include the reduction in vehicle emissions due to the projected improvement in engine technology. Not including the AQMP reductions in all aspects of the calculations would overestimate the future concentrations. However, the future emission concentrations do not take double credit for the AQMP reductions. The future PM concentrations were calculated by estimating the future background concentrations, using local emission monitoring along with the AQMP projections, and adding the future vehicle emissions calculated using EMFAC 2014, the projected vehicle trip distribution, and dispersion modeling. This has been clarified in the revised AQ/GHG/HRA and in Section 3.13.3.1 of the RDEIR/SDEIS.

L-16-153

A table has been added to Section 3.13 (Table 3.13-18) of the RDEIR/SDEIS to compare the cancer risk of all build alternatives to Alternative 1. Most maximum impacts are not true incremental cancer risk changes because many of the receptors with the greatest impacts are not in residential areas (or areas with sensitive receptors) and the assumption implicit in the residential cancer risk calculations are not applicable to those areas.

None of the build alternatives have an incremental cancer risk increase in residential areas (or on sensitive receptors) when compared to the CEQA Baseline (2012). However, filtration

systems like the ones cited in this comment could be eligible projects under the Community Health Benefit Program, which is proposed as a project element under both build alternatives (see Section 2.3.2.1 for further details).

L-16-154

The AQ/HRA reports (February 2012 and June 2012) are listed as technical studies in support of the Draft EIR/EIS in Appendix H, List of Technical Studies. Although the technical studies were not distributed with the Draft EIR/EIS, those studies were available online and upon request and could also be reviewed at the Caltrans District 7 and Metro offices during regular business hours. Those reports include the relevant documentation supporting the modeling inputs and outputs. As with the February 2012 and June 2012 AQ/HRA reports, the revised AQ/GHG/HRA report is available through the same methods during public circulation of this RDEIR/SDEIS.

L-16-155

The City's comments in support of alternatives with a zero emission component and the City's opposition to alternatives that do not include a zero emission component are noted. As described in Section 2.3.2.3 in the RDEIR/SDEIS, a zero emission freight corridor is a component of Alternative 7. Additionally, project-funded ZE/NZE trucks along the I-710 are included in both Alternative 5C and 7, and a dedicated ZE-only freight corridor is a design option for Alternative 7.

L-16-156

This comment requests that outreach/case management programs be implemented to mitigate adverse impacts on lower socioeconomic communities and other sensitive receptors such as preschools, schools, and senior facilities. Outreach programs to all affected communities, including lower income and minority communities, will be conducted in accordance with Measure CON-LU-2 described in Section 3.24.4 of the RDEIR/SDEIS.

L-16-157

This comment requests the installation of a long-term air quality monitoring station along I-710. Measure AQ-1 in Section 3.13.4 of the RDEIR/SDEIS requires Caltrans to make a funding contribution to the SCAQMD to provide funding for the design and construction of four new air quality monitoring stations within the I-710 Corridor.

L-16-158

Based on information from the revised AQ/GHG/HRA, Tables 4.3-5a and 4.3-5b in Section 4.3.4.1 of the RDEIR/SDEIS has been updated and shows that all of the alternatives, when compared to the 2012 Baseline, including the No Build Alternative, would decrease the regional GHG emissions by approximately 13,000,000 metric tons of CO_2e per year. When compared to the No Build conditions, the regional GHG emissions would remain the same for Alternatives 5C and 7. Additionally, when compared to the 2035 No Build, Alternative 5C would increase the regional GHG emissions by approximately 16,000 metric tons of CO_2e per year and Alternative 7 would increase the regional GHG emissions by 26,000 metric tons of CO_2e per year. Therefore, the increase in greenhouse gas emissions listed in Table 4.3-3a are due to increased regional traffic due to area growth and not the proposed highway improvements. Implementation of the proposed project would not delay the goals of Assembly Bill (AB) 32.

L-16-159

Section 4.3.6.1, AB 32 Compliance, and Table 4.3.5 list a number of activities Caltrans is actively involved in to help achieve the targets set in AB 32. In addition, the following specific measures are included in the I-710 Corridor Project build alternatives to reduce project-related GHG emissions and potential climate change impacts:

- Caltrans and the CHP are working with regional agencies to implement intelligent transportation systems (ITS) to help manage the efficiency of the existing highway system.
- Metro provides ridesharing services and park-and-ride facilities to help manage the growth in demand for highway capacity.
- Landscaping provided in the build alternatives for aesthetic treatment, replacement planting, and/or biological resources mitigation planting would help offset any potential project-related carbon dioxide (CO_2) emissions increase.
- The build alternatives will use energy-efficient lighting, such as light-emitting diode (LED) traffic signals. LED lighting consumes 10 percent of the electricity of traditional lights, which will also help reduce the project-related CO_2 emissions.
- According to Caltrans Standard Specification Provisions, idling time for lane closures during construction is restricted to ten minutes in each direction. In addition, the contractor must comply with Title 13, California Code of Regulations (CCR) Section 2449(d)(3) which restricts idling of construction vehicles to no longer than five consecutive minutes. Compliance with this regulation will reduce harmful emissions from diesel-powered construction vehicles.

As noted above, the build alternatives propose landscaping for aesthetic treatment, replacement planting, and biological resources mitigation planting only. Caltrans is not proposing the incorporation of substantial planting of trees as requested in this comment beyond those trees used for aesthetics treatment, replacement planting, and biological resources mitigation planting.

Measure VIS-1 (Section 3.6.4) requires the preparation of an I-710 Corridor Master Plan in consultation with the local agencies and communities, including the City of Long Beach, to define aesthetic treatments that will be included in the build alternatives. The Master Plan will include planting procedures and requirements, identification of areas for revegetation, use of trees and shrubs, and water conserving irrigation. The City of Long Beach will have an opportunity during the preparation of the Master Plan to provide input on the types of trees for incorporation in the Master Plan, including the species on the City's list of approved trees. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-16-160

The *NSR* (January 2012) is listed as a technical study in support of the Draft EIR/EIS in Appendix H, List of Technical Studies. Although the technical study was not distributed with the Draft EIR/EIS, it was available on request and could also be reviewed at the Caltrans District 7 and Metro offices during regular business hours. The report included the relevant documentation supporting the modeling inputs and outputs. As with the January 2012 *NSR*, the revised *NSR* (May 2016) is available through the same methods during public circulation of this RDEIR/SDEIS. The methodology for the *NSR*, including a summary of modeling inputs, was provided in Section 3.14.2 of the RDEIR/SDEIS.

In regards to the decrease in noise levels, because the freeway alignment is shifting a substantial distance from the receptors at the southern end of the project, the predicted noise levels are lower. When a noise source is moved farther away from a receptor, the result is that the receptor will experience lower noise levels.

L-16-161

The *NADR* is available for review during public circulation of the RDEIR/SDEIS.

L-16-162

As stated above for Response to Comment L-16-160, the *NSR* (January 2012 was available on request and could also be reviewed at the Caltrans District 7 and Metro offices during regular business hours. However, figures showing the placement of modeled receptors were provided

at the end of Section 3.14 on page 3.14-59 and the resultant noise levels at these receptors were shown in Table 3.14-2**.** These figures and resultant noise levels have been updated for the RDEIR/SDEIS based on the revised *NSR*.

L-16-163

This comment requests that a noise analysis location be placed closer to the proposed project improvements than receptors located in Cesar E. Chavez Park. Site NB-1 was selected based on an exterior area of frequent human use. While activities may take place anywhere in the park, according to State and federal policies and procedures, noise abatement is considered only where frequent human use occurs and where a lowered noise level would be of benefit. The decrease in noise levels for future conditions in Cesar E. Chavez Park is based on a shift (away from the park) in the alignment of Shoreline Dr., which is the closest noise source. When a noise source is moved further away from a receptor, the result is a decrease in noise levels. Based on the revised *NSR* (May 2016), reductions in noise still occur at Cesar E. Chavez Park.

L-16-164

This comment requests that a noise analysis location be placed closer to the proposed project improvements than receptors located at Cesar E. Chavez Elementary School. Similar to Response to Comment L-16-163, the predominant noise source at Site NB-2 is Shoreline Dr. (Shoemaker Bridge). Under the build alternatives, the Shoemaker Bridge would be shifted away from the homes along Loma Vista Dr., and therefore, noise levels would decrease 1.7 dBA. In this area, the I-710 mainline is more than 800 feet away from the homes on Loma Vista Dr., and therefore, has little if any impact to these receptors. Based on the revised *NSR* (May 2016), noise levels at Site NB-2 under both build alternatives would increase nominally by 1 dBA from the existing condition. A change of 1 dBA is not perceptible to the human ear.

L-16-165

This comment requests that the increase of 1.7 dBA for Alternative 5 in comparison to existing conditions be confirmed. Similar to Response to Comment L-16-164, the predominant noise source at Site NB-4 is Shoreline Dr. (Shoemaker Bridge). Under the build alternatives, the Shoemaker Bridge would be shifted away from the homes along Loma Vista Dr., and therefore, noise levels would decrease 1.7 dBA. In this area, the I-710 mainline is more than 800 feet away from the homes on Loma Vista Dr., and therefore, has little if any impact to these receptors. Based on the revised *NSR* (May 2016), noise levels at Site NB-4 would decrease by 2.7 dBA under Alternative 5C and by 2.6 dBA under Alternative 7 compared to existing conditions.

L-16-166

This comment requests that a noise analysis location be placed within the play area of Perry Lindsey Middle School, closer to the proposed project improvements. In this area, the predominant noise source is I-710, which is more than 700 to 800 feet from the school (Receptor NB-15). The volume of traffic along Del Amo Blvd. is not high enough and traffic is not fast enough to create noise impacts. Therefore, an additional receptor in this location is not necessary.

L-16-167

This comment requests additional analysis at additional receptors between Gordon St. and Barclay St. to properly determine the feasibility of a new soundwall in the event that the originally proposed 16-foot soundwall is later reduced in size or height because of a determination regarding infeasibility. Sufficient receptors have been used to determine the acoustical feasibility of the existing/future soundwall in the area between Long Beach Blvd. and State Route 91 (SR-91). Because of the proposed future widening of I-710, a portion (between Long Beach Blvd. and Barclay St.) of the existing soundwall would be entirely replaced by a newly proposed soundwall. Please see footnote 2 in Table 3.14-3 (which applies to Soundwall 503A), which reads, “Although not reasonable, this soundwall must be provided as a replacement of the existing soundwall impacted by the proposed project.” In addition, Soundwall 503A, as a new soundwall, has been analyzed for, and was determined to be, acoustically feasible.

L-16-168

This comment requests that Receptors R3 and MNB-10 be relocated further east of Receptor 3 (along 39th St). Receptor R2 was used to monitor/represent noise levels further east of Receptor R3 along 39th St. Based on the topography, Receptor R2 does not achieve the minimum required noise reduction from the replaced soundwall along the I-710/I-405 connector. Additionally, there is no noise impact identified here as a result of the build alternatives (noise levels do not approach/exceed the 67 dBA criteria). Therefore, no noise abatement is considered. However, because of the widening under the build alternatives along the I-710/I-405 connector, the existing soundwall must be removed and replaced. Please see footnote 1 (which applies to Soundwall 405B) in Section 3.14.5.7 which reads, “This soundwall must be constructed as a replacement of the existing soundwall to accommodate the proposed project widening.” Based on the revised *NSR*, Soundwall 405B would remove and replace the existing soundwalls, close the barrier gap over Pacific Pl./Metro Blue Line Bridge, and connect to the existing sound barrier at Cedar Ave. in Long Beach. SW-405B at a height of 16 feet is predicted to provide a five-dBA noise reduction to about nine homes in this area.

L-16-169

This comment requests a landscape buffer between the soundwall located along southbound I-710, along White Ave. north of Long Beach Blvd. and White Ave. between Gordon St. and Adams St. Provision of such a landscape buffer would be integrated into the project design as part of the Corridor Master Plan for Aesthetic Treatment described in Measure VIS-1 in Section 3.6.4 of the RDEIR/SDEIS. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-16-170

This comment requests a more detailed definition of specific zero emission technologies and their potential noise impact. It should be noted that in 2013, the Gateway Cities COG and Metro developed an “I-710 Project Zero-Emission Truck Commercialization Study” in order to evaluate the ZE truck technologies which might meet the needs of the I-710 Corridor Project and drayage users, and develop a business and commercialization plan. Section 2.3.2.1 in the RDEIR/SDEIS provides more specificity regarding the process of developing and deploying zero emission truck technology based on the zero emission truck commercialization study conducted by the Gateway Cities COG. Because the zero emission technology is characterized as technology-neutral, no analysis of noise impacts of a specific zero emission technology was conducted.

L-16-171

The comment requests that a home sound-proofing program be implemented that would include double-pane sound insulated windows. Caltrans and FHWA do not have a program or a mechanism to provide funding for acoustic insulation. However, a Community Health and Benefit Program is included in Section 2.3.2.1 of the RDEIR/SDEIS and provides for a program for cities and community groups to apply for and obtain grant funding for health-related measures. The acoustic insulation cited in this comment would be a potential candidate for this program. Soundwalls will be implemented as discussed in Section 3.14.5 of the RDEIR/SDEIS. The final locations and design of soundwalls as abatement measures will be determined after completion of the public input process as part of the Final EIR/EIS.

L-16-172

This comment proposes new or replacement soundwalls at the locations indicated below. Please refer to the updated Section 3.14 of the RDEIR/SDEIS for the updated noise analysis for the project. Soundwalls deemed feasible and reasonable based on the *NADR* will be built.

L-16-173

This comment proposes the addition or modification to proposed soundwalls at the locations indicated below. Please refer to the updated Section 3.14 of the RDEIR/SDEIS for the updated noise analysis for the project. Soundwalls deemed feasible and reasonable based on the *NADR* will be built.

The attractiveness of the new and modified soundwalls is ensured by implementation of Measure VIS-1 in Section 3.6. Additionally, as stated in the *Urban Design and Aesthetics Toolbox Report* summarized in Section 3.6 in the RDEIR/SDEIS, soundwalls or screen walls will be provided along any elevated sections of the freight corridor to screen views of trucks on the freight corridor. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-16-174

The build alternatives included in the RDEIR/SDEIS do not include tolling. The Energy Report has been revised based on the updated alternatives and is summarized in Section 3.15 of the RDEIR/SDEIS.

L-16-175

As stated in Section 3.15.3.1, operation energy consumption under Alternative 1, compared to 2012 existing conditions, decreases by 29 percent.

L-16-176

A figure showing the BSA and vegetation communities would be too robust to add to the RDEIR/SDEIS. However, a figure showing the BSA is located in Appendix R. Although the figures in Appendix R are relevant to the discussion in Section 3.17, Wetlands; references to Appendix R are included in Section 3.16, Natural Communities, so that the reader has a reference to the BSA.

L-16-177

The 21 drainage features identified in the BSA are relevant to the discussion in Section 3.17, Wetlands. For clarity, references to the drainage features have been removed from Section 3.16, Natural Communities, in the RDEIR/SDEIS. For a complete analysis of all of the drainage features, see Section 3.17, Wetlands.

L-16-178

As a result of changes in project design, biological surveys have been conducted for areas that were previously not surveyed in the Study Area and included in the revised *Natural Environment Study*. This information has been summarized in Section 3.16.2 of the RDEIR/SDEIS.

L-16-179

The project impacts from the No Build Alternative (Alternative 1), discussed in Section 3.16.3.1, include impacts directly related to the proposed project. Cumulative impacts due to other reasonably foreseeable projects are discussed in Section 3.25, Cumulative Impacts. Specifically, the cumulative impacts to Natural Communities are discussed in Section 3.25.4.15, Natural Communities.

L-16-180

As referenced in Section 3.17.3.1, Permanent Impacts, Appendix R (previously Appendix S) depicts the waters of the U.S. in the BSA relative to the alternatives under consideration. For clarification, an additional reference to Appendix R has been added to Section 3.17.2.3 of the RDEIR/SDEIS.

L-16-181

Appendix R (previously Appendix S) depicts impacts as a result of the build alternatives on jurisdictional waters. The amounts in which each alternative will impact these jurisdictional waters are shown in Table 3.17-3 of the RDEIR/SDEIS.

L-16-182

As discussed in Section 3.16.4, Avoidance Minimization, and/or Mitigation Measures, final details for compensatory mitigation are being evaluated through coordination with the resource agencies. The specific mitigation options will be defined by the resource agencies during the permitting/authorization process. The focus of compensatory mitigation will be in providing funding to an in lieu fee program in the Los Angeles River watershed as the primary means to mitigate for project impacts, in accordance with the USACE/Environmental Protection Agency (EPA) Compensatory Mitigation Rule (2008). This is the preferred approach in the Mitigation Rule as long as it can be accomplished as part of a comprehensive watershed approach.

Because the project is in the early stages of project development and specific mitigation options have not been defined yet, a Habitat Mitigation Monitoring Plan cannot be developed until the permits/authorizations are sought from the USACE, the CDFW, and the RWQCB. Therefore, the

Recirculated Draft EIR/Recirculated Draft EIS outlines the minimum compensatory mitigation obligation from the I-710 Corridor Project. It is highly likely that higher mitigation ratios and additional obligations will be required by the regulatory agencies for project impacts to wetlands. Whatever those required ratios and additional obligations are, they will be conducted by the project as part of the conditions of the permits/authorizations. The success of the mitigation will be solely at the discretion of the regulatory agencies; therefore, Caltrans does not have the option of not meeting the minimum success criteria outlined in this RDEIR/SDEIS or greater. Caltrans has had preliminary discussion with the Rivers and Mountains Conservancy, and we are confident that an in lieu fee program will be appropriate for this project and would be used in support of restoration/enhancement projects in the Los Angeles River watershed. Clarifying text regarding an in lieu fee program has been added to Section 3.17.4 of the RDEIR/SDEIS.

L-16-183

Caltrans coordinated with USACE early in the design process to reduce impacts to the Los Angeles River as much as possible. Parallel features were designed to stay out of the Los Angeles River. Perpendicular crossings are unavoidable but are generally located at existing crossings only. In addition, they were limited to the necessary support structures for new, replacement, and existing retrofitted bridges only. The specific details this comment requests to justify the alternatives will be provided in the Wetlands Only Practicable Finding for permanent wetland impacts in the Final EIR/EIS. Caltrans shall apply for and obtain an appropriate permit from the USACE for placement of fill in jurisdictional wetlands or waters pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act, respectively.

L-16-184

Please refer to Response to Comment L-16-183.

L-16-185

This comment requests that an analysis of sediment retention impacts within Drainage 3 be included for Alternative 5A. The text in this section has been revised to include impacts to all project alternatives based on updated project design and subsequent revisions to the *Natural Environment Study*.

L-16-186

The BSA boundaries of all alternatives overlap with the DeForest Park Restoration Project and Alternative 7 is expected to potentially result in direct permanent impacts to 9.41 acres of riparian/riverine natural communities (including 5.34 acres of open water in the Dominguez Gap and DeForest Treatment Wetlands). However, measure FP-2 will ensure a suitable replacement

that will provide equal to or greater capacity than the impacted portion of the Dominguez Gap currently provides.

L-16-187

Table 3.18-1 in Section 3.18, Plant Species, identifies the habitat requirements of each plant species. Based on preliminary reconnaissance level surveys, suitable habitat elements were determined by experienced botanists not to be present for all but two special-status plant species. Regardless, surveys were conducted in 2009, 2011 and 2015 for all special-status plant species, not just southern tarplant and San Bernardino aster. All plant species found in the BSA were identified and are included in the list of plant species observed in Appendix B of the revised *Natural Environment Study*. To adequately search for special-interest plant species, survey methods included an examination of Caltrans and local rights-of-way, as well as accessing frontage roads leading to necessary access points. At the access points, each biologist investigated the roadside areas on foot or with the aid of binoculars if foot access was not possible. Table 3.18-1 provides substantial evidence for the conclusion of the presence or absence of sensitive plant species under the “Rationale” column in the table.

L-16-188

Potential indirect impacts to southern tarplant other than shading were evaluated. Due to the specific requirements of southern tarplant to flourish, the only indirect impact determined to affect this species was shading. The build alternatives are not expected to result in permanent indirect impacts to southern tarplant due to emissions, climate or micro-climate change, or fugitive dust beyond the existing conditions. Clarifying text has been added to Section 3.18.1.1 of the RDEIR/SDEIS.

The purpose of having biological monitors designate the Environmentally Sensitive Area boundaries is to use their knowledge and professional experience to determine the biologically sensitive habitats adjacent to the project footprint. While these areas were determined during the field surveys, it is possible for the boundaries to naturally shift over time. The monitors will be able to identify the existing conditions at the time of construction to best protect the biological resource.

L-16-189

The *Natural Environment Study* and the discussion on page 3.19-22 of the Draft EIR/EIS provided adequate documentation for the conclusions regarding the 33 species referenced by the commenter, and no further analysis is necessary. While it is possible for these species to move onto the site prior to construction, measures have been included in Section 3.24,

Construction Impacts, to avoid and/or minimize impacts to these non-listed species. Due to the highly disturbed quality and limited amount of suitable habitat present, and the measures provided, any project impacts to these species would not be substantial and/or significant under NEPA and CEQA, respectively.

L-16-190

The commenter has identified a misstatement in the document. The first paragraph under Section 3.19.2.2 is incorrect. With the exception of Cooper's hawk, Allen's hummingbird, and loggerhead shrike, the 14 species listed were actually observed along the Los Angeles River, *adjacent* to the BSA, but not within it. This has been corrected in Section 3.19.2.2, of the RDEIR/SDEIS.

L-16-191

In response to this comment, Measure AS-1 has been revised as follows:

> New, replacement, and renovated bridges will be designed to ensure the safety of birds flying up and down the Los Angeles River. Suitable fencing or other structural features on the sides of bridges would direct flying birds up and out of the way of traffic, at the same time not serving as a danger themselves, as well as restrict litter and debris from falling into the Los Angeles River during regular operation. Final bridge design will be reviewed and approved by the Caltrans District 7 Biologist, in consultation with the USFWS.

L-16-192

Based on preliminary reconnaissance-level surveys, suitable habitat elements were determined by experienced botanists not to be present for all but two special-status plant species. Regardless, surveys were conducted in 2009, 2011, and 2015 for all special-status plant species, including Federally and/or State-listed species. All plant species found in the BSA were identified and are included in the list of plant species observed in Appendix B of the *Natural Environment Study*. To adequately search for special-interest plant species, survey methods included an examination of Caltrans and local rights-of-way, as well as accessing frontage roads leading to necessary access points. At the access points, each biologist investigated the roadside areas on foot or with the aid of binoculars if foot access was not possible. The revised *Natural Environment Study* provides adequate documentation for the conclusions regarding the Federally and/or State-listed species referenced by the commenter and no further analysis is necessary. The revised *Natural Environment Study* is available for public review and is the basis for what is presented in Section 3.20, as indicated at the beginning of the section.

L-16-193

The commenter requests studies, surveys, or other forms of evidence to support the analysis presented in Section 3.20.2.2. The revised *Natural Environment Study*, and Section 3.20.2.2 of the RDEIR/SDEIS, is itself a study that documents the results of the surveys conducted for the project and cites numerous other sources as evidence. This comment provides an example and states that the Draft EIR/EIS inadequately analyzed impacts to the least Bell's vireo. However, only one least Bell's vireo has been recorded spending three consecutive winters (2004-2005, 2005-2006, and 2006-2007) at the park (Kimball L. Garrett in litt.). DeForest Park and the ponds south of Del Amo Ave. (where one least Bell's vireo was observed during migration on April 29, 2009) are outside of the BSA and, therefore, outside of the project's maximum disturbance limits.

Surveys were not conducted for the least Bell's vireo because there is only a small amount of marginally suitable habitat within the BSA, and there have been no reports of vireos or nesting territories anywhere in the immediate vicinity.

This comment also states there is a contradiction between the conclusions drawn in the text and Table 3.20-2 on page 3.20-13. The small amount of marginally suitable habitat within the BSA is considered insufficient to support a least Bell's vireo territory and even better habitat nearby (e.g., DeForest Park) remains unoccupied. Information in the sixth column provides context for the species in the surrounding area. Vireo "populations" do not currently reside along the river or provide individuals that might spend time in "surrounding locations."

This comment further requests that the Draft EIR/EIS consider potential impacts on the least Bell's vireo. The Draft EIR/EIS and RDEIR/SDEIS considered potential impacts on the species; however, as stated above, due to the absence of the species within the BSA, no impacts to the least Bell's vireo are anticipated.

L-16-194

Please see Response to Comment L-8-72.

L-16-195

The discussion of the No Build Alternative, in Section 3.22.2.2 of the RDEIR/SDEIS, has been modified as follows: "As stated previously in Chapter 2.0 of this RDEIR/SDEIS, Alternative 1 includes other transportation improvements that are already programmed and/or committed to be constructed by 2035. These programmed and/or committed transportation improvements would provide the benefits of reduced travel times and improved efficiency for the movement of vehicles, people, and goods; however, they would also result in the irreversible/irretrievable

commitment of resources. Alternative 1 would not result in the construction of the I-710 Corridor Project. Therefore, Alternative 1 would not provide the benefits of the reduced travel times and improved efficiency for the movement of vehicles, people, and goods that would result from implementation of the I-710 Corridor Project."

L-16-196

A table was not added at the end of Section 3.22.3 that would provide a rating for each build alternative and the No Build Alternative from highest to lowest impact for each of the environmental elements listed because the entirety of the RDEIR/SDEIS should be taken into account by decisionmakers. A similar table outlining the environmental impacts is contained in the Executive Summary. During construction, electricity would be used to provide lighting, power for office equipment, cooling/heating in construction offices, and possibly refrigeration in on-site mobile construction offices. As such, use of electricity during construction is not anticipated to result in a substantial irreversible and irretrievable commitment of resources when compared to the use of some of the other resources (e.g., diesel fuel, cement, asphalt, steel, etc.) during construction of the I-710 Corridor Project.

L-16-197

Please see Response to Comment L-16-195.

L-16-198

This comment requests more detail on project phasing. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction; however, until project funding is secured, any phasing or staging plans should be considered preliminary and conceptual in nature.

L-16-199

Please see Response to Comment L-16-198.

L-16-200

Please see Response to Comment L-16-198.

L-16-201

Table 3.24-1 was provided to minimize duplication of similar text describing impacts and mitigation for multiple parks in the body of text in Section 3.24.3.1.

L-16-202

The unemployment rates in the cities in the Study Area are provided in Table 3.3-7. As shown in that table, unemployment in those cities ranges from 2.8 to 8.1 percent. Based on updated data (*Data for Cities and Census-Designated Places (CDP)*, September 2016 – Preliminary), the information for the City has been updated to show that the unemployment rate in Vernon is 2.8 percent. The associated text in Section 3.3.1.2 has been updated accordingly.

L-16-203

Based on updated project design and revised build alternatives, the discussion regarding temporary impacts to utilities has been updated in Section 3.24.3.4 of the RDEIR/SDEIS to discuss impacts of all project alternatives.

L-16-204

Measure CON-TR-1 (Section 3.24.4.5) in the RDEIR/SDEIS requires the preparation and implementation of a TMP. Measure CON-TR-1 identifies key components of the TMP. The complete TMP will be developed during final design and part of that process will be the coordination of the TMP components, such as ramp and street closures and detours with the applicable local jurisdictions to help reduce traffic impacts in areas near the construction activities. As a result, each local jurisdiction will be provided an opportunity to work with Caltrans and the construction contractor to identify local street and lane closures and detours to minimize the effects of those activities in each community. Additionally, as part of the TMP, Measure CON-U&ES-1 (Section 3.24.4.4) requires Caltrans and the construction contractor to coordinate all temporary ramp closures and detour plans with fire, emergency medical, and law enforcement providers to minimize temporary delays in emergency response times, including the identification of alternative routes and routes across the construction areas for emergency vehicles, developed in coordination with the affected agencies.

L-16-205

Please see Response to Comment L-16-198 regarding construction phasing. This comment also requests a level of service analysis for impacts on local streets during construction.

L-16-206

This comment requests that the TMP include the necessary traffic signal upgrades/ improvements along parallel streets in the City of Long Beach to help facilitate traffic movement and to ensure that temporary construction-related traffic impacts are minimized. Please see Response to Comment L-16-205.

L-16-207

Please see Response to Comment L-16-204.

L-16-208

This comment requests evaluation of damage to the pavement surface on local roadways that may occur due to project-related construction traffic. New pavement will be provided on local arterials that connect to or cross over (or under) I-710 where such roadways would be directly affected by project construction. For those roadways that may be used as temporary detour routes during construction, there is insufficient design and construction information at this time to identify the routing or duration of any such detours. A general discussion of potential damage to the pavement surface on local roadways that may occur due to project-related construction traffic has been added to Section 3.24.3.5 of the RDEIR/SDEIS. Measure CON-TR-2 has been added to Section 3.24.4.5 to evaluate damage to the pavement surface on local roadways that may occur due to project-related construction traffic. New pavement would be provided on local arterials that connect to or cross over (or under) I-710 where such roadways would be directly affected by project construction after project completion in the vicinity of each arterial.

L-16-209

Please refer to Response to Comment L-16-208 for the response to the City's request for a pre-construction pavement assessment for streets proposed for truck and haul routes.

L-16-210

Because a detailed construction schedule cannot be developed based on the current level of design and project development, specific lane or ramp closures and construction detours are not known at this time; therefore, it is not possible to estimate the level of service during construction. A qualitative discussion regarding the potential impacts of traffic diversion during construction has been added on Section 3.24.3.5 of the RDEIR/SDEIS.

L-16-211

In response to this comment, the analysis presented in Section 3.24.3.6 of the RDEIR/SDEIS has been revised to provide more detail on the sensitive viewers impacted during construction and where they are located.

L-16-212

This comment expresses concern about impacts to archaeological resources during construction. Please see Response to Comment L-16-106.

L-16-213

Based on the revised *Preliminary Hydrology Report*, a discussion of temporary impacts to hydrology and floodplains has been added to Section 3.24.3.8 of the RDEIR/SDEIS.

L-16-214

This comment expresses concern about impacts to water quality during construction. As outlined in Section 3.24.4.9, Measures CON-WQ-1 and CON-WQ-2 will avoid and minimize any increase in pollutants or pollutant loads as a result of project construction.

L-16-215

This comment expresses concern about impacts to geology during construction. A more detailed discussion regarding temporary impacts to geology has been added to Section 3.24.3.10 of the RDEIR/SDEIS.

L-16-216

This comment expresses concern about hazardous waste impacts during construction. Please see Response to Comment L-16-149 regarding temporary impacts as a result of hazardous waste.

L-16-217

All bridge structures that may potentially have asbestos containing materials will be tested and properly removed prior to construction as discussed in Mitigation Measure HW-1 in Section 3.12, Hazardous Waste/Materials, in this RDEIR/SDEIS.

L-16-218

This comment requests clarification for the following concerns:

- **Construction Emissions:** The RDEIR/SDEIS reports total construction emissions as well as emissions by segment. Therefore, the emissions that may occur in the City of Long Beach are accurate. Please see Section 3.24.3.13 for an updated discussion based on the revised AQ/GHG/HRA.
- **Construction Hauling Trip Length:** The revised AQ/GHG/HRA continues to use an assumed roundtrip distance of 10 miles for soil and asphalt hauling. This value is intended to represent the average roundtrip distance of all soil and asphalt hauling activity, recognizing that depending on the specific location on a given segment the roundtrip distance may be shorter or longer than 10 miles**.**
- **Construction Paved Road Dust:** Sacramento Road Construction Emissions Model is recognized by Caltrans and SCAQMD as an acceptable model for estimating emissions from road construction projects. The current version of the model does not calculate emissions from entrained road dust on paved roads. The Project Team has chosen not to update the model at this time.
- **Fugitive Dust Emissions Underestimated:** The standard of 15 acres per day is a model default; however, that value was overridden to be more accurate with project-specific disturbed acreage information. Emissions reflect project-specific disturbed acreage and are not overestimated.

L-16-219

The construction phasing, daily equipment, daily haul trucks, and duration needed to conduct the construction-related analysis of criteria pollutants and MSATs are currently unknown. Therefore, as stated in the AQ/HRA technical report and Section 4.13 of the Draft EIR/EIS, the worst-case construction emissions were estimated using the Sacramento Metropolitan Air Quality Management District (SMAQMD) Construction Emission Model (Version 6.3.2). Any estimate of the health risk, PM mortality/morbidity, or daily construction impacts would be speculative, inaccurate, and misleading. In reference to the commenter's analysis using the SCAQMD's Localized Significance Threshold (LST) method, Caltrans acknowledges that the LST emission-based analyses are based on worst-case meteorological conditions, and the RDEIR/SDEIS presents a worst-case (most time-compressed) construction schedule. Most importantly, construction NO_x, CO, and PM emissions have already been presented as above, per the SCAQMD's emission significance thresholds, and are subject to the list of mitigation measures provided in the RDEIR/SDEIS. Caltrans does not agree that a localized modeling of

construction impacts is required, particularly because information required to do project-specific modeling is not available based upon the current level of design. Lastly, construction PM control measures are detailed in Section 3.24.4.13 of the RDEIR/SDEIS and will apply to all project construction activities.

L-16-220

This comment requests a calculation of construction-related air toxics health risk impacts to evaluate potential health risk impacts during construction at sensitive land uses within the City of Long Beach. This comment also requests that this calculation include risks to children in accordance with Office of Environmental Health Hazard Assessment (OEHHA) guidelines. The analysis of AQ/HRA impacts presented in Section 3.13 of the Draft EIR/EIS discusses both the health risks and the criteria pollutant impacts within 500 feet of I-710. These impacts would also apply to children living, playing, or going to school near I-710. The latest Office of Environmental Health Hazard Assessment (OEHHA) methodology, which incorporates the latest science for children into the residential risk calculations, was used in assessing health risk in the revised AQ/GHG/HRA. Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_x and all health risks (including cancer risk from DPM), compared to the No Build Alternative. For example, the maximum modeled cancer risk in 2012 is 1421 in a million; maximum cancer risk in the 2035 No Build Alternative, Alternative 5C and Alternative 7 is 57, 45 and 30 in a million, respectively. Projected CO and NO_2 concentrations for the build alternatives are all less than health standard levels in all locations (incremental modeled results added to background levels). $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 Baseline and incremental PM2.5 concentrations are less than the SCAQMD significance criteria except for Alternative 7. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) In those areas near the roadway a few locations under Alternative 7 within 50 meters of the edge of the roadway will experience 24-hour average $PM_{2.5}$ air quality impacts greater than 2.5 $\mu g/m^3$ compared to the No Build Alternative; no areas in Alternative 5C will experience 24-hour average $PM_{2.5}$ air quality impacts greater than 2.5 $\mu g/m^3$ compared to the No Build Alternative.

L-16-221

This comment requests that Caltrans implement several mitigation measures to reduce regional and localized construction impacts related to air quality. The measures requested in this comment that are legally enforceable have been added to Mitigation Measures CON-AQ-1 through CON-AQ-17 in Section 3.24.4.13 of the RDEIR/SDEIS; those measures which are not

legally enforceable have been included as potential incentives for the construction contractor as described in Section 3.24.4.13 of the RDEIR/SDEIS.

L-16-222

This comment states that the Draft EIR/EIS fails to evaluate emissions due to traffic disruptions from construction. 40 CFR 93.123(c)(5) states that CO, $PM_{2.5}$, and PM_{10} hot spot analysis are not required to consider construction-related activities that cause temporary increases in emissions. Temporary increases are defined as those that occur only during the construction phase and last five years or less at any individual site. Page 12 of the January 2012 $PM_{2.5}$ and PM_{10} hot-spot analysis for the proposed project states “According to the project schedule, some of the construction phases are expected to take more than five years to complete. However, construction would not occur at any one location for more than five years.” Therefore, short-term construction impacts were not evaluated for conformity purposes.

Page 91 of the Caltrans August 2013 EIR/EIS Annotated Outline states that “If construction will last more than two years and/or will substantially affect traffic due to detours, road closures, and temporary terminations, then the CO and PM_{10} hot spot impacts of the resulting traffic flow changes should be analyzed.” The proposed project would not result in any temporary road closures or detours that will last more than two years. Therefore, the short-term traffic impacts were not evaluated in the air quality analysis. Any long-term changes to intersections, highway ramps, or local roadways connections were evaluated in the 2035 analyses.

The build out year for the proposed project is 2035; therefore, no interim year was evaluated in the air quality analysis.

L-16-223

This comment requests an analysis of air toxic impacts during construction. Please see Response to Comment L-16-220.

L-16-224

This comment requests an impact analysis of temporary greenhouse gas emissions. Greenhouse gas emissions estimates for construction activities were estimated based on the methodology in the Sacramento Road Construction Emissions Model version 8.1.0 which is recognized by Caltrans and SCAQMD as an acceptable model for estimating emissions from road construction projects, Temporary greenhouse gas emission sources identified in the comment are not quantified in this model. These sources are not expected to produce significant amounts of greenhouse gas emissions when compared to the emissions generated by the on-road and off-road construction equipment. Greenhouse gas emissions from the on-

road and off-road construction equipment have been quantified and are summarized in Tables 4-3c and 4-3d of the AQ/HRA.

L-16-225

The discussion regarding construction-related vibration in Section 3.24.3.14 has been updated based on the revised NSR. No adverse temporary groundborne vibration impacts are anticipated as a result of pile driving with implementation of avoidance and minimization measures described in Section 3.24.4.14 of the RDEIR/SDEIS. Measure CON-LU-2 requires extensive public outreach prior to and during construction. As part of this outreach, all residents in potentially impacted areas will be notified in advance of construction regarding the steps they can take to prevent damage to personal property as a result of potential effects from construction vibration.

L-16-226

Section 3.24.3.14 of the RDEIR/SDEIS has been updated to include a discussion regarding noise levels related to pile driving activities. Additionally, more detail has been added regarding the effectiveness of Caltrans' Standard Specifications and their reduction of construction-related noise.

L-16-227

This comment requests more detail for several mitigation regarding temporary construction-related impacts.

- As construction would not start until 2022 at the earliest, the phrasing of the mitigation measures cited in this comment have been retained so as to be flexible regarding the best available technology at the time of construction.
- The effectiveness of the new and modified soundwalls is ensured by implementation of Measure N-1.
- Any discrepancies regarding essential fish habitat have been reconciled between Section 3.16 and 3.24.3.19.
- Additional detail regarding why specific mitigation measures are needed and how they will reduce project impacts have been added to appropriate sections of the RDEIR/SDEIS. Additional detail regarding implementation of these measures (i.e., responsible agency, timing) is included in Appendix F, Environmental Commitments Record.

- Dependent upon the agency which administers the construction contract, use of Metro's Green Construction Policy has been added to Mitigation Measure CON-AQ-15 in Section 3.24.4.13 of the RDEIR/SDEIS.
- This comment requests mitigation for the traffic congestion on arterial streets throughout the City of Long Beach due to I-710 Corridor detouring. Measure CON-TR-1 requires the preparation and implementation of a TMP. Measure CON-TR-1 identifies key components of the TMP. The complete TMP will be developed during final design and part of that process will be the coordination of the TMP components, such as ramp and street closures and detours with the applicable local jurisdictions to help reduce traffic impacts in areas near the construction activities. As a result, each local jurisdiction will be provided an opportunity to work with Caltrans and the construction contractor, to identify local street and lane closures and detours to minimize the effects of those activities in each community.

L-16-228

The purpose of Chapter 4.0 is to provide the additional analysis as required under CEQA, but not to repeat the NEPA level analysis in Chapter 3.0. As such, the reader is referred to Chapter 3.0 where the analysis would be repetitive, along with a summary of the conclusions. Please refer to the responses to comments on Chapter 3.0 (L-16-43 through L-16-227*).* Please see responses to comments L-16-229 through L-16-235 for more detailed responses regarding the City of Long Beach's concern on CEQA analysis and mitigation.

L-16-229

The build alternatives include a realignment of the I-710 connection to Shoreline Dr. This connection currently trisects Cesar E. Chavez Park, and the existing access ramps further divide the park. The build alternatives would consolidate the existing Shoreline Dr. connection on the west side of the park, eliminating the existing northbound roadway. In addition, the existing ramps would be realigned to reduce existing impacts to the park. This will result in a net increase in the park size, which would not have an adverse impact on the environment.

The City of Long Beach is planning several proposed improvements at this Park, including:

- Providing a direct connection from the park to the Los Angeles River Trail
- Converting an existing empty building into part of the Teen and Senior Center
- Converting a meadow to a soccer field

The City's plans for improvements at this Park are acknowledged and are consistent with the proposed build alternatives, including the project features to replace the Shoemaker Bridge over the Los Angeles River and realign Shoreline Dr. in the park. Specifically, the City's plans include the incorporation of the street rights-of-way that would be abandoned after the realignment of Shoreline Dr. into the park boundary and the consolidation of the existing six discontinuous parcels and those abandoned street rights-of-way into three larger, more functional parcels.

L-16-230

This comment requests that the assessment of visual/aesthetic impacts provide a thorough analysis of visual impacts to prominent landforms, historic resources, etc.). Such an analysis was conducted as part of the preparation of the *Visual Impact Assessment* and summarized in Section 3.6 of the RDEIR/SDEIS. As stated in Section 3.6.2.3, there were no prominent land forms in the Study Area. Additionally, the *Historic Resources Evaluation Report* determined that there were no visual impacts to historic resources within the Study Area. Therefore, no changes were made to Section 3.6 in the RDEIR/SDEIS in response to this comment.

L-16-231

The analysis of Light and Glare cross-references Section 3.6 of the RDEIR/SDEIS and provides a detailed discussion of light and glare impacts. Additionally, as outlined in Section 3.6, the project incorporates Measure VIS-7 to reduce the impacts of light and glare. Based upon the discussion in Section 3.6, the build alternatives will not have an adverse effect with regards to light and glare.

L-16-232

Please see Responses to Comments L-16-43 and L-16-44 regarding impacts to land use.

L-16-233

Please see Responses to Comments L-16-226 and L-16-227 regarding impacts from construction noise.

L-16-234

Please see Reponses to Comments L-16-98 through L-16-101 regarding visual impacts due to elevated sections of the proposed freight corridor.

L-16-235

Additional analysis has been provided in Section 4.1 of the RDEIR/SDEIS to provide context regarding the project's Mandatory Findings of Significance.

L-16-236

This comment requests that the City's comments be addressed in the RDEIR/SDEIS. A RDEIR/SDEIS has been prepared for the project and includes responses to all comments received on the Draft EIR/EIS. Refer to Responses to Comments L-16-2 through L-16-235, above for detailed responses to specific comments.

L-16-237

This comment requests that re-use of the existing Shoemaker Bridge be considered in the project for bicycle or pedestrian purposes. Currently, the Shoemaker Bridge project is an early action project and whether or not the bridge is re-used will be decided by the City of Long Beach.

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Ali Saleh - *Mayor*
Violeta Alvarez - *Vice Mayor*
Danny Harber - *Councilmember*
Ana Maria Quintana - *Councilmember*
Nestor E. Valencia - *Councilmember*

6330 Pine Avenue
Bell, California 90201
(323) 588-6211
(323) 771-9473 fax

CITY OF BELL

September 27, 2012

L-17

Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

Subject: Comments on the I-710 Corridor Project EIR/EIS

Mr. Kosinski,

The City of Bell has reviewed the subject EIR/EIS. Attached to this letter are a list of specific comments from our Environmental/Planning Consultant (Exhibit A) and our Economic Development Consultant (Exhibit B).

Although we have a number of technical comments, we feel the need to preface our comments by pointing out that the City of Bell has just come through an unprecedented municipal scandal. The City's legacy municipal reserves built up over decades have in the last year been reduced to less than $1M, a figure that is far below recommended levels.

The corruption has resulted in serious and extensive litigation against and by the City. Currently, the City is engaged in 30 active litigation matters. Most of these matters arise from litigation and investigations that surfaced from the scandals (IRS, SEC, State Department of Corporations investigations), from claims made by the former officials involved in the corruption and are seeking "indemnification," claims concerning deals (eg $35M Dexia claim), and others from matters filed directly by the City in its attempt to recover from the City's former law firm (BB&K) and audit firm (Mayer Hoffman).

The cost of litigation is a heavy burden for the City, which is already struggling to address deeply entrenched socio-economic problems. The City of Bell is a significantly disadvantaged community as evidenced by the following indicators:

- Persons Below Poverty Level – 22.6% (Compared to 13.7% for California)
- Median Household Income - $38,473 (Compared to $60,883 for California)
- Per Capita Income - $12,671 (Compared to $28,188 for California)
- Home Ownership – 27.8% (Compared to 57.4% for California)
- Unemployment Rate – 15.6% (Compared to 11.5% for California)
- High School Graduates – 42.3% (Compared to 80.7% for California)
- Bachelor's Degree or Higher – 3.8% (Compared to 30.1% for California)
- The City has the second highest property tax rate in Los Angeles County.

In a City with such negative demographic statistics and urban decay, which is underserved by community facilities and facing extraordinary legal challenges, the new Council needs every possible opportunity to establish fiscal stability – and not be further obstructed by having a facility serving regional transportation needs placed on its prime developable property.

The City's hopes for an economic turn around have rested primarily on a unique asset – a large amount of developable property in close proximity to downtown Los Angeles and within the I-710 corridor. The property was acquired years ago and consists of over 31 acres of undeveloped industrial parcels located off of major transportation corridors. Due to the limited supply of industrially zoned vacant sites in the surrounding market area, these qualities make the property highly desirable and have resulted in a significant amount of interest from the private development community. As documented in the attached Exhibit C, the City had significant potential for economic development of this property and owns a significant portion. However, precisely because the property is undeveloped it has become a prime candidate for seizure and incorporation into the I-710 Alternatives. We believe that the adverse economic impact on the City will exceed $100M and approach $150M.

While the EIR/EIS's economic analysis acknowledges that the I-710 Project will affect Bell and Compton the most of any cities in the corridor, it fails to adequately explore the full impact on Bell or provide adequate mitigation. L-17-1

Accordingly, on behalf of our residents we urge that creative mechanisms be developed to either relocate these proposed improvements or provide adequate mitigation measures within the various 710 corridor alternatives. With the elimination of redevelopment significantly limiting the City's ability to maximize its return on this property, the I-710 Freeway Alternatives may be the fatal final blow blocking the City's ability to recover from the corruption of its former officials and depriving our citizens of social justice.

The comments below highlight our primary concerns.

1. **Economic Impact Analysis:**

   One of the most important analyses completely overlooked in the EIR/EIS is the economic impacts of the Project or any of its alternatives on the City of Bell. A cursory comment notes that the economic impact is most negative for Bell and Compton but positive for other cities in the corridor (Sec 3.3.3.3). An EIR/EIS must trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes in turn caused by the economic or social changes. (14 C.C.R. §15131(a).) This Project will have significant impacts on the City's social and economic condition. L-17-2

   In recent years, the City of Bell has been involved in the most significant municipal corruption scandal in decades. In one of the most economically disadvantaged communities in Southern California, a corrupt upper management team and council put in place a scheme to provide themselves with grossly excessive compensation with the Chief Administrative Officer making $800,000,

more than double the salary of any other City Manager in California, and four times that of City managers for most comparable cities. The scheme was extended to City Council members who were paid $100,000 per year in violation of a Charter provision limiting compensation to the limits imposed by state law, which are much lower.

The City's economic situation is tenuous at best. Five years ago, the City had a healthy financial reserve (between $5,000,000 to $6,000,000). In the last several years, the City's reserves have depleted to less than $1,000,000, or less than 10% of its general fund budget, far below generally recommended levels. The City is still facing severe financial challenges over the next ten years. There has been a 25% decrease in general fund revenue from 2008 to 2012. The City has incurred over $3M in legal fees in the last two years and may have to continue incurring legal expense at this rate over the next several years due to the extraordinary case load.

Given all these difficulties, Bell had a life line for the future because it owns property acquired through its former redevelopment agency. The property at issue is located at the end of Rickenbacker Road (APNs 6332-002-945, 6332-002-948, 6332-002-949, 6332-002-961, 6332-002-903, and 6332-002-965) and is 68% of all City/redevelopment owned commercial and industrial property. Furthermore, one of the parcels currently generates approximately $740,000 per year from lease income as a truck trailer storage yard and will continue to do so until the lease expires in 2018. The lease is actually below market lease. L-17-2

But with the elimination of redevelopment and the City's ability to receive tax increments, Bell's only option has been to put this property to some use to generate more substantial and long-term income. This property was to serve as the City's long term economic safety net.

The accompanying study (Exhibit A) includes the following economic impacts:

(a) The City's share of lost property tax revenue as a result of the properties proposed to be acquired in the Draft EIR/EIS could range from $400,795 to $731,491 annually.

(b) Over the life of the City's Redevelopment Project Area, the proposed acquisition of properties could result in a loss of approximately $4.8M in tax increment to the City of Bell, Bell Successor Agency, and affected taxing entities.

(c) The City stands to lose approximately $26.5M through 2033 in lease payments from the City-owned Surplus Property that is proposed to be acquired and adjacent to the I-710 Freeway (assuming properties are released at market rate).

(d) The acquisition of the City-owned Surplus Property would preclude the future development of the Surplus Property into a revenue generating use of property

and sales taxes. Taking into consideration current real estate market demands, the City's Surplus Property and adjacent City-owned properties have a point-of-sale warehouse and distribution use, the City could lose annually over $3.6M in property taxes and sales taxes. Through FY 2032-33 the City would lose approximately $70M.

(e) If the City's Surplus Property, adjacent City-owned properties were combined with adjacent properties to be developed with a point-of-sale warehouse and distribution facility of 1M square feet per current market demands similar to an Amazon facility, the City could lose approximately over $6.0M in annual tax revenue from property taxes and sales taxes. Through FY 2032-33 the City would lose approximately $115M (disregarding lost utility taxes).

(f) During the 80-month construction period for the I-710 Corridor Project, the City stands to lose between $47,000 and $157,000 in annual sales taxes as a result of traffic diversions and ramp closures.

Aggregating the loss of lease revenue on property owned by the City, with property tax and sales tax losses from potential future development in the industrial area, over a limited period (through 2033), calculated losses are $140M. Adding to this figure the lost revenue based on the City's 10% utility tax would certainly bring the total to over $150M. L-17-2

These projected losses are not based on speculation or whimsy. The new City Council has been in the process of looking at and adopting a specific plan to entitle and develop this property for either (i) a mixed use or sales tax generating industrial use [for example, a regional headquarters/distribution center requiring in excess of 500,000 sq. ft. can generate $800/sq. ft in sales], or (ii) certain industrial uses can generate extensive utility taxes (Bell has a 10% utility tax), or (iii) a combination of such uses. Due to the lack of industrial properties close to downtown, this property is unique and has tremendous potential and has had a huge interest by the developer community.

The I-710 Alternatives has now a cloud over these development plans. The City may not be able to pursue its plans and this has put the City in a very compromising position. The economic impacts of this Project with respect to City of Bell must be further analyzed. Why, given all of Bell's recent past misfortune, should it become the most economically impacted community by the I-710 Project?

The impact of the loss of the projected income in the order of $150M over only 20+years to the City of Bell must be analyzed and the appropriate mitigation measures must be adopted. This Project will cause further urban decay and deterioration in the City. Economic or social impacts are within the purview of CEQA and must be considered where they can "conceivably result in business closures and physical deterioration." (Citizens for Quality Growth v. City of Mt. Shasta, (1988) 198 Cal.App.3d 433, 446.)

Where the economic or social changes of a project have secondary environmental consequences, an agency must consider those consequences. (Citizens Assn. for Sensible Development of Bishop Area v. County of Inyo, (1985) 172 Cal.App.3d 151. Where there are secondary or indirect environmental consequences from a project's social or economic impacts, those impacts must be considered. Indirect environmental consequences are not necessarily insignificant solely because they are derived from economic or social changes. (Id. at 170). L-17-2

Here, the EIR/EIS is devoid of any true economic analysis on the City of Bell and hence must be supplemented to include such analysis, as the City has done.

2. Need for More Detail.

Public participation is integral to CEQA analysis. Courts continually emphasize the importance of public participation to the EIR: "Environmental review derives its vitality from public participation." See, e.g., Ocean View Estates Homeowners Assn., Inc. v. Montecito Water Dist., 116 Cal. App. 4th 396, 400 (2004); "Comments are an integral part of the [final] EIR." Sutter Sensible Planning, Inc. v. Board of Supervisors, 122 Cal. App. 3d 813, 820 (1981). Public review allows citizens affected by a project's ecological implications to assist in determining the project's direction. Schoen v. Department of Forestry & Fire Protection, 58 Cal. App. 4th 566, 573-574 (1997); Save Our Peninsula Committee v. Monterey County Bd. Of Supervisors, 87 Cal. App. 4th 99, 133 (2001).

An EIR/EIS is an informational document and "must include detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project." Laurel Heights Improvement Assn. v. Regents of University of California, 47 Cal. 3d 376, 404-405 (1988), Cal. Pub. Res. C. 21061. An agency's bare conclusions or opinions are continually found to be insufficient. See generally Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn., 42 Cal.3d 929, 935 (1986); People v. County of Kern, 39 Cal. App. 3d 830, 841-842; Citizens for Quality Growth v. City of Mount Shasta, 198 Cal. App. 3d 433, 441.

With respect to the current Project, the EIR/EIS provides insufficient information to allow for any meaningful public participation on issues vital to Bell's development. The Project requires significant amounts of construction in Bell, yet, the EIR contains little detail with respect to the actual impacts of such construction on Bell's citizens. Three examples of areas requiring additional detail include: L-17-3

- The construction impacts of all "Build" alternatives;
- The location and impacts of electrical facilities for Alternative 6C; and,
- The land acquisitions at the intersection of Florence Avenue and Atlantic Avenue, including detail and with justifications on the exact lane configurations.

3. Florence Avenue (All "Build" Alternatives).

For the same reasons discussed above, additional detail must be provided with respect to land acquisitions at the intersection of Florence Avenue and Atlantic Avenue. Such additional detail should include justification and details on the exact lane configuration. Additionally, economic impacts must be mitigated to the extent they may cause a significant environmental impact, including further urban decay or deterioration. Given Bell's tenuous financial state, depriving Bell of one of its few remaining valuable assets will inevitably place the City in a difficult position with respect to upkeep. L-17-4

As part of the mitigation for these impacts, any land remaining after reconstruction of the Florence Avenue Interchange on both the east and west sides, should be specified to be offered to the City as partial compensation for the Project's negative economic impacts.

4. Slauson Avenue Interchange (All Alternative 6 Options).

An EIR/EIS must propose mitigation measures that will minimize a project's significant impacts by reducing or avoiding them. Pub Res C 21002, 21100. It follows that, when evaluating alternatives and mitigation techniques, the EIR/EIS must provide measures that minimize a project's harm and injury. As described above, the project's economic impacts on Bell are significant and will cause further urban decay and deterioration, and these impacts require mitigation. L-17-5

Current plans for the Project under Alternatives 6A/6B/6C, require consideration of the location for certain truck facilities. Relocating these truck facilities westerly to be located above the mainline freeway will minimize land acquisition and economic impacts in the Bell industrial area. L-17-6

5. Northern Terminus Alignment:

The Project design team should work with the City of Bell to realign the northern terminus so that land acquisition can be minimized and if impacts cannot be eliminated, further Project Mitigation is necessary. As outlined in our economic concerns, this area is vital to the City's economic future and it is critical to minimize loss of valuable industrial land. More specifically,

(a) The mainline freeway in all Alternative 6 Options except Option 3 should be moved to the west to stay as much as possible within the footprint of the existing freeway. This is done to a large extent in Option 3 which preserves the most land for economic development in the City of Bell industrial area. L-17-7

(b) Design Option 2 has the greatest impact on economic development in the Bell industrial area and should be avoided.

(c) Any Option selected should be thoroughly investigated to reduce the total land acquisition in the City of Bell industrial area with consideration given to keeping large, economically viable pieces of land for future development. It is also important that any remaining parcels have good traffic access points.

(d) Any remnant land should be offered to the City.

(e) The Alignment should be investigated to determine if impacts to the Bell Homeless shelter can be minimized or eliminated.

(f) Other forms of mitigation must be provided.*

L-17-7

6. Noise

An EIR must propose mitigation measures to minimize significant impacts associated with noise. Under 14 Cal. Code. Regs. 15126.4, mitigation measures should be identified for each significant effect described in the EIR/EIS. Sound walls or other types of noise barriers are often used to mitigate noise impacts. E.g. Bowman v. City of Petaluma, 185 Cal. App. 3d 1065 (1986); People ex rel. Dept. Pub. Wks. v. Bosio, 47 Cal. App. 3d 495 (1975).

L-17-8

Though sound walls are discussed in the Project's EIR/EIS, little attention is given to the actual noise impacts on portions of Bell's affected community. A sound wall should therefore be included in the Project along both the truck facility and mainline freeway to mitigate noise to the affected community.

7. Visual

Similar to the discussion above with respect to noise, an EIR/EIS must propose mitigation measures to minimize significant impacts associated with aesthetics. The EIR must describe them with specificity, and should avoid vague or incomplete measures. Such measures should not be remote and speculative. Federation of Hillside & Canyon Ass'ns v. City of Los Angeles, 83 CA4th 1252, 1260 (2000). Measures described in an EIR/EIS will be legally inadequate if they are so undefined that it is impossible to gauge their effectiveness. San Franciscans for Reasonable Growth v. City & County of San Francisco, 151 CA3d 61, 79 (1984).

L-17-9

Despite the fact that the Project will require construction or expansion of certain elements in Bell, only a very small portion of the EIR/EIS actually discusses mitigation. Further, discussion of mitigation for visual impacts is vague, speculative, and seemingly incomplete, and fails to provide specific solutions for the adverse impacts on the city. The EIR/EIS should include specific discussion

* A creative mitigation measure might involve billboard signage rights which can generate significant revenue, as an example.

of freeway and truck facility aesthetics, with plans relating to landscaping, decorative walls, bridge elements and City monumentation signage to be developed and agreed to by the City. L-17-9

8. Overall.

(b) Alternatives 6B/6C demonstrate the biggest improvement in air quality/public health and should be pursued, provided the land take in the Bell industrial area must be eliminated. L-17-10

(c) Additional mitigation measures may be needed to fully mitigate the economic impacts detailed herein. L-17-11

(d) Additional analysis and planning for regional bikeways should be completed. L-17-12

(e) A detailed study of the impacts of the peak hour parking restrictions proposed on Atlantic Blvd. should be completed along with appropriate mitigation measures. L-17-13

In summary, the City of Bell is supportive of the Project Goals and the effort to address regional needs which is represented by the 710 Project. However, the northern terminus alignment must be adjusted to eliminate economic impacts to the Bell industrial area, or some creative mitigation methods must be devised to fully mitigate the adverse economic impacts. Without redevelopment, the City's primary opportunity to create an economically successful community capable of providing critically needed services rested with the development of our industrial area. This devastating impact must be addressed. L-17-14

With all the community has suffered in the last three years, the benefits of this project should not be achieved by having the City of Bell carry the economic burden for the region.

Respectfully Submitted,

Doug Willmore
City Manager

RSG
INTELLIGENT COMMUNITY DEVELOPMENT

ROSENOW SPEVACEK GROUP INC.
309 WEST 4TH STREET
SANTA ANA, CA
92701-4502

T 714 541 4585
F 714 541 1175
E INFO@WEBRSG.COM
WEBRSG.COM

Via Electronic Mail

To: Terry Rodrigue
INTERWEST CONSULTING GROUP

From: Matt McCleary, Associate
Brian Moncrief and Kim Wong, Senior Analysts
ROSENOW SPEVACEK GROUP INC.

Date: September 21, 2012

SUBJECT: I-710 EIS/EIS ECONOMIC IMPACTS IN THE CITY OF BELL

The City of Bell ("City") received a notice of availability for public comment of the Draft Environmental Impact Report/Environmental Impact Statement ("EIR/EIS") for the Interstate-710 Freeway ("I-710") Corridor Project ("Corridor Project"). Written comments are to be submitted no later than September 28, 2012. Interwest Consulting Group, on behalf of the City, has asked RSG to review the EIR/EIS and provide an analysis of the:

(1) Long-term economic impacts on the City as a result of right-of-way acquisitions; and

(2) Short-term economic impacts because of partial closures of on-off ramps during construction of the Corridor Project.

The following memo summarizes RSG's recommended comments regarding the EIR/EIS and the short- and long-term financial impacts in the City.

SUMMARY OF ECONOMIC IMPACTS

The following is a summary of the Corridor Project's potential financial impacts to the City and Bell Successor Agency:

- The City stands to lose sales and property tax revenues as a result of property acquisition and construction activities associated with the proposed improvements to the I-170 corridor.
- The Bell Successor Agency stands to lose property tax revenues as a result of property acquisitions associated with the proposed improvements to the I-710 corridor.
- The combined City/Successor Agency share of lost property tax revenue as a result of property acquisition could range from $400,000 to as high as $731,000 annually, depending on the Project Alternatives undertaken.

- The City stands to lose approximately $740,000 in annual lease payments from the 13.72 acre surplus property bounded by the I-710 freeway on the west, Eastern Avenue on the east, "I" Street on the north and Mansfield Way on the south.
- The City stands to lose between $47,000 and $157,000 in annual sales taxes during the 80-month construction period as a result of traffic diversions and ramp closures.

PROJECT SUMMARY

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), the Gateway Cities Council of Governments, the Southern California Association of Governments, the Ports of Los Angeles and Long Beach, and the Interstate 5 Joint Powers Authority, propose to make improvements to I-710 between Ocean Boulevard and State Route 60 (SR-60), a distance of approximately 18 miles. The existing I-710 is comprised of eight (8) general-purpose lanes north of Interstate 405 (I-405) and six (6) general-purpose lanes south of I-405. The purpose of the Corridor Project is to:

- Improve Air Quality and Public Health;
- Improve Traffic Safety;
- Modernize freeway design;
- Accommodate projected traffic volumes; and
- Address increased traffic volumes resulting from projected growth in population, employment, and economic activities related to goods movement.

DEVELOPMENT ALTERNATIVES

The EIR/EIS analyzes five project alternatives. The alternatives include a No-Build Alternative (Alternative 1) and four alternatives that include widening I-710 up to ten general-purpose lanes (Alternatives 5A, 6A, 6B, 6C) (collectively referred to as "Project Alternatives"). Alternatives 6A/B/C includes all of the proposed improvements within Alternative 5A and the addition of a freight-only corridor. The freight-only corridor consists of four separate freight movement lanes for exclusive use by trucks. The lanes will extend between the southern terminus at Ocean Boulevard and the Intermodal rail yards in Commerce and Vernon (northern terminus). With respect to Alternatives 6 A/B/C, Alternative 6A assumes use of the freight corridor by all trucks, Alternative 6B assumes use of the freight corridor by "zero-emission trucks", and Alternative 6C includes all the improvements from Alternative 6B and a toll system on the freight corridor only.

Table 1, which follows, summarizes the Corridor Project alternatives proposed in the EIR/EIS. For the purposes of this analysis, Alternative 1 was not analyzed since it does not include any

improvements within the I-710 Corridor other than projects that are already planned and committed to be constructed.

TABLE 1: PROJECT ALTERNATIVES

	Alternatives			
	5A	6A	6B	6C
Freight-Only Corridor	None	4 Lanes	4 Lanes - Zero Emission Only	4 Lanes - Zero Emission Only
No. of General Traffic Lanes	10 Lanes	10 Lanes	10 Lanes	10 Lanes
Modernization[1]	Modernize I-710 Geometrics TSM/TDM & ITS	Modernize I-710 Geometrics TSM/TDM & ITS	Modernize I-710 Geometrics TSM/TDM & ITS Automated Guidance (Trucks)	Modernize I-710 Geometrics TSM/TDM & ITS Automated Guidance (Trucks) Toll Trucks
Arterial Intersection Improvements	Yes	Yes	Yes	Yes

[1] Transportation Systems Management/Transportation Demand Management (TSM/TDM) and Intelligent Transportation Systems (ITS)

Source: EIR/EIS dated June 2012

Slauson Interchange

The Project Alternatives include the addition of a freeway interchange at Slauson Avenue ("Slauson Interchange") in the cities of Maywood and Commerce. Although the interchange is not physically within the City of Bell's boundaries, the proposed Slauson Interchange includes an off-ramp that would cut through the northern portion of the City and directly feed vehicular traffic to Bandini Boulevard into the City and the Cheli Industrial area. For Alternative 6A/B/C, the Slauson Interchange includes three design options as follows:

- **Option 1** – applies to Alternatives 6A/B/C and provides access to Washington Boulevard using three ramp intersections at Washington Boulevard.
- **Option 2** – applies to Alternatives 6A/B/C and provides access to Washington Boulevard using two ramp intersections at Washington Boulevard.
- **Option 3** – applies only to Alternative 6B and removes access to Washington Boulevard at its current location. The ramps at the I-710/Washington Boulevard Interchange would be removed to accommodate the proposed freight-corridor ramps in and out of the rail yards. The southbound off-ramp and northbound on-ramp access would be accommodated by Alternative 6B in the vicinity of the existing interchange by the proposed new southbound off-ramp and the northbound on-ramp at Oak and Indiana Streets. These two ramps are proposed as mixed-flow ramps (freight connector ramps that would also allow automobile traffic). However, the southbound on-ramp and the northbound off-ramp traffic that previously used the Washington Boulevard Interchange

would be required to access the Atlantic/Bandini Boulevard Interchange located south of the existing Washington Boulevard Interchange to reach I-710.

Arterial Intersection Improvements

The Project Alternatives also include right-of-way improvements to 42 local arterial intersections within the I-710 Corridor. Improvements generally consist of lane restriping and/or widening to provide additional intersection turn lanes that will reduce traffic delay and improve intersection operations for those intersections that contain congested traffic and traffic jams. In the City, improvements are proposed at the Atlantic-Florence intersection and include the addition of a separate right-turn lane on the southbound approach and a left-turn lane (change from single to dual left) on the northbound approach[1]. Parking restrictions are also proposed on Atlantic Boulevard during peak periods (6 A.M. to 9 A.M., 4 P.M., and 7 P.M.) to increase traffic capacity by one lane in each direction[2]. Economic impacts to businesses due to parking restrictions were not analyzed because of a lack of sufficient data provided in the EIR/EIS and time needed to prepare an analysis within the scope of the project. However, it should be noted that imposing parking restrictions on Atlantic Boulevard during peak hours could have a significant impact on traffic-dependant businesses with a lack of off-street parking available to accommodate patrons. At the City's request, RSG could provide a more detailed analysis of whether there will be any long-term financial impacts to businesses as well as to the City as a result of parking restrictions imposed on Atlantic Boulevard.

L-17-15

LONG-TERM ECONOMIC IMPACTS

Based on the Project Alternatives presented in the EIR/EIS, the City will, at a minimum, incur long-term financial impacts as a result of the proposed right-of-way acquisitions to add two general-purpose lanes. The Project Alternatives also include the partial and full acquisition of properties within the City boundaries, which depend on the alternative undertaken and associated improvements. Table 2 provides a summary of the partial and full right-of-way property acquisitions for the various Project Alternatives in the City, which could require the right-of-way acquisition of up to 41 properties. The potential impact of these right-of-way acquisitions, which is discussed in the following sections, would be in the form of a loss of annual property and sales taxes that the City receives.

[1] EIR/EIS "2.0 Project Alternatives" Table 2.4-2 Arterial Intersection Improvements
[2] EIR/EIS "2.0 Project Alternatives" Page 2-53

TABLE 2: PROPOSED PROPERTY ACQUISITIONS

	Arterial Intersection[1]	Alternatives			
		5A	6A/B/C Option 1	6A/B/C Option 2	6A/B/C Option 3
Full Take	1	8	13	17	8
Partial Take	3	17	15	16	12
Utility Take	0	0	4	4	1
TCE Only	0	4	2	0	0
Total	**4**	**29**	**34**	**37**	**21**

[1] Atlantic-Florence intersection

Source: Right-Of-Way Impact Report Interstate 710 Corridor Project November 2011 by URS

Table 3 summarizes the properties proposed to be acquired for each Project Alternative by their existing land use. Based on the right-of-way acquisitions proposed for each of the Project Alternatives, a majority of the properties that will be acquired are owned by a government agency or currently utilized for a public use such as utilities, railroad, or flood control. Commercial/Industrial land uses make up the second highest of proposed right-of-way acquisitions for the various proposed Project Alternatives.

TABLE 3: PROPOSED ACQUISITION PARCELS BY LAND USE

Land Use[1]	Arterial Intersection	Alternatives			
		5A	6A/B/C Option 1	6A/B/C Option 2	6A/B/C Option 3
Commercial/Industrial	4	9	9	10	9
Residential	0	0	1	1	0
Flood Control	0	3	6	6	3
Government Agency	0	6	6	7	4
Railroad	0	4	6	6	1
Utility	0	7	6	7	4
Total	**4**	**29**	**34**	**37**	**21**

[1]Land use data from EIR/EIS and Right-Of-Way Impact Report

Sources: Right-Of-Way Impact Report by URS November 2011 and EIR/EIS Table L-1 Parcel Acquisitions

Property Tax Impacts

The full or partial acquisition of properties to be converted for right-of-way use results in the permanent loss of assessed property value on the tax roll and therefore a permanent loss of property tax revenue for the City of Bell. Property tax revenue is calculated by applying the constitutionally limited tax rate of one (1) percent to a property's secured and unsecured assessed value as determined by the Los Angeles County Assessor. Of the total property taxes collected in any fiscal year, the City is entitled to receive approximately 5.4 percent[3].

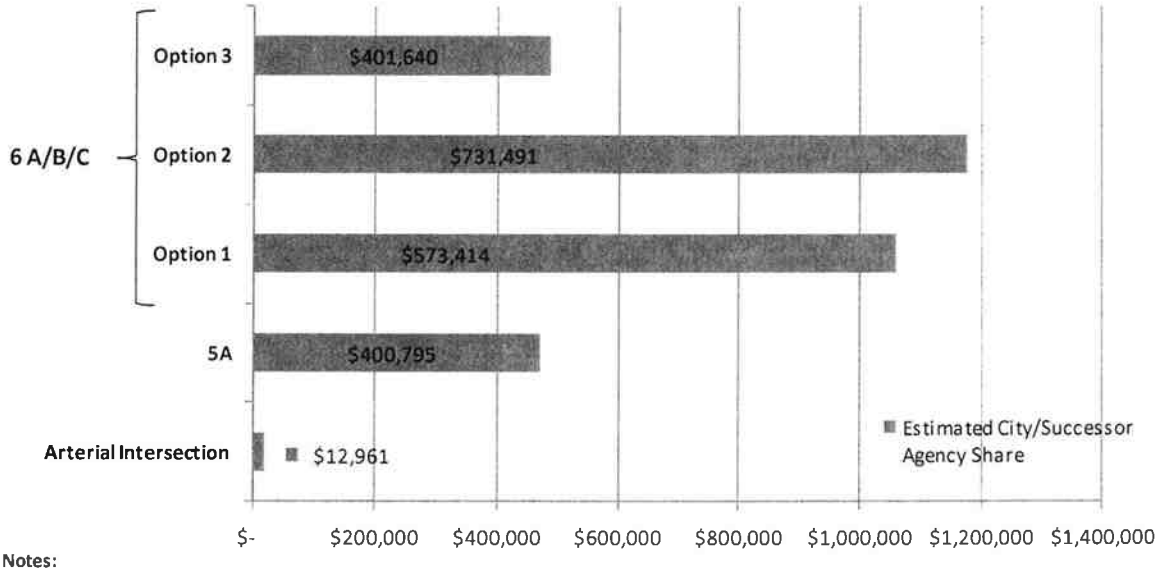
The EIR/EIS estimated the loss of property taxes based on taxes paid in fiscal year 2008-09 and 2011, representing the total amount collected by the Los Angeles County Tax Collector.[4] As a result, the City's share of property tax lost as a result of right-of-way acquisitions was not taken into account. RSG conducted an updated analysis using fiscal year 2011-12 property tax data and applied the City's share of property tax revenue since the City is not entitled to receive all of the property tax revenue collected. Similar to the EIR/EIS analysis that was conducted, RSG assumed the following: (1) for full property acquisitions, the total amount paid in property tax was used to calculate the potential loss in property tax revenues and (2) for partial acquisitions only the percentage of the parcel that would be acquired was used to calculate the potential loss in property tax revenues. The EIR/EIS did not identify the extent of the partial acquisitions but upon review of the Corridor Project conceptual design drawings, RSG estimated partial acquisitions to be limited to 20 percent of the total property acquisitions. L-17-16

An additional aspect of the proposed right-of-way acquisition that was not addressed in the EIR/EIS pertains to the location of properties in a former redevelopment project area ("Project Area") established by the former Community Redevelopment Agency of the City of Bell ("Redevelopment Agency"). The Project Area contains three (3) sub-areas: Area 1 (Cheli 1), Area 2 (Cheli 2) and Area 3 (87 Annex Area). Due to right-of-way acquisitions proposed in the EIR/EIS for properties within the Project Area, the City and Successor Agency to the former Redevelopment Agency ("Successor Agency") may incur a significant loss in property tax revenue. The reason for this is due to the unique method prescribed by the California Community Redevelopment Law in which property tax revenue is distributed for properties located in the Project Area versus other areas within the City. L-17-17

Chart 1 compares the total property tax revenue collected in FY 2011-12 and estimated loss of the City and Successor Agency's share of property tax revenue based on the four Project Alternatives proposed in the EIR/EIS. It should be noted that the Corridor Project could result in the acquisition of up to a maximum of 41 properties, of which 28 would be owned and/or used for public purposes and therefore would not generate secured or unsecured property tax.

[3] Los Angeles County Auditor Controller 1% General Levy Breakdown Report
[4] EIR/EIS "3.3 Community Impacts" Page 37

CHART 1: FY 2011-12 PROPERTY TAX IMPACTS BASED ON I-710 CORRIDOR ACQUISITION ALTERNATIVES



Notes:

1. Arterial Intersection contains the Atlantic-Florence Intersection.
2. Due to a lack of specificity of the impact of partial acquisitions in the EIR/EIS, parcels that were subject to a partial acquisition were adjusted to estimate a 20% reduction of property tax revenue.
3. Successor Agency's share is based on an application of the percentage of net tax increment received by the Successor Agency in relation to the total gross tax increment generated in FY 2011-12. The percentage is then applied to the property tax generated by parcels in the Cheli 1, Cheli 2, and 87 Annex redevelopment project areas. Successor Agency's share is a preliminary estimate and does not take into account the City's share of statutory pass through payments or residual balance of tax increment that may be derived in the future.
4. City's share is based on its proportionate share of the 1% General Levy.

*Source: Los Angeles County Auditor Controller - **Fiscal Year 2011-12 Tax Rolls***

L-17-17

As shown in Chart 1, the parcels that are proposed to be acquired based on the EIR/EIS Project Alternatives generate between $472K to $1.2M in property taxes on an annual basis. Based on these amounts, the City and Successor Agency share of property taxes collected could range from an estimated $400K to as high as $731K annually, depending on the project alternative that is chosen. An analysis of the proposed Project Alternatives reveals that the City and Successor Agency's share of lost property tax revenue is, on average, approximately 71% of the total property tax revenue collected on an annual basis.

Furthermore, over the remaining life of the Project Area[5] (FY 2036-37), the proposed acquisition of properties could result in a loss of approximately $4.8M in tax increment to the City of Bell,

[5] The redevelopment plan limitations for the Project Area are FY 2021-22 for the Cheli 1 Project Area, FY 2032-33 for the Cheli 2 Project Area, and FY 2036-36 for the 87 Annex Area.

Successor Agency, and affected taxing entities. It should be noted that any future reduction in tax increment generated within the Project Area could have a significant impact on available revenues to pay debt service, city-redevelopment agency loans, and administrative costs associated with the dissolution activities of the former Redevelopment Agency. L-17-17

Sales Tax Impacts

Sales tax revenue is generated by retail sales through point-of-sale contact. Not all businesses generate sales tax and most industrial businesses generate minimal sales tax revenue. According to the EIR/EIS, there will be up to 27 businesses that would be affected as a result of property acquisitions which are located in the northern portion of the City along Gage Avenue, Lindbergh Lane, Bandini Boulevard, and Rickenbacker Road. The businesses proposed to be displaced as a result of right-of-way acquisitions are currently industrial and are primarily used for packaging and distribution facilities which do not result in any direct sales of products to a consumer. Therefore, the acquisition of property would not result in the permanent loss of significant sales tax revenue to the City.

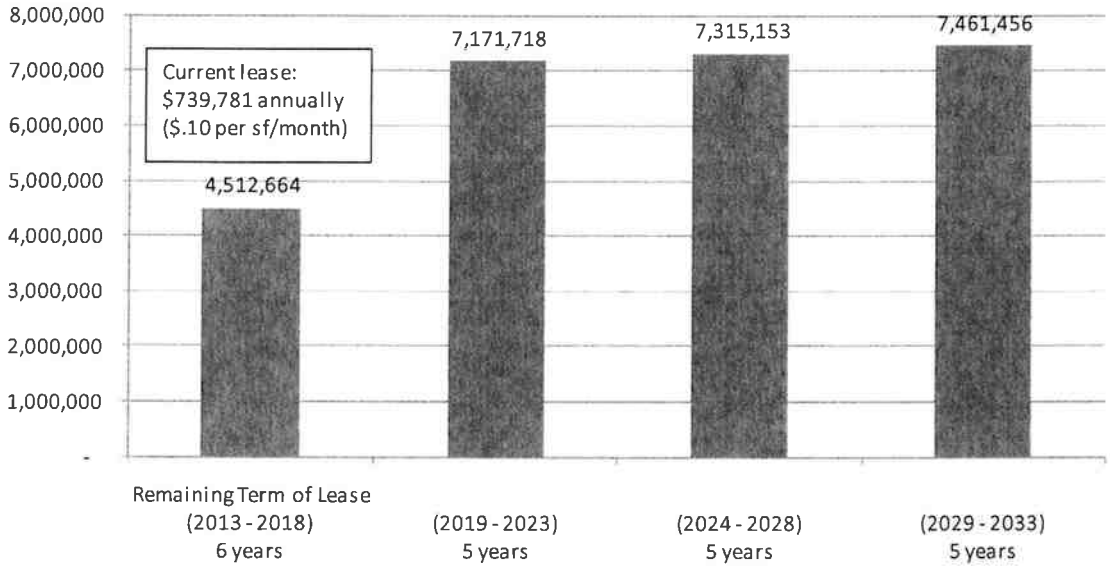
Surplus Property Acquisition

As part of the long-term economic impact analysis of right-of-way acquisitions, the Project Alternatives propose the full acquisition of a 13.72-acre property bounded by the I-710 freeway on the west, Eastern Avenue on the east, "I" Street on the north and Mansfield Way on the south located within the City (also known as the Surplus Property). The City currently owns the Surplus Property and leases it to the Burlington Northern and Santa Fe Railway Company ("BNSF") to store tractor-trailer storage containers. Since the property is currently a public use, it does not generate property tax revenue for the City of Bell. However, since the City owns the property it generates a substantial amount of lease revenue that benefits the City's General Fund; approximately $739,781 in gross annual lease revenue.[6] The following analysis presents an estimate of potential loss in lease revenue and the estimated market value of the Surplus Property today, in order to provide a summary of the potential economic impacts from its potential acquisition. L-17-17A

Chart 2 presents an analysis of the financial impact that the City may realize as a result of lease revenue lost from the Surplus Property and categorizes the amount of revenue based on the remaining term of the current lease (six years) and a new lease either with BNSF or a similar tenant for an estimated period of 15 years. The fifteen-year period is provided as a basis of comparison and does not constitute any written agreement to extend the term of the lease past the remaining six years.

[6] City of Bell FY 2012-13 Adopted Budget

Chart 2: Surplus Property - Estimated Lease Revenue Loss Based on Proposed Property Acquisition



Note: Figures presented above represent gross lease revenue and assume a constant CPI inflator of 1.02 for future rent adjustments pursuant to the Lease Agreement for the Surplus Property.

Source: Bureau of Labor Statistics, City of Bell FY 2012-13 Adopted Budget, Bell PFA & BNSF Lease Agreement (August 8, 2000)

L-17-17A

Chart 2, as shown above, reveals that the City is projected to receive approximately $4.5M in gross lease revenue during the remaining term of the lease (2013-2018). If a new lease would be entered into after the remaining term of the lease, the new lease would reflect an updated lease rate of $.20 per square foot per month, with an inflation of 2 percent for each five year period. Based on these assumptions, the City is projected to receive approximately $26.5M over an estimated 15 year period. Although the market rate for similar properties is $.20 per square foot per month, the assumed extension periods use the current lease rate ($.10 per square foot per month) as a conservative estimate of future lease revenue. Table 4, which follows, provides an analysis of the estimated market value of the Surplus Property based on market comparables in the City and neighboring communities.

Surplus Property - Market Value Analysis	Table 4
I-710 Corridor Project	
Revenues	**10/11 Actual**
Money & Property Use	447
Other Revenues	739,334
Total	**739,781**
Expenditures	**10/11 Actual**
Operations	9,310
Capital Outlay	1,027
Total	**10,337**
NOI	729,444
Cap Rate[1]	0.078
Market Value	**9,369,360**

[1] Represents a median Cap rate based on market comparables with similar property characteristics within the City of Bell and adjacent cities.
Source: City of Bell FY 2012-13 Adopted Budget, Loopnet

L-17-17A

As shown in Table 4, the estimated market value of the Surplus Property is approximately $9.4M. However, this assumes a cap rate of 7.8% based on market comparables and a Net Operating Income ("NOI") derived from FY 2010-11 actual revenues and expenditures. The analysis in Table 4 also uses the current price per square foot of the Surplus Property, which is $.10 per square foot per month. Based on preliminary research of market comparables, the current price per square foot per month is approximately $.20 per square foot which could equate to an estimated market value of approximately $18M. However, further analysis would need to be conducted to determine an accurate market value for the Surplus Property.

Development of City Owned Properties

L-17-17B

Along with the Surplus Property, the City of Bell owns three adjacent properties to the east ("City Owned Properties"), encompassing approximately 28 acres. Given the City Owned Properties' close proximity to the I-710, they are an ideal location for income-generating facilities and act as a catalyst for future development of the Cheli Industrial area. According to a real estate market report[7], the e-commerce market is beginning to expand in the Los Angeles region creating a demand for Class A industrial space containing large warehouse and distribution facilities. These types of businesses generate both property and sales tax for cities where they

[7] CBRE MarketView Greater Los Angeles Industrial Second Quarter 2012

locate. Furthermore, large warehouse and distribution facilities, such as Amazon, typically require approximately 1 million square feet of building area.

Given the current size of the City Owned Properties, a 600,000 square foot warehouse and distribution building could be constructed. If adjacent undeveloped property was consolidated with the City Owned Properties, it could result in the development of a 1 million square foot distribution facility. Table 5 presents an estimate of the potential loss in property tax revenue based on the estimated current market value of the City Owned Properties, and potential sales tax revenue from a warehouse and distribution facility that includes a point-of-sale designation.

Surplus Property - Property and Sales Tax Analysis **Table 5**
I-710 Corridor Project

	City Owned Property[1]	City Owned Property and Adjacent Property[2]
Property Size (Ac)	27.79	49.11
Building Size	600,000	1,000,000
Property Revenue		
Annual Rent ($0.45/sf/month)	3,240,000	5,400,000
Property Expenditures		
Operations	243,000	405,000
NOI	2,997,000	4,995,000.00
Cap Rate[3]	5.5%	5.5%
Property Market Value	**54,490,909**	**90,818,182**
City Revenue		
City Property Tax	29,425	49,042
City Sales Tax[4]	3,600,000	6,000,000
Total[5]	**$ 3,629,425**	**$ 6,049,042**
Remaining Life of Redevelopment Plan[6]	**$ 68,959,077**	**$ 114,931,795**

[1] Includes property owned by the Bell Finance Authority and City of Bell, APN: 6332-002-965, 6332-002-948, 6332-002-945, and 6332-002-949
[2] Includes "City Owned Property" and APN 6332-002-962.
[3] Cap rate for Los Angeles Class A industrial building
[4] Sales per square foot was estimated to be $800 based on similar retail-warehouse generating uses.
[5] Annual basis.
[6] Assumes building is constructed and occupied in FY 2014-15. The Cheli 2 Sub-Area expires in FY 2032-33.

Sources: CBRE Cap Rate Survey February 2012, Metroscan

L-17-17B

SHORT-TERM ECONOMIC IMPACTS

The following analysis provides a summary of the short-term economic impacts based on the closure of on and off-ramps during the construction period for the Corridor Project. The analysis quantifies the short-term economic impacts incurred by the City through the loss of sales tax revenue. Within the City, the Project Alternatives propose improvements to the Florence Avenue Interchange and Atlantic-Bandini Interchange along with the addition of the Slauson Interchange. The Florence Avenue interchange ("Florence Interchange") is the only I-710 interchange that provides direct vehicular access into the central part of the City which contains all of the City's residential and supporting commercial uses. The northern portion of the City, which is surrounded by the cities of Bell Gardens, Commerce, and Maywood, consists of the Cheli Industrial area and includes I-710 access from the Atlantic-Bandini Interchange.

The EIR/EIS divides the Corridor Project into seven (7) geographical segments. Improvements in the City are located in Segments 5 and 6[8]. According to the EIR/EIS, the Corridor Project is estimated to be completed in eight (8) years **if** right-of-way certification is obtained, funding and contractor resources are available, and construction for the entire project occurs concurrently.[9] The Corridor Project Transportation Management Plan ("TMP") proposes that ramp closures will be limited to weekend closures and up to one week during the 8-year period. The TMP also indicates that no simultaneous adjacent interchange arterial or ramp closures will be undertaken. The TMP will be finalized during the final design but not until funding and final staging/phasing is determined. Table 6 provides a summary of the duration of construction for each of the identified geographical segments based upon the four indentified Project Alternatives. As indicated in Table 6, Segments 5 and 6, which affect the City, are anticipated to be completed within 80 and 93 months respectively.

[8] The temporary loss of sales tax was not analyzed for businesses in Segment 6 because none of the businesses in this Segment (Cheli Industrial area) appear to generate measurable sales tax.
[9] EIR/EIS Project Alternatives pg. 2-72

TABLE 6: ESTIMATED CONSTRUCTION DURATION (MONTHS)

Segment	Limits	Alternative 5A Duration[1]	Alternative 6A/B/C Duration[1]
1	Ocean Boulevard to Willow Street	81	81
2	Wardlow Road to Del Amo Boulevard	77	77
3	Long Beach Boulevard to Alondra Boulevard	85	85
4	Rosecrans Avenue to Firestone Bouelvard	54	54
5	**Clara Street to Slauson Avenue**	**80**	**80**
6	**Atlantic Boulevard to Washington Boulevard**	**93**	**93**
7	I-5 to SR-60	12	36

[1] Construction of all segments to occur currently depending on right-of-way certification, funding and contractor resources are available.

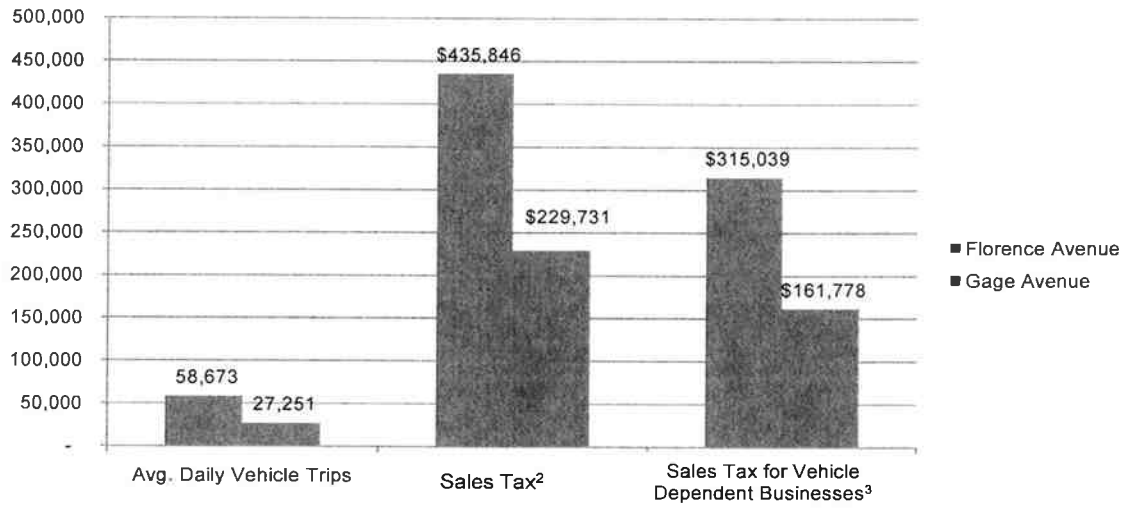
Sources: Right-Of-Way Impact Report (November 2011) by URS, EIR/EIS Chapter 2.0 Project Alternatives (June 2012)

Sales Tax Impacts

As described earlier, the Project Alternatives in the EIR/EIS propose improvements to the Florence Avenue Interchange. Although freeway ramp improvements may have beneficial long-term economic impacts such as improved access and safety, it is not without short-term economic impacts on the community. Traffic-dependent businesses such as gas stations, restaurants, and convenience stores are major land users of freeway interchanges. Most of these businesses choose their location based on the average daily traffic ("ADT") through the area and site accessibility factors. The City includes three main commercial corridors, Florence and Gage Avenues, which provide east-west vehicular traffic, and Atlantic Avenue, which provides north-south vehicular traffic. L-17-17C

As stated previously, Florence Avenue is the only arterial in the City with direct vehicular traffic on/off the I-710 freeway and any proposed improvements impose short-term economic impacts as a result of lost sales tax revenue. In order to analyze the potential short-term economic impacts, the following analysis uses another major arterial (Gage Avenue) with similar land uses, east-west vehicular traffic, and mix of businesses to compare traffic patterns and sales tax generation. Chart 3, which follows, compares the traffic volumes, overall sales tax, and sales tax for vehicle-dependent businesses for Florence and Gage Avenues.

CHART 3: FLORENCE AVENUE VS. GAGE AVENUE[1]



[1] Analysis is limited to businesses and vehicle trips between the I-710 freeway and Atlantic Avenue.

[2] Includes all businesses, for CY 2011.

[3] Vehicle dependent businesses include service stations, restaurants, and markets.

Sources: Traffic Counts from ESRI Business Analyst Online, Sales Tax data from HdL Companies

L-17-17C

According to traffic counts obtained from ESRI Business Analyst Online, Florence Avenue has over twice as many average daily traffic trips (58,673) than Gage Avenue (27,251)[10] between the I-710 and Atlantic Avenue. Chart 3 also shows that the amount of sales tax generated significantly differs between Florence and Gage Avenues.

Approximately 14 percent of the City's General Fund revenues are derived from sales tax revenue. According to City sales tax records, businesses in the City generated approximately $1.65 million in sales tax in 2011. In 2011, Florence Avenue generated 90 percent more sales tax revenue ($435,846) in comparison to Gage Avenue ($229,731). Similarly, traffic-dependent businesses on Florence Avenue generated approximately 95 percent more sales tax ($315,039) than similar businesses on Gage Avenue ($161,778). Based on these results, it can be deduced that sales tax revenue is correlated to vehicular traffic and any disruption that would result in the loss of vehicle trips will have a financial impact on the City's sales tax revenue.

[10] Ramp volume counts were not conducted for the Florence Interchange according to the EIR/EIS Traffic Impact Analysis ("TIA").

Chart 4, which follows on the next page, provides an estimate of the City's loss of sales tax revenue during the Corridor Project construction period. Since a detailed construction schedule was not provided in the EIR/EIS, RSG estimated the City's loss of sales tax revenue based on three different construction scenarios.

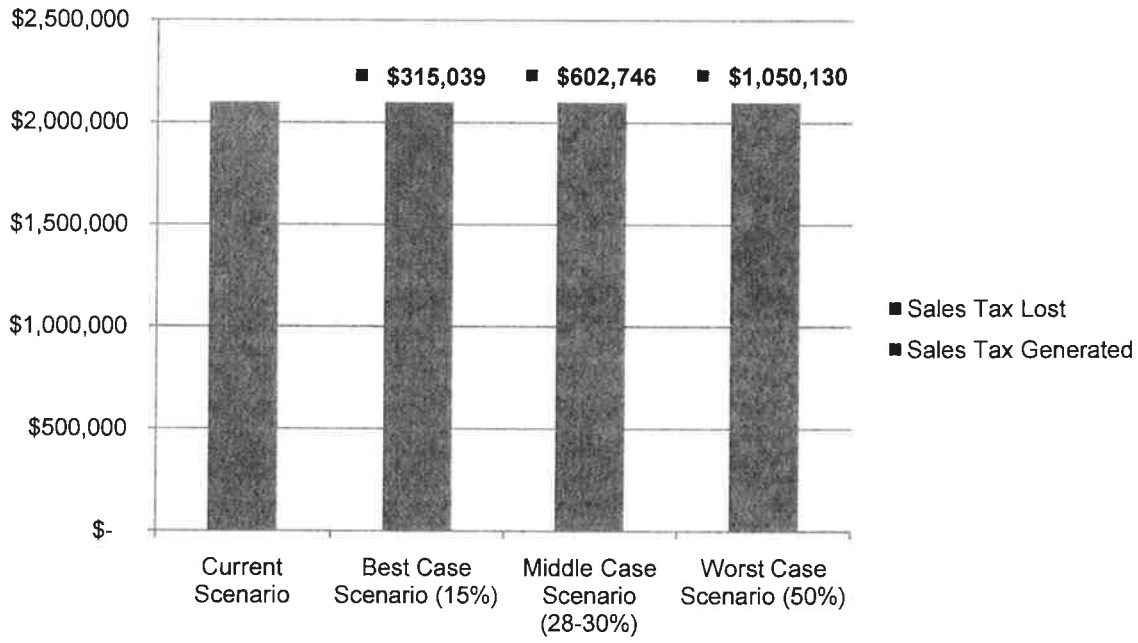
- **Scenario 1**: **Best Case Scenario** – This scenario assumes that during the construction period the Florence Interchange would only be closed 15 percent of the time during construction. The City's General Fund will lose approximately $47,256 annually or $315,039 during the construction period.

- **Scenario 2: Middle Case Scenario** – As indicated in the EIR/EIS, ramps will be closed on weekends and 1 week during the construction period. Scenario 2 estimates the Florence Interchange would be closed for this full period, approximately 733 days during the 80-month construction period. This would equate to approximately $90,367 annually or $602,746 during the construction period.

- **Scenario 3: Worst Case Scenario** – Although not likely, this scenario assumes the Florence Interchange will be closed for 50 percent of the 80-month construction period. The General Fund will lose approximately $157,520 annually or $1,050,130 during the construction period.

L-17-17C

CHART 4: TEMPORARY LOSS OF SALES TAXES DUE TO PROJECT BASED ON 80 MONTH CONSTRUCTION PERIOD



Notes:

(1) Construction period for Segment 5 is estimated to be 80 months (6.5 years). According to the TMP, closure of freeway ramps will be limited to weekend closures and one week.
(2) Current Scenario assumes sales taxes generated in 2011 remains the same during the Corridor Project construction period if there will be no financial impacts.
(3) Least Impact Scenario assumes 15 percent reduction of vehicular trips due to ramp closures.
(4) Middle Scenario assumes 28 percent reduction in vehicular trips based on total number of days freeway ramps may be closed (weekends and one week).
(5) Worst Case Scenario assumes a 50 percent reduction in vehicular trips to mirror similar traffic behavior as Gage Avenue.

Sources: EIR/EIS June 2012, ESRI Business Analyst Online, HdL Companies

Chart 4 summarizes the potential loss of sales tax revenue during the 80-month construction period for the three scenarios detailed on the previous page. As stated previously, the loss of sales tax is temporary and improvements to I-710 may result in an increase in sales tax revenue once the improvements are completed. Because sales tax revenue is a major funding source for the General Fund, the City should make budgetary adjustments to plan for the potential reduction in sales tax revenue during the course of the construction period.

L-17-17C

I-710 Corridor EIR/EIS
Land Use and Environmental Planning Comments
September 4, 2012
Pacific Municipal Consultants

The I-710 improvements will bring dramatic changes to the City of Bell. The 80-month construction period will add congestion to local streets, traffic along the I-710 will slow and the views into and around the City will change. One of the largest concerns is that operation of the expanded I-710 will further degrade air quality for some of the region's most economically challenged neighborhoods. As we in the City of Bell live with the I-710, we understand that improvements are needed to reduce congestion, and that a more efficient flow of traffic will help air quality; however we disagree that there are no mitigation measures that can offset the air quality impacts of this project. What of increased plantings, use of electric vehicles, reduction of vehicle trips, etc.? As noted in our comments we feel that there are clearly mitigation measures and project alternatives that can be taken to help offset this impact. L-17-18

Another concern of the City is the conversion of office, commercial and industrial land to public uses. This conversion eliminates the land the City has designated for future jobs essential to the community. In some cases the project will substantially affect existing businesses and result in local job loss with minimal effort toward relocating within the City of Bell. For a City with no ability to expand, the protection of existing businesses, efficient use of vacant land and redevelopment of older industrial land is essential to the City's long-term fiscal stability. The EIR concludes that overall this impact is less than significant, which may be true for the entire project. However, for the City of Bell, this impact is very significant and appears to be disproportionate to the benefit the City may receive from the project. The City is requesting that that remnant lands in the City of Bell that result from purchase of property to support the roadway are conveyed to the City to offset the impacts associated with the loss of office, commercial and industrial land. L-17-19

To prepare these comments our City team of engineers, economists and land use planners reviewed the lengthy document, appendices and support materials. We have provided context for our comments and look forward to reviewing the responses.

1. Page 2-19, last paragraph: "Alternative 6B includes all the components of Alternative 6A described above and consists of the same footprint as Alternative 6A. Further, this alternative would restrict the use of the freight corridor to zero-emission trucks rather than conventionally powered trucks." Would conventional trucks be allowed to use the general purpose lanes? If so, does the traffic analysis reflect truck usage of the 'local' lanes? Alternatives 6A, B & C cut through a significant industrial area between the Slauson Avenue and Atlantic Avenue interchanges, leaving large parcels of industrial lands, some owned by the city, with questionable vehicle access. The final analysis should clarify show how vehicular/truck access to these large blocks of industrial land will be achieved. L-17-20

2. Page 2-20, first full paragraph: "Energy consumption is based upon the maximum number of vehicles expected on the freight corridor at any one time. As such, a minimum of 26 electrical substations, providing 25-kilovolt (kV) output are required. The stations are spaced approximately 4,000 feet apart and are located within the proposed rights-of-way for Alternatives 6A/B/C. Each substation requires approximately 25,000 square feet. Southern California Edison (SCE) has confirmed that current and planned local electrical distribution systems and power supplies are sufficient to accommodate the alternative's energy demand." L-17-21

Alternative 6A includes a separated four-lane freight corridor to be used by conventional trucks. Would this Alternative need the electrical substations as inferred? Where would these substations specifically be located? Are there potential hazards involved? L-17-21

3. Page 2-23: "The commercial viability of these types of trucks [eTrucks/eHighway Trucks] will be assessed over the next several years as part of demonstration projects being developed by local agencies such as South Coast Air Quality Management District (SCAQMD), the Ports and Metro." When will the results of this assessment be available? Are there any existing "eHighways" currently in operation? As this hasn't been assessed yet, how can it be assumed in the EIR/EIS that this technology is feasible? L-17-22

4. Page 3.1-5: "The northern part of the city is developed with industrial uses and is known as the 'Cheli Industrial Area.' This area was previously owned by the Federal government but portions have since been sold to the Los Angeles Unified School District (LAUSD) and other agencies for redevelopment. Very limited vacant land exists in the city and new development is expected to take the form of recycled or redeveloped properties." The project will reduce the City potential to gentrify this area and produce local jobs, so the EIR must ensure that the loss in development potential is evaluated. Mitigation should include returning as much land as possible to the City after purchase for right of way and construction. How will the Relocation Assistance Plan for businesses that are dislocated by the project insure that the relocation is local? How will the results of efforts to encourage local relocation be both quantifiable and verifiable? L-17-23

5. Page 3.1-11: "Alternative 5A would convert approximately 1,352 acres of existing land uses to transportation land uses, and Alternatives 6A/B/C would convert approximately 1,652 to 1,657 acres (depending on the design option) of existing land uses to transportation land uses..."

   "Approximately 78 percent of the existing right-of-way required for Alternative 5A and approximately 73 to 76 percent of the right-of-way required for Alternatives 6A/B/C (depending on the design option) consists of either existing transportation and utilities or vacant land. Approximately 6 and 9 percent of existing right-of-way for Alternative 5A and approximately 5 to 6 and 11 to 14 percent of the existing right-of-way for Alternatives 6A/B/C (depending on design option) consists of existing commercial, service, and industrial uses, respectively. Additionally, approximately 2 percent of existing right-of-way for Alternative 5A and approximately 2 to 3 percent of the existing right-of-way for Alternatives 6A/B/C (depending on design option) consists of existing residential uses. Therefore, permanent impacts to land use as a result of Alternative 5A and Alternatives 6A/B/C are considered minimal." L-17-24

   6 to 9 percent of 1,352 acres is 81 to 122 acres of existing commercial, service, and industrial uses converted (14% of 1,657 is 232 acres). As vacant employment generating land in a built-out City like Bell is a rare and valued commodity what is the basis for the Less Than Significant (LTS) conclusion? Each acre of land significantly affects the ability of the City to add jobs. How much land is lost in each jurisdiction? How many jobs does the loss of land represent and what are the economic effects of that and to what extent does it affect cities with high poverty levels?

6. **Page 3.3-43** "**ECONOMIC IMPACTS/BENEFITS.** Alternatives 5A and 6A/B/C have the potential for adverse economic impacts on I-710 Corridor cities with high levels of poverty. Cities including Bell and Compton could be most affected by potential losses of sales and property tax revenue L-17-25

under Alternative 5A, with Commerce, Long Beach, South Gate, and Bell Gardens additionally affected under Alternatives 6A/B/C. By contrast, all I-710 Corridor cities would experience a beneficial impact temporarily from direct jobs (jobs generated during construction) and permanently from indirect job growth (jobs generated as a result of the operation of the project) associated with the build alternatives. For all build alternatives, these additional jobs would be far more numerous than the jobs that might be lost in each city due to business relocations. Moreover, the potential job losses can be reduced or eliminated if businesses are relocated within the same city. The jobs that would be created in the I-710 Corridor due to project construction are not contingent on relocation decisions. To minimize the potential adverse economic impacts to cities with high poverty levels, priority will be given to relocating businesses within the same city."

L-17-25

Where is the data that show how many jobs will be lost with the conversion of employment uses and what is the basis for determining how many jobs will be created with the project? How can the City be assured that the lost businesses will be replaced in the City and what is the effect on local employment and tax revenue? The document states that "Priority will be given to relocating businesses within the same city" by whom? What are the impacts if a business relocates out of its current city? The analysis needs to look at this since "priority" is not evidence that relocating businesses within the same city would occur.

7. **Page 3.3-44**: "Most of the areas through which these arterials [Atlantic] run are projected to have below 50 percent of households, below two times the Federal poverty threshold in 2035. The parking restrictions will apply only to the street parking on these arterials and will not affect off-street, side-street, alley, or parking structure capacity for residents and businesses in these areas. These other parking areas provide sufficient capacity for vehicle parking during peak periods when the arterial parking restrictions will be in effect. Therefore, there would be no disproportionate adverse impact from the imposition of peak period parking restrictions." Parking restriction impacts don't address potential revenue losses for businesses along Atlantic. These businesses primarily serve minorities and may be owned by minorities. What is the effect of loss of access to these businesses by minority populations? What is the economic impact to these businesses due to loss of on-street parking? P. 3.3-30 actually acknowledges impacts on businesses (where the EIR/S discusses complete or partial relocations): "the impact to access and/or parking would result in the business no longer being able to operate due to the loss of access or loss of parking." The City believes that this impact is significant and warrants mitigation. At a minimum the project should provide new off street parking, within a ¼ mile radius of where the parking was removed to accommodate the project.

L-17-26

8. **Page 3.5-79** "...peak period parking restrictions will be implemented as part of Alternatives 5A and 6A/B/C to improve traffic operations on some of the congested arterial roadway segments within the Study Area. Atlantic Blvd., between Pacific Coast Hwy. and State Route 60." This represents approximately 0.75 mile stretch of Atlantic in the City of Bell that would have parking restrictions. How many spaces does this represent? Improvements to local streets should include as a priority incorporation of amenities for bicycles and pedestrians, and transit users. The environmental analysis should determine how "Complete Street" concepts will be incorporated into local street sections being affected by the project.

L-17-27

9. **Pages 3.13-32 through 3.13-34**: This analysis determined that Alternatives 5A and 6A result in an increase of the mobile source air toxic, diesel particulate matter, compared with the No Build

L-17-28

Alternative and that all Alternatives would increase other air toxics like Acrolein and Formaldehyde in the I-710 Study Area compared with the No Build Alternative.

Page 4-40 of Section 4.0 states that, "the build alternatives would result in near-roadway incremental emissions concentrations in a few areas very near I-710. Therefore, the project's long-term impacts are potentially significant and unavoidable at these near-roadway locations," as well as, "These localized increases in emissions are the result of increased total traffic volumes on the facility. Further mitigation of these emissions is not feasible, since Caltrans does not control the emission characteristics of vehicles using the freeway. The forecast emissions take into account the planned reductions in mobile source air toxics (MSAT) emissions as promulgated by regulatory agencies with jurisdiction over MSAT emissions. Further reductions would require additional regulatory controls beyond the authority of Caltrans. Therefore, further mitigation by Caltrans is not technically feasible."

However, according to the Bay Area Air Quality Management District, there have been laboratory studies that have measured the removal rates of particulate matter passing through leaves and needles of vegetation. Particles were generated in a wind tunnel and a static chamber and passed through vegetative layers at low wind velocities. Redwood, deodar cedar, live oak, and oleander were tested. The results indicated that all forms of vegetation were able to remove 65–85 percent of very fine particles at wind velocities below 1.5 meters per second (approximately 3 miles per hour), with redwood and deodar cedar being the most effective. Even greater removal rates were predicted for ultra-fine PM (i.e., aerodynamic resistance diameter of 0.1 micrometer or less). Therefore, mitigation that involves tiered plantings of trees such as redwood, deodar cedar, live oak, and oleander can be installed between mobile sources of air toxics and the sensitive receptors in order to reduce air toxics and PM exposure. L-17-28

a. Currently, the I-710 ranges from approximately 650 to 800 feet from the nearest residences in Bell. An examination with Google Earth identified an approximate range of 25 – 30 feet of existing landscape median between Bell residences and the LA River Channel in addition to an approximate range of 85 – 110 feet of electric utility transmission easement between the LA River Channel and I-710. Any tiered plantings would have to account for compatibility with overhead electricity transmission facilities. The point is that there is mitigation that has been applied to similar projects. A green screen including the Greening of the LA River is needed to reduce particulate matter generated by the expanded facility. As the project is purchasing right of way to accommodate the road, it should also evaluate the purchase of additional lands to improve the health and air quality through the City.

10. **Page 3.13-58**: "Caltrans is committed to working with SCAQMD, ARB, and EPA to continue to develop data in the I-710 Corridor that will contribute to improved air quality planning and project design in the future. As part of that commitment, the I-710 Corridor Project will provide funding for four new air quality monitoring stations within the I-710 Corridor, per Measure AQ-1 below. This measure would apply to any of the build alternatives: L-17-29

AQ-1 Within two years of the approval of a Record of Decision for an I-710 Corridor Project build alternative, the California Department of Transportation (Caltrans shall make a funding contribution to the South Coast Air Quality Management District (SCAQMD) to provide funding for the design and construction of four new air quality monitoring stations within the I-710 Corridor. The new stations will provide for monitoring meteorology (temperature, relative

humidity, pressure, wind speed and direction, and rain) and monitoring the following pollutants: ozone (O3), nitrogen oxide (NO), nitrogen dioxide (NO2), particulate matter less than 2.5 microns in diameter (PM2.5), particulate matter less than 10 microns in diameter (PM10), and carbon monoxide (CO)."

It is unclear how this mitigation measure would, "contribute to improved air quality planning and project design in the future." While such a measure is helpful to record and document ambient air quality, there is no performance standard or any mechanism to reduce air quality emissions.

L-17-29

11. **Page 3.14-5:** "All noise monitoring and modeled locations are shown in Figures 3.14-1 and 3.14-2." This is inaccurate. Figure 3.14-1 provides "Noise Levels of Common Activities."

    The Draft EIR provides noise levels for various locations along the alignment, but provides no existing or post-project noise levels at existing residential uses in the City of Bell. Section 4.0, CEQA acknowledges on pages 4-42 and 4-43 that "traffic noise levels would exceed noise standards in the General Plan for the Cities of Bell..." What are the existing noise levels in the City of Bell from traffic on I-710 and what would they be post-project? What mitigation is proposed in the EIR to reduce project-generated noise levels in the City of Bell?

L-17-30

12. **Page 3.22-2:** Under the heading "Long-term losses resulting from the I-710 Corridor Project," the EIR fails to recognize the economic losses experienced by businesses from parking restrictions in commercial areas. As noted in section 3.5, Traffic, parking restrictions will be implemented on Atlantic Avenue between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 7:00 p.m. As many of these businesses have limited off-street parking, these parking restrictions represent a substantial loss of access to businesses in the City of Bell, which would result in severe economic impacts on these businesses that could result in business failure, vacant buildings, and blight. The analysis should identify mitigation measures to determine where additional off-street parking is needed and how the project will guarantee that the necessary off-street parking is provided prior in imposing the proposed parking restrictions.

L-17-31

13. **Page 3.24-5:** "...direct and indirect employee needs will likely be accommodated by the existing labor pool within the Study Area since the unemployment rate in the Study Area currently ranges from 8 percent to 22 percent. Therefore, because of the availability of workers in the local communities, construction of the build alternatives will not increase demand for population or housing in the Study Area and will not result in additional growth-related effects related to population and housing growth." This statement does not take into consideration the specific skills required to perform construction jobs for the project. While the numbers may be present in the Study Area, the skill sets of the local residents may not match the requirements for the jobs. Does the project include training for local residents to ensure a portion of the labor pool comes from the local area? If not, the unemployment rate in the area may remain unchanged and the project would result in additional construction impacts caused by skilled construction workers commuting into the area. A job training program should be required to insure the local hiring target will be reached.

L-17-32

14. The project has the potential, particularly during the construction phase, to disrupt local business and increase unemployment in an area with an already high unemployment rate. Implementation of the project should include policies requiring local sourcing of materials and

L-17-33

labor to reduce mobile source emissions associated with construction related impacts. A job training program should be required to insure the local hiring target will be reached. Sourcing of local materials should be monitored and quantifiable target for local spending and reductions in mobile source emissions should be tracked and reported on as the project progresses. L-17-33

15. **Page 4-84:** "As discussed above, the proposed project would result in a small decrease (less than 1 percent) in CO_2e emissions within the region in 2035 when compared to the 2035 without project conditions." L-17-34

    This statement is confusing as it refers to the "proposed project," yet there are four alternatives in addition to the No Build Alternative. Compared with the No Build Alternative scenario, Alternative 5A would increase GHG emissions by 670 tonnes, Alternative 6A would result in a decrease of GHG emissions by 130,000 tonnes, Alternative 6B would result in a decrease of 487,000 tonnes of GHG emissions, and Alternative 6C would result in a decrease of 393,000 tonnes of GHG emissions.

16. **Page 4-84**: "Therefore, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding significance of the project's direct impact and its contribution on the cumulative scale to climate change."

    Scientific consensus holds that human activity is releasing greenhouse gases faster than the earth's natural systems can absorb them and that the overabundance of greenhouse gases in the atmosphere has led to measurable warming of the earth and is predicted to severely impact the earth's climate system. The adoption of Assembly Bill 32, the State's Global Warming Solutions Act (AB32), Senate Bill 97, and CEQA guidelines for analysis of greenhouse gases, has provided a clear mandate that climate change must be included in an environmental review for a project subject to CEQA and has outlined how climate change should be addressed in an environmental impact report. Therefore, the citation of the "absence of further regulatory or scientific information related to GHG emissions and CEQA significance" and the determination that "it is too speculative to make a determination regarding significance of the project's direct impact and its contribution on the cumulative scale to climate change" is unfounded. The analysis should state a determination of significance regarding greenhouse gas emissions and climate change impacts. L-17-35

In summary, while the changes to the I-710 corridor may be inevitable, what is also certain is that there is an opportunity to ensure that this project mitigates more of its environmental and especially air quality impact than previous roadways. For example, the project can add lands adjacent to the travel way to plant trees that are known to reduce diesel particulate matter, local hiring can be augmented by training programs so that local residents can work on the project. Local employees both reduces commute times and makes sure that the residents of the City of Bell get some economic benefit to help balance the disruption we will suffer. L-17-36

After review of the document, we support alternative 6 because it allows separation of trucks, and for future technology to be integrated into the roadway. We understand that the elevated highway will result in more visual changes, and may make mitigation more challenging, but believe that these issues L-17-37

can be addressed and that planning a roadway for the future makes more sense than simply building a larger version of the road we are replacing.



L-17-37

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L-17-1

This comment expresses concern over the economic impacts to the City of Bell associated with the potential acquisition of 31 acres of industrial land within the City. Please refer to Response to Comment L-17-2.

L-17-2

The comment states that the Draft EIR/EIS fails to address economic impacts to the City of Bell. However, the Draft EIR/EIS did analyze the potential loss of property tax and sales tax as a result of property relocations within the City of Bell, as other corridor cities, consistent with the California Department of Transportation (Caltrans) methodologies; refer to Sections 3.3.2, Relocations and Real Property Acquisitions, for additional information.

The comment also refers to the City-owned parcels (APNs 6332-002-945, 6332-002-948, 6332-002-949, 6332-002-961, 6332-002-903, and 6332-002-965) and the City's concern that impacts to these parcels would substantially impact the City's long-term income. The relocation analysis has been updated based on the revised build alternatives. Please refer to Section 3.3.2.3 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS).

The comment also provides several studies analyzing economic impacts within the City as a result of the proposed project. At the time the Draft EIR/EIS analysis was conducted for use in the CIA, the best known available data was collected from the County to conduct the impact analysis (the Cities were not able to and/or not responsive in providing specific information at the time the analysis was conducted). The City has subsequently provided its own analysis of such impacts in their comment letter; however, to prepare an equal comparison for all corridor cities affected, no changes to the methods per the City's studies have been applied. Please note, the CIA has been updated to account for several design changes. Refer to Section 3.3.2.3 of the RDEIR/SDEIS for an updated impact analysis.

Regarding mitigation, the RDEIR/SDEIS includes Mitigation Measure C-1, which would require implementation of the Caltrans Relocation Assistance Program prior to construction. One goal of the relocation program for the Interstate 710 (I-710) Corridor Project is that relocations occur within the affected communities as to reduce impacts to property and sales tax revenues within the affected cities.

L-17-3

Due to changes in project design, construction and property impacts have been reassessed. This comment requests that additional detail be included for construction impacts of all build alternatives. Construction impacts of all build alternatives have been included in Section 3.24 of

the RDEIR/SDEIS. This comments also requests additional detail to be included regarding location and impacts of electrical facilities for zero emission alternatives. Currently, no substations that would provide wayside power are proposed under any of the revised build alternatives, which are characterized as “technology neutral”. Lastly, this comment requests additional detail regarding land acquisitions at the intersection of Florence Ave. and Atlantic Ave. with justifications of the exact lane configurations. Please refer to Appendix O for geometric detail at this location**.** Additionally, Appendix L contains a list of acquisitions resulting from the build alternatives.

L-17-4

Appendix O of the Draft EIR/EIS provided the concept plans for the build alternatives and Appendix L of the Draft EIR/EIS provided a table and maps showing whether a parcel would require a full or partial property acquisition. Economic impacts will be minimized to the greatest extent feasible by relocating displaced businesses and residents within the affected communities.

Land not used for any highway purposes may be retained within the State right-of-way for possible future use or may be designated excess property and sold to other parties. If Caltrans determines that there are remnant parcels in the City of Bell that are not needed by Caltrans for State highway improvements, the City would have the opportunity to negotiate with Caltrans to transfer that property to the City or for the City to purchase those parcels.

L-17-5

Economic impacts, including job losses, economic losses, and reimbursement under RAP, are thoroughly addressed in Chapter 3.0, Section 3.3, Community Impacts, of the RDEIR/SDEIS. Business relocations are discussed in Section 3.3.2, Relocations and Real Property Acquisitions.

L-17-6

The revised alternatives have different (and fewer) relocations than Alternatives 5A and 6A/B/C. The City should review this comment in light of the revised relocation impacts and provide more specificity.

L-17-7

Based on the updated project design, configurations at the north end will require smaller footprints than those previously considered. The City's opposition to Design Option 2 has been taken into consideration and as stated previously, the design in this area has been revised in consultation with City staff. Avoidance and minimization of valuable property has been a priority of Caltrans during project design. As a result of the updated project design, impacts to the Bell Homeless Shelter have been lessened. Alternative 5C does not impact the facility, and Alternative 7 would require the partial acquisition of the property and displacement of the transitional housing structures on the property. Land not used for any highway purposes may be retained within the State right-of-way for possible future use or may be designated excess property and sold to other parties. If Caltrans determines that there are remnant parcels in the City of Bell that are not needed by Caltrans for State highway improvements, the City would have the opportunity to negotiate with Caltrans to transfer that property to the City or for the City to purchase those parcels. The displacement and relocation of billboard signs or rights would be addressed in accordance with the requirements of the Uniform Relocation Act.

L-17-8

All communities within this corridor have been analyzed for noise impacts on an equal basis, based on the State and Federal policies and procedures.

The Caltrans NSR identified freeway traffic noise impacts throughout the I-710 Corridor within the project limits. Noise barriers have been considered and analyzed as part of this project wherever noise impacts have been identified. A sound barrier, however, must be acoustically feasible, meaning that it must provide at least 5 A-weighted decibels (dBA) noise reduction to the impacted receivers. A 5 dBA noise reduction is considered to be readily or noticeably perceptible. In addition, a sound barrier must be reasonable – the construction cost of the barrier must be below the reasonable cost allowance based on the number of benefited receivers for that particular barrier. Based on the revised build alternatives, the NSR has been updated and is summarized in Section 3.14 of the RDEIR/SDEIS.

L-17-9

Measures VIS-1 to VIS-10 (Section 3.6.4.1 and Appendix F) describe specific components included in the build alternatives to address visual effects of those alternatives, including landscaping, decorative, and theme features focused on the adjacent communities, and hardscape elements. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-17-10

The comment supporting pursuit of Alternatives 6B and 6C is noted. Right of way acquisitions have been updated based upon the revised build alternatives and a summary has been included in Section 3.3.2 of the RDEIR/SDEIS. Although minimizing right-of-way acquisition would continue throughout final design, it is not possible to commit to fully avoiding these properties based on the current project design. As a result, although desirable, it is anticipated that right-of-way acquisition in the City of Bell cannot be avoided.

L-17-11

Economic impacts, including jobs losses, economic losses, and reimbursement under RAP, are thoroughly addressed in Chapter 3, Section 3.3, Community Impacts, of the RDEIR/SDEIS. As stated in Section 3.3.2.3, it is the goal of the project to relocate any impacted businesses within their existing communities; therefore, losses of productive businesses would not be an irreversible effect of the proposed project.

L-17-12

This comment requests additional analysis and planning for regional bikeways. The Gateway Cities COG is assessing a comprehensive bike master plan as part of the Gateway Cities Strategic Transportation Plan. For these areas where the plan interfaces with the project, analysis and planning have been addressed in the revised build alternatives (see Section 2.3.2.1 of the RDEIR/SDEIS for a discussion of bicycle and pedestrian facilities provided by the project).

L-17-13

This comment raises concerns about the effects of the peak-hour parking restrictions proposed on Atlantic Blvd. Please refer to the updated analysis of these impacts in Section 3.3.1.3 of the RDEIR/SDEIS.

L-17-14

The comments supporting the project goals and the regional planning efforts are noted. It is acknowledged that the acquisition of nonresidential properties in the City of Bell will affect the tax base and tax revenues generated in the City. Please see Responses to Comments L-17-2 through L-17-13 for more information regarding specific comments.

L-17-15

Please refer to Response to Comment L-17-13 regarding the proposed peak-period parking restrictions on Atlantic Blvd.

L-17-16

The comment refers to an additional economic impact study conducted by RSG and states that the Draft EIR/EIS should have identified the extent of partial acquisitions contributing to the loss of property tax revenues. The comment is correct in that the Draft EIR/EIS did not calculate partial acquisition impacts for property tax revenues, because there is no standard procedure in how to do so. At the time data was collected for the economic impact analysis, the Cities were asked to provide parcel-specific data, in which they were unable to do so; therefore, the County Tax Collector data was used for the analysis. Using the County's data would allow for a percent of the parcel to be used and that percent applied as a potential loss in property tax. However, this is not necessarily correct for each city and, therefore, it was omitted from the analysis. The CIA and RDEIR/SDEIS have been revised to include property tax revenue impacts as a result of partial acquisitions. Please see Section 3.3.2.3 for this updated analysis.

L-17-17

The comment expresses concern for potential loss in property tax revenue for City owned properties within a former redevelopment project area. Please refer to Section 3.3.2.3 of the RDEIR/SDEIS for an updated economic analysis.

L-17-17A

This comment expresses concern about the loss of lease revenue to the City of Bell. Please refer to Section 3.3.2.3 of the RDEIR/SDEIS for an updated economic analysis. Any loss of revenue would be mitigated through compliance with the Uniform Act as required under Mitigation Measure C-1 in Section 3.3.2.4 of the RDEIR/SDEIS.

L-17-17B

This comment expresses concern about the loss of potential future tax revenue to the City of Bell as a result of impacts to three industrial parcels owned by the City totaling 28 acres in size. Based upon a review of the parcel acquisitions that would occur under the revised build alternatives, the subject parcels are no longer subject to acquisition. Any loss of revenue would be mitigated through compliance with the Uniform Act as required under Mitigation Measure C-1 in Section 3.3.2.4 of the RDEIR/SDEIS. The loss of potential future revenues would also be compensated in accordance with the provisions of the Uniform Act.

L-17-17C

This comment expresses concern about the loss of sales tax revenue to the City of Bell as a result of short-term impacts due to diversion of traffic from Florence Ave. and Gage Ave. during project construction. Because a detailed construction schedule cannot be developed based upon the current level of design and project development, specific lane or ramp closures and construction detours are not known at this time; therefore, it is not possible to estimate the reduction in traffic on Florence and Gage Aves. during construction, and any associated revenue losses. In addition, the City's analysis of loss of revenue to traffic-dependent businesses provided in this comment does not consider the potential increase in revenue for these businesses that may result from patronage by construction personnel working on the I-710 Corridor Project during the construction period.

L-17-18

Caltrans acknowledges the commenter's concern regarding air quality. A revised set of build alternatives (Alternative 5C and 7) are being carried forward in the RDEIR/SDEIS. Project-funded ZE/NZE trucks along the I-710 Corridor are a component of both Alternatives 5C and 7, and Alternative 7 includes a ZE/NZE freight corridor. Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 Baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.)

Please refer to Section 3.13.4 of the RDEIR/SDEIS for a discussion of proposed air quality mitigation measures. Also, please refer to Responses to Comments L-17-28 and L-17-29 for responses to the City's more detailed comments on air quality.

L-17-19

The comment requests remnant lands in the City that result from purchases of property for the project are conveyed to the City to offset impacts associated with the loss of commercial and industrial lands. Land not used for any highway purposes may be retained within the State right-of-way for possible future use or may be designated excess property and sold to other parties. If Caltrans determines that there are remnant parcels in the City of Bell that are not needed by

Caltrans for State highway improvements, the City would have the opportunity to negotiate with Caltrans to transfer that property to the City or for the City to purchase those parcels.

L-17-20

Under all build alternatives, similar to existing conditions, all conventional internal combustion powered trucks (diesel, CNG, LNG) and zero emission trucks would be allowed to use the general purpose lanes on I-710. Vehicular/truck access to the large blocks of industrial lands between the I-710/Slauson Ave. and I-710/Atlantic Blvd. interchanges will be maintained.

L-17-21

Please see Section 2.3.2.3 of the RDEIR/SDEIS for more specifics on the proposed locations of power substations needed for the ZE/NZE freight corridor in Alternative 7 and prototypical connections to the local power grid. This comment requests that the locations of the proposed substations needed to provide electrical power to the zero emission freight corridor be shown on the project plans and the impacts of those substations be evaluated in the EIR/EIS. The revised build alternatives are characterized as “technology neutral” and therefore, no electrical power substations have been identified as necessary project components at this time.

L-17-22

Metro and the Gateway Cities COG have conducted a more detailed zero emission truck commercialization study to develop more specific information for the environmental document in terms of a timeline for the commercialization and deployment of zero emission trucks as defined in Alternative 7. It should be noted that in 2013, the Gateway Cities COG and Metro developed an “I-710 Project Zero-Emission Truck Commercialization Study” in order to evaluate the ZE truck technologies which might meet the needs of the I-710 Corridor Project and drayage users, and develop a business and commercialization plan. In addition, Metro and the Gateway Cities COG also conducted a more detailed study of automated truck control system technology. This information has been referenced in the RDEIR/SDEIS in Section 2.3.2.1.

L-17-23

The comment states the Draft EIR/EIS should evaluate the loss of potential development and job loss for currently vacant lands within the City and mitigation included to return as much land to the City after purchase of the required right-of-way and construction. The analysis conducted for the proposed project is based on existing conditions (2012) and does not account for potential development and job generation of parcels that may or may not be developed in the future; therefore, mitigation is not required for such a scenario. Land not used for any highway purposes may be retained within the State right-of-way for possible future use or may be

designated excess property and sold to other parties. If Caltrans determines that there are remnant parcels in the City of Bell that are not needed by Caltrans for State highway improvements, the City would have the opportunity to negotiate with Caltrans to transfer that property to the City or for the City to purchase those parcels.

The RDEIR/SDEIS includes mitigation for Caltrans to follow the Uniform Act, which includes relocating businesses (refer to Mitigation Measure C-1) within the same city as to keep jobs and tax revenues within affected cities.

L-17-24

The analysis in Section 3.1.1 is intended to discuss and analyze land use impacts from a plan perspective (existing and General Plan land use designations), not potential job loss. Potential job loss as a result of the I-710 Corridor Project build alternatives is analyzed in Section 3.3.2 of the Draft EIR/EIS and provides an analysis that reviewed the affected parcels within each city that would require relocation and summed up the employment of these businesses should relocation within the affected City not be successful. Please refer to this analysis in Section 3.3.2.3 of the RDEIR/SDEIS, rather than Section 3.1.1.

L-17-25

Potential job loss/jobs relocated within the City are discussed in Section 3.3.2 and are shown in Table 3.3-12 of the RDEIR/SDEIS. These losses were identified through a review of the design plans, which presented the spatial relationship between the Study Area, the existing county parcel boundaries, and the structures located on affected parcels. Specifically, the files included aerial imagery of current structure locations, U.S. Census demographic information, photos and field notes of properties obtained during site visits, and county parcel data providing parcel size, land use designations, and structure characteristics such as address, value, and square footage. This information was used to (1) identify each parcel that falls within the proposed project footprint, (2) determine the need for full or partial acquisition of the affected parcel, and (3) count the number and characterize the types of structures displaced. This evaluation of parcel acquisitions and the structures affected by the proposed project was recorded in a database.

Potential job creation is discussed in Section 3.3.1 and is determined using an industry standard for jobs based on a project's cost. The standard was developed by the American Road and Transportation Builders Association. The standard estimates that every $1 billion invested in highways supports 27,823 jobs, including 9,537 on-site construction jobs, 4,324 jobs in supplier industries, and 13,962 jobs throughout the rest of the economy.

Please see Response to Comment L-17-23 for information on relocations within the City of Bell.

L-17-26

As requested in this comment, the RDEIR/SDEIS has been updated to include more detail regarding the analysis of proposed peak-period parking restrictions (see Section 3.3.1.3 of the RDEIR/SDEIS). In circumstances where impact to access and/or parking would result in the closure of a business, property owners will be relocated and compensated through the Uniform Act. Please see Appendix D, Summary of Relocation Benefits.

L-17-27

Information has been added to Section 3.5.3.1 of the RDEIR/SDEIS. This provides a representative number of parking spaces lost as a result of the peak-period parking restrictions. Caltrans will coordinate with the applicable local jurisdictions during the design of all improvements on local roads and local intersections. Where the I-710 project improvements connect with local roadways, bikeways, and sidewalks, the project will be designed to be compatible with and enhance bicycle and pedestrian use. The California Complete Streets policy described in the Caltrans “Complete Streets” brochure is a policy to provide for a safe, integrated multi-modal, transportation system for all users. The “Complete Intersections” Guide includes specific design features to accommodate pedestrian and bicycle facilities at a wide range of types of intersections. To ensure that the project meets the intent of the “Complete Intersections” program to the extent compatible with the project improvements and the provision of safe facilities for pedestrians and bicyclists, the build alternatives have been refined and active transportation elements have been incorporated, including the addition of pedestrian/bicycle-only bridges at several locations. Please refer to Section 2.3.2 for more information on these elements.

L-17-28

The comment suggests that tiered planting of trees can be installed between mobile sources of air toxics and sensitive receptors to help mitigate air quality impacts. Please refer to Section 3.13.4 of the RDEIR/SDEIS for a discussion of proposed air quality mitigation measures

L-17-29

Measure AQ-1 was included in the Draft EIR/EIS based on public and SCAQMD comments. Although the commenter is correct that such monitoring would not necessarily mitigate for project air quality impacts, it was requested by many others as a mechanism to track very local air quality. However, a Community Health and Benefit Program is included in Section 2.3.2.1 of

the RDEIR/SDEIS and provides for a program for cities and community groups to apply for and obtain grant funding for health-related measures.

L-17-30

Corrections have been made to the references of the figures in Section 3.14. Residential areas within City of Bell from Clara St. to Slauson Ave. to the west of the Los Angeles River range from 600 to 800 feet from the I-710 freeway. The residential areas are protected by an 8 to10 feet high levee along the west side of the Los Angeles River. This levee acts as a sound barrier to the residences of the City of Bell. Therefore, no noise impacts and/or abatement have been identified for the residential areas of the City of Bell.

The NSR has been updated based on the revised build alternatives and is summarized in Section 3.14. Please refer to Table 3.14-2 for the updated future noise levels at representative locations in the City of Bell. Abatement for these impacts in the form of soundwalls are proposed. Please review Section 3.14 of the RDEIR/SDEIS for further details.

L-17-31

Please refer to Response to Comment L-17-26 regarding analysis of peak-period parking restrictions.

L-17-32

This comment requests that a local hiring program be required for project construction. Metro, in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the I-710 Corridor Project. This effort is being made in parallel to the RDEIR/SDEIS process.

L-17-33

Local sourcing of materials and labor to reduce mobile source emissions associated with construction-related impacts has been taken into consideration by Caltrans and while some benefits associated with reducing mobile source emissions would be realized, this measure would conflict with the requirement to select the lowest responsible bidder for a construction contract. This comment also requests that a local hiring program be required for project construction. Metro, in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the I-710 Corridor Project. This effort is being made in parallel to the RDEIR/SDEIS process.

L-17-34

In response to this comment, the discussion in Chapter 4.0 regarding greenhouse gas (GHG) emissions has been updated and clarified.

L-17-35

Based on information from the revised AQ/GHG/HRA, Tables 4.3-5a and 4.3-5b in Section 4.3.4.1 of the RDEIR/SDEIS has been updated and shows that all of the alternatives, when compared to the 2012 Baseline, including the No Build Alternative, would decrease the regional GHG emissions by approximately 13,000,000 metric tons of CO_2e per year. When compared to the No Build conditions, the regional GHG emissions would remain the same for Alternatives 5C and 7. Additionally, when compared to the 2035 No Build, Alternative 5C would increase the regional GHG emissions by approximately 16,000 metric tons of CO_2e per year and Alternative 7 would increase the regional GHG emissions by 26,000 metric tons of CO_2e per year. Therefore, the increase in GHG emissions listed in Table 4.3-3a are due to increased regional traffic due to area growth and not the proposed highway improvements. Implementation of the proposed project would not delay the goals of AB 32.

L-17-36

As noted in Response to Comment L-17-9, above, the I-710 Corridor Project will include landscaping including trees and shrubs within the State or other public rights-of-way for the project. Acquisition of additional land, beyond that needed to accommodate the transportation facilities, for landscaping (including trees) is not included in the project. As part of right-of-way acquisition for the project, it is possible that some full parcel acquisitions may result in remnant parcels not needed for the transportation facilities that could potentially be used for landscaping. However, because of the preliminary stage of project design, it is not possible at this time to commit to the use of any remnant parcels for landscaping.

Refer to Responses to Comments L-17-32 and L-17-33, above, for discussion regarding the use of local labor during project construction.

L-17-37

The City of Bell's support of Alternative 6 is noted.

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L-18

CITY OF CARSON

September 26, 2012

Mr. Ron Kosinski, Deputy District Director
Division of Environmental Planning
Caltrans District 7, MS 16-A
100 South Main Street
Los Angeles, CA 90012

Subject: I-710 Corridor Project – Draft EIR/EIS and Section 4(f) Evaluation

Dear Mr. Kosinski:

Staff at the City of Carson has reviewed the Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation for the I-710 Corridor Project and hereby submits this comment letter. Carson supports the proposed project as it would substantially upgrade the transportation infrastructure in the area. There are, however, several issues relative to the project's impacts on Carson that we would like to bring to your attention, as detailed below. L-18-1

- The project would result in the relocation/displacement of up to 12 non-residential properties and 126 employees in Carson. These impacts must be mitigated. L-18-2
- The anticipated relocation/displacement of businesses would result in a loss of up to $90,000 in annual sales tax revenue for the City of Carson. This financial loss to the City must be mitigated. L-18-3
- The anticipated relocation/displacement of businesses would result in a loss of up to $81,000 in property tax revenue. This financial loss must be mitigated. L-18-4
- The proposed project would result in a temporary increase in traffic on streets in Carson during construction and a permanent increase in traffic on arterial roads providing access to I-710. The impacts of this additional traffic must be mitigated. L-18-5
- Aesthetics to Del Amo Boulevard have not been addressed. What will it look like? What kind of landscaping is proposed? L-18-6
- With regard to air quality impacts, a mitigation measure should be included that provides funding to local health clinics, asthma centers, etc. to off-set impacts. L-18-7
- Zero emission trucks should be used, if feasible (Alternatives 6B and 6C). L-18-8
- With regard to economic impacts, the loss of Smart & Final and other businesses on Susana Road should be monetarily compensated. L-18-9

- Carson is 50 percent industrial, which is more industrial than most cities in the study area, so it will experience greater impacts because of truck traffic and proximity to the ports. Mitigation measures such as monetary contributions to Carson's CIP should, therefore, be included to mitigate the increased costs of street maintenance. L-18-10
- The proposed improvements on Del Amo Boulevard should accommodate a bike path from Alameda Street to the I-710 freeway. L-18-11
- The proposed closure of the southbound I-710 off-ramp to Hughes Way will cause traffic to exit on Del Amo Boulevard and utilize Santa Fe Avenue and Alameda Street, which will greatly impact the Rancho Dominguez neighborhood. This impact should be mitigated, potentially by contributing to Carson's CIP for related street improvements. L-18-12
- Relocated utility lines should be undergrounded (see Figure 3.4-3). L-18-13
- The relocated utility line shown on Figure 3.4-5 looks more intrusive because of the increased height. L-18-14
- In order to adequately address the potential impacts of the proposed project to future or existing bicycle lanes within the City of Carson, the City requests an analysis be incorporated into the Traffic section of the DEIR showing existing and proposed bicycle lanes currently identified in the city's General Plan and how they will be impacted by the widening of the I-710 freeway. Any impacts to bicycle lanes within the boundaries of the city need to be appropriately mitigated. Also, please note that the City of Carson is currently in the process of updating its Master Plan of Bikeways and is scheduled to release a draft plan in January 2013. Please contact Sharon Song, AICP Associate Planner with any questions regarding bicycle facilities. L-18-15
- Any widening of the I-710 freeway within the City of Carson must accommodate future bike lanes and account for minimum width and height requirements for underpasses, if needed. L-18-16
- The City of Carson requests detailed information be provided for the intersection of Del Amo Boulevard/I-710 freeway and Del Amo Boulevard/Compton Creek to analyze any potential or adverse impacts to future bicycle lanes on Del Amo Boulevard from Alameda Street to the I-710 Freeway. Any widening or modification to on-ramps/off-ramps affecting future bike lanes/facilities within the surrounding area must provide sufficient right-of-way for future lanes and appropriate clearance for riders. Any impacts to bicycle lanes/facilities within the boundaries of the city must be appropriately mitigated and discussed with the City of Carson prior to project approval. L-18-17

We appreciate the opportunity to provide comments on the DEIR/EIS. If you have any questions, please contact Richard Garland (Engineering) at 310-972-1700, ext. 1815 or Sheri Repp-Loadsman (Planning) at ext. 1773.

Best regards,

David C Biggs

David Biggs
City Manager

L-18-1

The California Department of Transportation (Caltrans) acknowledges the City of Carson's support of the proposed project. Please refer to Responses to Comments L-18-2 through L-18-17, below, for responses to the individual comments provided in this letter.

L-18-2

The comment requests the project mitigate the relocation/displacement of 12 non-residential properties and 126 employees. As discussed in Section 3.3.2 of the Recirculated Draft EIR/ Supplemental Draft EIS (RDEIR/SDEIS), the proposed project includes Mitigation Measure C-1, which requires Caltrans to follow the provisions of the Uniform Act and the 1987 Amendments, which will fully compensate for any relocations/displacements.

L-18-3

The anticipated loss of annual sales tax revenue as a result of business relocations in the City of Carson has been updated based on the revised *Relocation Impact Report* (February 2017). A revised economic impact analysis is included in Section 3.3.2.3.

L-18-4

The comment requests the project mitigate the anticipated loss of up to $81,000 in property tax revenue in the City as a result of the relocation/displacement of business. As discussed in the RDEIR/SDEIS in Section 3.3.2, one goal of the relocation program (Mitigation Measures C-1) for the proposed project is that relocations would occur within the affected communities. In addition, the revised *Relocation Impact Report* did not identify any issues with relocating businesses within the City of Carson; therefore, additional mitigation is not required for the proposed project to minimize potential impacts to property tax revenue loss for the County/City.

L-18-5

Temporary increases in traffic will be minimized and mitigated through the Transportation Management Plan. Measure CON-TR-1 (Section 3.24.4.5) in the RDEIR/SDEIS which requires the preparation and implementation of a TMP. Measure CON-TR-1 identifies key components of the TMP. The complete TMP will be developed during final design and part of that process will be the coordination of the TMP components, such as ramp and street closures and detours with the applicable local jurisdictions to help reduce traffic impacts in areas near the construction activities. As a result, each local jurisdiction will be provided an opportunity to work with Caltrans and the construction contractor to identify local street and lane closures and detours to minimize the effects of those activities in each community.

Regarding permanent increases in traffic on arterial roads providing access to Interstate 710 (I-710), as shown in the updated TIAR, the build alternatives decrease the traffic volumes on local arterials.

L-18-6

Improvements to the I-710 Corridor in the area of Del Amo Blvd. will include the following (please see Key View 5 for a representation of this view):

- **Alternative 5C:** Alternative 5C proposes to widen the I-710 and widen the Del Amo Blvd. bridge over the Los Angeles River. The new wall from the freeway widening would have low visibility from Key View 5 because it would be in the distance. The widening of the existing bridge would still maintain the same shape. Alternative 5C would introduce new elements with similar attributes as the existing elements and that would not add any distinct features that would improve or worsen the existing view.
- **Alternatives 7:** Alternative 7 proposes to widen the Del Amo Blvd. bridge and add an elevated freight corridor to I-710. The widening of the existing bridge would still maintain the same shape. The elevated freight corridor and flyovers are in the distance, but encroach into the vertical space of the view and would block most of the view of the existing trees in the distance.

Proposed landscaping in this area has not yet been determined, however, mitigation measures VIS-1 through VIS-12 will be implemented to mitigate potential adverse visual impacts to the area. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-18-7

A Community Health and Benefit Program is included in Section 2.3.2.1 of the RDEIR/SDEIS and provides for a program for cities and community groups to apply for and obtain grant funding for health-related measures. The health clinic cited in this comment would be a potential candidate for this program.

L-18-8

As described in Section 2.3.2.3 in the RDEIR/SDEIS, a ZE/NZE freight corridor is a component of Alternative 7.

L-18-9

As required in Measure C-1 (Section 3.3.2.4 and Appendix F), Caltrans will conduct all acquisition of property for the I-710 Corridor Project, including acquisition of commercial uses in the City of Carson as cited in this comment, in compliance with the Uniform Act (Public Law 91-646, 84 Statute 1894). All applicable relocation services and payments will be provided to owners and tenants of the affected properties consistent with the Uniform Act. Refer also to Appendix D, Summary of Relocation Benefits, for discussion of the relocation benefits that would be provided to displaced residents, businesses, and tenants under the Uniform Act.

L-18-10

This comment raises concerns about the impacts of increased truck traffic on local arterials within the City of Carson. As indicated in the updated TIAR the I-710 Corridor Project does not increase the truck volumes on these local arterials; therefore, no mitigation is required.

L-18-11

This comment requests that the proposed improvements on Del Amo Blvd. should accommodate a bike path from Alameda St. to I-710. Where the I-710 Corridor Project improvements connect with local roadways, bikeways, and sidewalks (such as at the I-710/Del Amo Blvd. interchange), the build alternatives have been designed to be compatible with and enhance bicycle and pedestrian use; however, the request to provide a bike path from Alameda St. to I-710 along Del Amo Blvd. is being addressed separately by the Gateway Cities COG in the Bicycle/Pedestrian Element of the Gateway Cities Strategic Transportation Plan.

L-18-12

The revised *Traffic Operations Analysis Report* and TIAR found that the removal of this ramp connection does not adversely affect the intersections at Santa Fe Ave. and Warnock St. nor Warnock St. and Hughes Ave.

L-18-13

High-voltage lines are usually considered any voltage over approximately 35,000 volts, such as the lines shown on Figure 3.4-2 cannot safely be undergrounded. Other lower voltage lines that will be relocated as part of the build alternatives will be considered for undergrounding in consultation with the utility provider and other agencies as appropriate. Because of the preliminary nature of the project design at this time, it is not possible to commit that all existing aboveground lower voltage lines affected by the project will be undergrounded.

L-18-14

Based on the revised design, utility lines in this area will appear in the distance.

L-18-15

The comment requests an analysis of impacts to existing and future planned bicycle facilities in the City of Carson's General Plan. The City of Carson's General Plan and the updated Master Plan of Bikeways have been reviewed and the RDEIR/SDEIS has been updated to account for and address any impacts to existing and future proposed bicycle facilities within the Study Area. Please see Section 3.5 of RDEIR/SDEIS for this discussion.

L-18-16

The design of the I-710 Corridor Project will accommodate bike lanes on local arterials where such bike lanes are identified in the local jurisdiction's General Plan Circulation Element or other relevant document. Caltrans will use the Complete Intersections policy (*Complete Intersections Guide: A Guide to Reconstructing Intersections and Interchanges for Bicycles and Pedestrians*), when designing the project. The policy states that transportation improvements are opportunities to enhance safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

L-18-17

This comment requests that detailed information be provided for the intersection of Del Amo Blvd./I-710 and Del Amo Blvd./Compton Creek to analyze any potential or adverse impacts to future bicycle lanes on Del Amo Blvd. from Alameda St. to I-710. The build alternatives have incorporated appropriate bikeway designations. Caltrans will coordinate the project design with the City/County Engineers in each jurisdiction to maximize the effectiveness and safety of pedestrian and bicycle movements within the I-710 Corridor, particularly at diverging diamond interchanges.

L-19

CITY OF COMMERCE

Lilia R. Leon
Mayor

Tina Baca Del Rio
Mayor Pro Tem

Joe Aguilar
Councilmember

Ivan Altamirano
Councilmember

Denise M. Robles
Councilmember

September 27, 2012

Mr. Ronald Kosinski
CALTRANS DISTRICT 7
Division of Environmental Planning
100 South Main Street, MS 164
Los Angeles, CA 90012

Re: CITY OF COMMERCE COMMENTS ON THE I-710 CORRIDOR PROJECT DRAFT EIR/EIS

Dear Mr. Kosinski:

On behalf of the City Council, the City of Commerce (City) appreciates this opportunity to review the I-710 Corridor Project Environmental Impact Report and Environmental Impact Statement (EIR/EIS), and would like to thank Caltrans for the extension of the comment period through September to allow thorough review of this important document. This letter represents the official comments of the City of Commerce on the Draft EIR/EIS, and as such, it is focused on the potential project impacts that most directly affect the resources of the City.

The City of Commerce applauds Caltrans and its partner agencies in their attempt to find a solution to the gridlock and negative impacts on traffic safety, air quality, noise, and human health that currently exist in the vicinity of the I-710 corridor – impacts which are expected to intensify with the projected increases in truck traffic over the next few decades. Goods movement through the Ports of Los Angeles and Long Beach, via the interstate highway system and rail lines, is a critical economic engine for Southern California. It is clear from the Draft EIR/EIS that the proposed I-710 Corridor Project will result in real and permanent benefits to the region, such as increased safety and level of service on the I-710 and decreased regional diesel emissions. L-19-1

However, the City continues to be concerned about the substantial costs that will be borne by our local citizenry: the displacement of families, neighborhoods, and businesses; decrease in tax revenue; disruption of local traffic patterns; and increase in exposure to unhealthful levels of air pollutants and noise, to name just a few. These impacts will clearly not be in proportion to the potential project benefits for the City of Commerce. L-19-2

The City of Commerce is unique among the 17 cities and unincorporated communities along the I-710 corridor, because it represents the terminus of the freight corridor proposed under Alternatives 6A, 6B, and 6C; is home to the Union Pacific and Burlington Northern Santa Fe rail yards, which collectively constitute the fourth largest rail yard in the nation, and therefore serve as a major "inland port"; and is the location of major freeway and arterial interchange improvements that will affect our City in a number of significant ways. For example, because the I-710 Corridor Project proposes major reconfiguration of a number of arterial interchanges, the citizens of

Commerce would experience some of the most intensive construction activity to be undertaken for this project, and for the longest period of time, including the need for construction activities to routinely occur during the nighttime hours. Following project buildout, according to the Draft EIR/EIS, the City of Commerce will be obligated to bear up to 36 percent of total corridor-wide relocations (166 properties); up to 38 percent of corridor-wide job displacement (510 jobs); up to 26 percent of corridor-wide property tax losses ($736,000); and up to 42 percent of corridor-wide sales tax losses. There are several hundred existing residential properties in Commerce that lie within 300 feet of the proposed freeway alignment and ramp improvements, and these residents will experience short-term (construction-related) and long-term (operations-related) negative health impacts as the result of project-related increases in air emissions in excess of acceptable thresholds. L-19-3

Members of our Local Advisory Committee, in conjunction with the local non-profit East Yards Communities for Environmental Justice (East Yards), have developed "Community Alternative 7" for consideration by Caltrans. East Yards plans to submit a separate comment letter containing a detailed discussion of this alternative. It is the City's understanding that Community Alternative 7 attempts to balance the predominantly regional project benefits with benefits for the largely poor and minority residential neighborhoods that will be adversely affected, and give voice to those constituents who might not otherwise be heard in the environmental review process. L-19-4

The City wholeheartedly supports our community's participation in ongoing dialogue with Caltrans, and encourages Caltrans to accept this alternative and other comment letters from Commerce's residents and business community in good faith and accord them full consideration. We believe those most affected by this project should play an integral role in the project process, and we are committed to the ultimate selection by Caltrans of a design alternative that balances the project's broad objectives with an acceptable, and even improved, quality of life for the communities that line the freeway corridor.

Our comment letter therefore incorporates the most critical concerns and questions about the proposed I-710 Corridor Project that have been communicated to the City Council by the residents, businesses, and industries for whom Commerce is home, and reiterates some of the concerns the City has expressed in previous letters to Caltrans and Metro at project milestones during Draft EIR/EIS preparation.

The City has also undertaken a comprehensive technical review of the Draft EIR/EIS, with the assistance of environmental consulting firm PCR Services, professional traffic engineers, scocioeconomic consultants HR&A Advisors, and geotechnical consultants Ninyo & Moore, to identify localized impacts on City resources, since the Draft EIR/EIS necessarily evaluates impacts on a large number of affected jurisdictions and across a wide range of environmental topics, and the broad scope of the project and environmental documentation does not always permit the detailed degree of analysis necessary to identify impacts on specific neighborhoods or other resources at the local level. Our letter includes comments based on this review, categorized as follows:

1. **Proposed Alternatives and Design Options.** This section briefly summarizes proposed Alternatives 5A and 6A/B/C, and Design Options 1, 2, and 3, and provides our comments on each.

2. **Additional Technical Studies or Opportunities for Technical Study Review.** This section identifies technical studies, plans, or programs that the Draft EIR/EIS states

are planned or under preparation and that Commerce requests the opportunity to review and comment on. This section also identifies additional technical studies the City considers necessary to evaluate localized impacts in detail.

3. **Draft EIR/EIS Review Comments.** This section provides a detailed summary of the City's review comments on the Draft EIR/EIS, organized by environmental topic and focused on potential impacts to the City. This section identifies numerous instances where requests for enhancements of mitigation measures proposed in the Draft EIR/EIS or new mitigation measures not yet identified are appropriate, given the significant localized impacts predicted to occur.

4. **Community Benefits Agreement.** Based on the extent of potential impacts from the proposed I-710 Corridor Project on the quality of life and livelihoods of residents, workers, and business owners within Commerce, the City requests that Caltrans enter into a Community Benefits Agreement with the City as a means to avoid, minimize, monitor, and offset the substantial negative local financial and physical impacts.

1. Comments on Proposed Alternatives and Design Options

Having reviewed the I-710 Corridor Project Draft EIR/EIS in its entirety, Commerce has not identified a single Alternative or Design Option as superior. Below are the City's specific comments concerning the Alternatives and Design Options.

Alternatives Summary

Alternative 5A. This alternative proposes 10 general-purpose freeway lanes. The present left-side N/B I-710 connector to N/B I-5, north of Commerce, would be replaced with a new right-side connector that begins just north of (but is not accessible from) Washington Boulevard in the City of Commerce.

Alternative 6A. This Alternative proposes 10 general-purpose freeway lanes plus a four-lane dedicated freight corridor between the port complex and the rail yards in Commerce, for the exclusive use of heavy-duty trucks (assumed to be conventional diesel- or fossil-fueled trucks). The freight corridor would be both at-grade and elevated within the City of Commerce. The present left-side N/B I-710 connector to N/B I-5, north of Commerce, would be replaced with a new right-side connector that begins just north of (but is not accessible from) Washington Boulevard in the City of Commerce.

Alternative 6B. This Alternative proposes 10 general-purpose freeway lanes plus a four-lane dedicated freight corridor for the exclusive use of zero-emission trucks betwe en the port complex and the rail yards in Commerce. The freight corridor would be both at-grade and elevated within the City of Commerce. As under Alternative 6A, the present left-side N/B I-710 connector to N/B I-5, north of Commerce, would be replaced with a new right-side connector that begins just north of (but is not accessible from) Washington Boulevard in the City of Commerce.

Alternative 6C. This Alternative proposes 10 general-purpose freeway lanes plus a four-lane dedicated toll-only freight corridor for the exclusive use of zero-emission trucks between the port complex and the rail yards in Commerce, for the exclusive use of heavy-duty trucks. The

freight corridor would be both at-grade and elevated within the City of Commerce. As under Alternative 6A/B, the present left-side N/B I-710 connector to N/B I-5, north of Commerce, would be replaced with a new right-side connector that begins just north of (but is not accessible from) Washington Boulevard in the City of Commerce.

City Comments on Alternatives

Prioritizing the Relocation of Displaced Businesses within the City of Commerce. The Community Impact Assessment Technical Study provided in the Draft EIR/EIS states that Caltrans will "prioritize efforts" to relocate businesses within the same City, but no description is provided describing how Caltrans intends to ensure this. Without a detailed plan, this measure is not sufficient to mitigate the displacement-related employment impacts. The City requests that Caltrans provide a detailed plan to show specifically how it will prioritize efforts to relocate business within the City of Commerce. L-19-5

Dedicated Zero Emissions Freight Corridor and Zero Emissions Extension Option. The City strongly supports the proposed dedicated Zero Emissions Freight Corridor, and requests that this be made a mandatory feature of the project. We also support the Zero Emissions Extension (ZEE) design option, which would extend this technology and the associated infrastructure beyond the freeway mainline onto the truck ramps within the City of Commerce, as close as possible to the railyards. The Health Risk Assessment Technical Study prepared for the project demonstrates that the ZEE design option would result in substantially reduced impacts in the City of Commerce. Compared to Alternative 1 (2035 No Build), the ZEE design option would reduce emissions of criteria pollutants, including diesel particulate matter (DPM). The ZEE option would only occur under Alternatives 6B and 6C. Without the ZEE option, Alternatives 6B and 6C would expose residents and businesses in the City of Commerce to the highest cancer risk increases of any of the proposed Alternatives, compared to Alternative 1. Sensitive receptor areas such as the ABC/Ayers, Northwest, Bristow, and Bandini neighborhoods would experience significant cancer risk increases of between 10 and 100 in one million (see Figures 23 and 24 in Appendix R of the Draft EIR/EIS). Under Alternative 6B with the ZEE design option, impacts on sensitive residential areas would be eliminated, with the exception of the ABC/Ayers neighborhood, which would still experience a significant increase in cancer risk of about 10+ in one million under Alternative 6B (with the ZEE option). Under Alternative 6C with the ZEE design option, significant cancer risk increases would be eliminated at sensitive residential areas in the City of Commerce. L-19-6

Slauson Boulevard Interchange. Under all of the Alternatives, a new interchange is proposed at Slauson Boulevard, just south of the Commerce city boundary in the cities of Maywood and Bell, that would provide access to/from I-710 where none currently exists. This would improve access between these cities and the I-710 corridor. Based on the preliminary data in the Draft EIR/EIS, Commerce supports the construction of this interchange, but only in addition to retention or improvement of the critical Washington Boulevard interchange within the City of Commerce, which is essential for Commerce businesses, industry, and residents. In addition, the City is concerned about the property takes that would result from the extensive improvements proposed for this interchange. We request that Caltrans reduce or minimize the proposed take of commercial, industrial, and public property associated with this improvement. L-19-7

Community Alternative 7 (Authored by the Commerce Local Advisory Committee and East Yards Co mmunities for Environmental Justice). As noted in the introduction to this L-19-8

comment letter, the City of Commerce's Local Advisory Committee in conjunction with East Yards plans to submit a comment letter recommending an additional project alternative, Community Alternative 7, for consideration by Caltrans. While the City has not reviewed this alternative in detail, it is our preliminary understanding that it recommends minimizing impacts on public transit, improvements to the Los Angeles River, the use of zero- or low-emission construction equipment, a local hire preference, outreach to local businesses that will be affected by construction, and other strategies to avoid, minimize, or reduce impacts. The City supports these features of the Community Alternative 7 and encourages Caltrans to consider them during development of the final design alternative. L-19-8

Summary of Design Options and City Comments

Design Option 1.

This option would introduce a new mixed flow (i.e., truck and general traffic) on-ramp to the S/B I-710 at Washington Boulevard, in order to provide direct access to the I-710 possible from the UP and BNSF railyards. This ramp would loop through, and therefore require the acquisition and relocation of, the entire ABC/Ayers residential neighborhood. Two other new mixed flow ramps would be constructed at Washington Boulevard: a S/B off-ramp and a N/B on-ramp.

The new N/B on-ramp would not allow a transition to the N/B I-5 freeway; cars and trucks would instead be redirected south to the reconfigured Atlantic/Bandini Boulevard on-ramps to do so. The Atlantic/Bandini interchange with the freeway, just south of the Commerce city boundary with Vernon, would be completely reconfigured to accommodate relocation of the mainline freeway ramps east of their present location, and to allow for the terminus of one of the N/B freight corridor lanes and the beginning of one of the S/B freight corridor lanes at Bandini Boulevard.

The existing N/B off-ramp at Washington Boulevard would be removed under this Design Option, and general traffic wishing to access Washington Boulevard would be required to exit the I-710 at the reconfigured Atlantic/Bandini interchange, or at the Slauson interchange.

Elimination of the N/B Washington Boulevard off-ramp. The City is concerned that elimination of this existing off-ramp, and requiring mixed traffic to exit the I-710 freeway south of the City, at the Atlantic/Bandini off-ramp within the City of Vernon, will add to congestion on Commerce city streets and cost Commerce employees, businesses and industries, and residents valuable time. We request that Caltrans evaluate the possibility of constructing a new N/B off-ramp at Washington Boulevard. L-19-9

Impacts on the ABC/Ayers residential neighborhood. Under this Design Option, construction of the S/B Washington Boulevard on-ramp would require the acquisition and relocation of all of the residential parcels (approximately) in the ABC/Ayers neighborhood. This residential neighborhood encompasses Ayers Avenue, Bedessen Avenue, Connor Avenue, and Leonis Street.

Impacts on the Northwest residential neighborhood. Under all of the build alternatives, widening and realignment of the mainline freeway corridor would require the acquisition and relocation of residential parcels in the City's Northwest neighborhood, along Sydney Drive, Triggs Street, Dunham Street, and Eastern Avenue, southwest of the I-710/I-5 interchange.

The Draft EIR/EIS states, on page 3.3-19 of Section 3.3, Community Impacts:

> *"Impacts to community cohesion generally depend on whether a project is likely to create a barrier or disrupt connectivity of a community."*

The Draft EIR/EIS subsequently defines social cohesion on page 3.3-24:

> *"Social cohesion, including increases in social support or strengthening of social networks, is associated with decreased stress; increased assistance in emergencies; increased access to jobs, income, and job benefits; and increased access to other essential resources. Communities that become isolated or segregated lose political power, which is associated with increased exposure to crime and violence, causing both injury and stress and additional impacts to mental health (P. Simon et al. 2009).*
>
> *"...If displaced residents are required to relocate outside of their neighborhood, supportive family and community relationships can be lost both for those leaving, as well as for those remaining behind. Neighbors, friends, and family provide material as well as emotional support. Support, either perceived or provided, can buffer stressful situations, prevent damaging feelings of isolation, and contribute to a sense of self-esteem and value. (Guzman and Bhatia, 2005).*
>
> *"Residents have disclosed symptoms of stress, loss, grief, and poorer mental health following housing displacement and relocation. Certain groups, including children, the elderly, the intellectually disabled, and marginalized groups, can be particularly vulnerable to the health effects of housing displacement. (Regional Public Health, 2011). Within the I-710 Corridor, long-term residents who are elderly may require specialized relocation assistance."*

The Draft EIR/EIR goes on to state, on page 3.3-25:

> *"As discussed in more detail in Section 3.3.2.3,* ***within the cities of Commerce,*** *Bell Gardens, and Compton,* ***current market conditions indicate a lack of comparable replacement housing. While adequate comparable replacement housing appears to exist presently in neighboring cities, new replacement dwellings under Last Resort Housing may be considered for these cities as a method of providing comparable replacement housing to displaced persons who reside in areas where the replacement housing is low.*** *Last Resort Housing is being considered in response to the affected cities' request to keep housing within their cities rather than having the replacement housing be in neighboring cities."*

However, on page 3.3-26, the Draft EIR/EIS states that the proposed build alternatives would not result in adverse impacts on community cohesion in the City of Commerce, including, specifically, on the Ayers/ABC neighborhood and the Northwest neighborhood:

> *"Based on the limited extent of access changes in the Study Area, the proximity of these changes to residential and nonresidential properties, the availability of comparable properties for relocation and consideration of Last Resort Housing, and the comprehensive Relocation Assistance Program provided by Caltrans for those*

being relocated, the build alternatives would not result in isolation and/or segregation of residents without resources to relocate within their existing communities. ***Therefore, the build alternatives would not result in adverse effects to public health related to social cohesion.***"

Page 5.6-9 of the Community Impacts Assessment Technical Study also notes the following:

"In addition, the City of Commerce, in conjunction with a private developer, plans to develop a vacant parcel located on the northeast corner of Eastern Ave. and Triggs St., and improve it with 19 detached single-family residences (DRIR 2011). The proposed project is presently in conceptual stages, but it is anticipated that the project will be completed within five years. If approved, this project could assist in providing replacement housing for residential displacements in the City of Commerce under the I-710 Corridor Project build alternatives."

The City of Commerce understands that residential relocations in the Ayers/ABC neighborhood and the Northwest neighborhood may be necessary (and it should be noted that the Northwest neighborhood is not even addressed in the discussion of community cohesion within Section 3.3, Communit y Impacts, of the Draft EIR/EIS). The Draft EIR/EIS, in Section 3.3. Community Impacts, and in the Community Impact Assessment Technical Report, states that up to 110 residential displacements (i.e., units) could be necessary. This would equate to approximately 415 residents, assuming the average Commerce household size of 3.77 occupants as stated in the Draft EIR/EIS. However, this may be an understatement of the true number of potential displacements, as average household size may not be an adequate metric for accurately gauging the number of residents affected. Based on recent surveys it has conducted, the City believes that approximately 165 residential units would be displaced in the ABC/Ayers and Northwest neighborhoods, which would equate to as many as 622 residents.

Therefore, the City profoundly disagrees with the Draft EIR/EIS finding that the build alternatives would not have significant impacts with respect to social cohesion in these residential neighborhoods, as the result of relocation. The Design Options that would require relocation of the residents of these two neighborhoods would remove people, families, and extended families from homes they have occupied for decades, in some cases their entire lives; would affect a large number of elderly residents, most of whom are dependent to some degree on their neighbors for social interaction, security, and assistance with daily needs; would disproportionately affect low-income families; and would affect families with young children. The City is acutely aware, and the Draft EIR/EIS acknowledges, that adequate replacement housing does not currently exist within Commerce City limits. Relocation and dispersal to other communities of the residents of the stable and highly cohesive ABC/Ayers and Northwest neighborhoods would indisputably separate and isolate residents from one another; move them away from the essential services they are dependent on; deprive them of representation by their elected officials in the City of Commerce; could remove them from access to employment or employment opportunities; could move them away from parishes and other religious networks they are part of; and deprive them of access to a range of community services and assistance, from school to afterschool and summer enrichment programs to civic programs to transportation opportunities (including medical transportation) to opportunities for public service to their community and City. **The fact that the Draft EIR/EIS does not acknowledge this as a significant impact starkly conflicts with the very threshold criteria against which these impacts are evaluated, minimizes the human toll of relocation, and**

L-19-10

prevents the appropriate mitigation of these impacts on the affected residents. The possibility of redevelopment of the vacant parcel at the corner of Eastern Avenue and Triggs Street is speculative and should not be relied on, even in part, for a determination of a less than significant impact on community cohesion. Moreover, the possible presence of comparable housing in neighboring communities is in no way an acceptable substitute for the lives, social and civic networks, and community cohesion that residents of these two neighborhoods have built, and moreover does not reduce the magnitude of the impacts of relocation on these residents.

L-19-10

The City therefore insists that Caltrans re-evaluate Community Impacts on the ABC/Ayers and Northwest neighborhood residents in the Final EIR/EIS. We request that the Final EIR provide and document a more detailed and accurate accounting of the precise number of potential residential displacements, given the wide discrepancy between the maximum number of affected units stated in the Draft EIR (110) and the number of units surveyed by the City (165). We also respectfully request, in the strongest terms possible, that Caltrans work closely with the City of Commerce to develop Last Resort Housing for these residents within the City of Commerce and commit to the relocation of all displaced residents within the City of Commerce.

In view of the lack of comparable existing housing within the City of Commerce, the likely inadequacy of Caltrans's standard relocation stipends for potentially displaced residents, and the likely lack of sufficient financial resources on the part of those residents to afford replacement housing at current market prices, we further request that Caltrans address the following, at a minimum, for any resident relocation:

- The provision of, or the provision of funding to construct, one-for-one replacement housing for every dwelling unit to be removed as the result of the project, including single-family homes, townhomes, duplexes, condominium, and rental apartments.
- Creative solutions to the siting and design of comparable replacement housing within the City of Commerce, in a manner that improves the quality of life for displaced residents
- The provision by Caltrans, as soon as is feasible, of a clear timeline for proposed property acquisition and resident relocation, to minimize uncertainty for affected residents and allow for advance planning

L-19-11

- The provision of funds for moving expenses, and assistance with other moving-related circumstances (e.g., address changes, notification of employers for time off if needed, etc.)
- Reimbursement to residents of documented home improvement expenses incurred within the five years prior to Caltrans acquisition of properties
- Special assistance for elderly and/or disabled residents, including but not limited to counseling
- Funding assistance for first-time home buyers
- Subsidies/waivers for increased property taxes associated with new residences

- Subsidies for increased living expenses associated with new residences
- Consideration for other marginalized populations that may be affected by relocation

L-19-11

Removal of access from Washington Boulevard to I-5 N/B. The City would like to express support for the retention of the mixed-flow (truck and passenger vehicle) on-ramps to the N/B and S/B I-710 freeway at Washington Boulevard. However, the new Washington Boulevard on-ramp to the N/B I-710 proposed under this option would no longer allow a direct connection to I-5 N/B, since vehicles entering the N/B I-710 via the new Washington Boulevard on-ramp would merge with the mainline I-710 freeway at a point north of the I-710 N/B transition to I-5 N/B. This means local truck traffic and private vehicular traffic (originating in the City of Commerce as well as surrounding cities and communities) would no longer have direct access from Washington Boulevard to I-5 N/B, as they currently do. The City is aware that this is meant to address existing safety issues inherent in the present connector (i.e., the need for vehicles entering the N/B I-710 via Washington Boulevard on-ramps to cross multiple lanes of traffic in order to merge onto the N/B I-5). However, this removes a critical connection to I-5 for Commerce.

Washington Boulevard is a major east-west commercial and industrial corridor within the City, and the concentration of businesses along this corridor and in the northeast part of the City (as well as adjacent Montebello) relies on direct access to area freeways and ease of regional mobility for their existence. Commerce is also home to numerous employees and residents who require access to N/B I-5 to commute to/from other employment centers and residential communities, and Washington Boulevard is the closest major roadway to the City's civic center and its residential neighborhoods, all but two of which are concentrated in the northern part of the City. Lacking a direct connection between Washington Boulevard and I-5 N/B, local truck traffic (from industries in Commerce, Montebello, and Bell) and Commerce employee/residential traffic needing to access I-5 N/B would be required to first travel south along already congested surface streets through Commerce and Bell to access the proposed Slauson I-710 N/B on-ramp, or east across the City to the Garfield Avenue I-5 N/B on-ramp (which has a very tight on-ramp geometry that does not easily accommodate trucks). These "work-arounds" would considerably inconvenience business and industries, residents, and employees in the City, increase delay and expense, and add to surface street congestion. We request that Caltrans address this conflict in the final design option.

L-19-12

Design Option 2.

This option would continue to provide access to the N/B I-710 from Washington Boulevard, as well as access to Washington Boulevard from the S/B I-710, via two reconfigured ramps. Access to the S/B I-710 would require general traffic and freight trucks to share a new on-ramp, to be constructed west of the existing S/B onramp, and general traffic would merge with S/B off-ramp traffic accessing the Atlantic/Bandini interchange before joining the mainline I-710 freeway lanes.

Also as under Option 1, the existing N/B off-ramp at Washington Boulevard would be removed under this Design Option, and general traffic wishing to access Washington Boulevard would be required to exit the I-710 at the reconfigured Atlantic/Bandini interchange, or at the Slauson interchange.

Also as under Design Option 1, the new N/B on-ramp would not allow a transition to the N/B I-5 freeway; cars and trucks would instead be redirected south to the reconfigured Atlantic/Bandini

Boulevard on-ramps to do so. The Atlantic/Bandini interchange with the freeway, just south of the Commerce City boundary with Vernon, would be completely reconfigured.

Elevation of Washington Boulevard to accommodate proposed on-ramp. The City is concerned about the elevation of Washington Boulevard, beginning at Bewley Avenue, as it approaches the I-710. The City requests that the Final EIR contain more detailed drawings and elevations to more clearly illustrate the proposed design of this project component, as it will adversely affect, and result in some property take from, commercial businesses and industrial uses. L-19-13

Removal of access from Washington Boulevard to I-5 N/B. The City of Commerce is in favor of the retention of the mixed-flow (truck and passenger vehicle) on-ramps to the N/B and S/B I-710 freeway at Washington Boulevard. However, the new Washington Boulevard on-ramp to the N/B I-710 proposed under this option would no longer allow a direct connection to I-5 N/B, since vehicles entering the N/B I-710 via the new Washington Boulevard on-ramp would merge with the mainline I-710 freeway at a point north of the I-710 N/B transition to I-5 N/B. This means local truck traffic and private vehicular traffic (originating in the City of Commerce as well as surrounding cities and communities) would no longer have direct access from Washington Boulevard to I-5 N/B, as they currently do. The City is aware that this is meant to address existing safety issues inherent in the present connector (i.e., the need for vehicles entering the N/B I-710 via Washington Boulevard on-ramps to cross multiple lanes of traffic in order to merge onto the N/B I-5). However, this removes a critical connection to I-5 for Commerce.

Washington Boulevard is a major east-west commercial and industrial corridor within the City, and the concentration of businesses along this corridor and in the northeast part of the City (as well as adjacent Montebello) relies on direct access to area freeways and ease of regional mobility for their existence. Commerce is also home to numerous employees and residents who require access to N/B I-5 to commute to/from other employment centers and residential communities, and Washington Boulevard is the closest major roadway to the City's civic center and its residential neighborhoods, all but two of which are concentrated in the northern part of the City. Lacking a direct connection between Washington Boulevard and I-5 N/B, local truck traffic (from industries in Commerce, Montebello, and Bell) and Commerce employee/residential traffic needing to access I-5 N/B would be required to first travel south along already congested surface streets through Commerce and Bell to access the proposed Slauson I-710 N/B on-ramp, or east across the City to the Garfield Avenue I-5 N/B on-ramp (which has a very tight on-ramp geometry that does not easily accommodate trucks). These "work-arounds" would considerably inconvenience business and industries, residents, and employees in the City, increase delay and expense, and add to surface street congestion. We request that Caltrans address this conflict in the final design option. L-19-14

Design Option 3.

Also known as the base option, this Design Option 3 would construct a mixed flow S/B off-ramp and a mixed flow N/B onramp that would access/be accessed from Sheila Street (at Oak Street and Indiana Street). S/B on-ramp traffic and N/B off-ramp traffic that previously used Washington Boulevard would be redirected to the south and required to use the reconfigured Atlantic/Bandini interchange to access Washington Boulevard.

Upgrades to and use of Sheila Street. The City supports the use and/or improvement of Sheila Street for truck access to and from the UP and BNSF rail yards, since it reduces truck traffic L-19-15

and associated congestion and conflicts with general traffic on Washington Boulevard, and provides more direct access to the rail yards. Accordingly the City requests that Caltrans incorporate upgrades and/or or use of Sheila Street for truck traffic access to/from the rail yards into the alternative selected into the Final EIR. L-19-15

Zero-emission Washington Boulevard ramps. Whereas Options 1 and 2 would confine the potentially zero-emission (i.e., electrified) portion of the freight corridor to the freeway mainline and would require trucks to switch to diesel/fossil fuel power upon exiting the freeway to Washington Boulevard and while accelerating up the on-ramps, Option 3 would continue the infrastructure to support zero emissions for the length of the on- and off-ramps to Washington Boulevard. Commerce supports the zero-emission ramps and requests that Caltrans incorporate this into the final design option. L-19-16

2. ADDITIONAL TECHNICAL STUDIES/OPPORTUNITIES FOR TECHNICAL STUDY REVIEW

Based on the City's specific comments and questions concerning each of the Alternatives and Design Options listed above, the City believes that the following additional technical studies should be completed and provided to the City of Commerce for comment prior to finalizing the EIR/EIS. In addition, opportunities for review of planned or in-preparation technical studies should be provided to the City. We request that Caltrans provide review of each of the following reports, and further request that Caltrans provide a response to this comment that indicates when City input or review may be sought for each report:

Traffic Management Plans. Mitigation Measure CON-3 requires preparation of Traffic Management Plans (TMPs) to reduce impacts on fire, law enforcement, and emergency service response times. The City requests that it be identified in the Mitigation Monitoring and Reporting Program (MMRP) as a reviewing agency for the TMP(s) for project construction that will take place in or affect the City of Commerce. L-19-17

Specific Utility Relocation Plans. Mitigation Measures CON-4 and U&ES-2 require preparation of Specific Utility Relocation Plans to minimize impacts on traffic, emergency services, and disruptions to utility service. The City requests that it be identified in the MMRP as a reviewing agency for Specific Utility Relocation Plans that will take place in or affect the City of Commerce, when they become available.

Southern California Edison Bandini Substation Relocation. Under Alternative 6 A/B/C, Option 2, the Southern California Edison Bandini Substation would require relocation due to the configuration of the freeway and freight corridor ramp connections to Washington Boulevard. Although the Substation is located on the City of Vernon side of the Commerce/Vernon boundary, its relocation could result in traffic impacts or utility disruptions within the City of Commerce. The Draft EIR/EIS recommends that additional engineering and environmental studies be completed should Option 2 be selected. Although the preparation of these documents is not called out as a mitigation measure, applicable regulations such as CEQA would require their preparation. The City should be provided an opportunity to review these documents as they are prepared, and requests that it be identified in the MMRP as a reviewing agency for any mitigation measures addressing the substation's relocation when it becomes available

Comprehensive Utility Relocation Study. The Draft EIR/EIS indicates that the Comprehensive Utility Relocation Study is currently being prepared by Metro. The City of Commerce requests that it be identified in the MMRP as a reviewing agency for the Comprehensive Utility Relocation Study for the North Segments of the I-710 Corridor when it becomes available.

Final Los Angeles River Impact Report. The hydrology and floodplain analysis in the Draft EIR/EIS includes Mitigation Measure FP-1, which requires the preparation of a Final Los Angeles River Impact Report, to demonstrate that the design of the proposed project provides acceptable flood protection. While this type of mitigation is common on large-scale projects where designs are not yet finalized, the City requests that it be identified in the MMRP as a reviewing agency for the Final Los Angeles River Impact Report when it becomes available.

Water Quality and Stormwater Best Management Practices. The Project would increase impervious surface area, runoff volume, and pollutant loads, and require the replacement or extension of existing drainage systems along the I-710 corridor. Given the fact that surface water runoff from I-710 currently discharges to City of Commerce surface streets and storm drains, and will continue to do so under post-project conditions that will increase the number of trucks and passenger vehicles using the freeway and ramps accessing the rail yards, the City requests that it be consulted during the development of design development, treatment, and operational best management practices (BMPs) that address the capture and treatment of runoff, once the preferred Alternative is selected, and that it be identified as a reviewing agency in the MMRP for the BMPs. L-19-17

Air Quality Localized Construction Analysis. Construction of the Project would result in worst case daily emissions of nitrogen oxides (NOx) that are estimated to be approximately three times the CEQA threshold and particulate matter (PM) emissions approximately one half of the CEQA thresholds for a single segment. Given that a vast amount of improvements are planned at the northern terminus of the corridor, including major reconfiguration of on- and off-ramps, it is likely that the City of Commerce would experience some of the most intensive construction activity for the longest period of time. Therefore, prior to the final selection of an Alternative and design options, Caltrans should provide a focused assessment on localized construction impacts in Commerce. This focused analysis should include a discussion of potential near roadway impacts from construction based on the SCAQMD Localized Significance Threshold (LST) methodology and should identify potential sensitive receptor areas that could experience localized construction air quality impacts in excess of the standards. This assessment should include emissions from proposed rock crushing and cement plants, if plans include potentially locating these in Commerce. If significant impacts are identified, the mitigation measures should be provided. The City requests that Caltrans perform this study before the final design option is selected, and requests that it be identified in the MMRP as a reviewing agency for the localized construction analysis when it becomes available.

3. DRAFT EIR/EIS REVIEW COMMENTS

Based on a thorough review of the Draft EIR/EIS, the appendices and various technical reports, the City has identified numerous instances where the Draft EIR/EIS needs clarification to more fully disclose potential impacts to the City. With respect to a number of potentially significant impacts, the City is recommending that Caltrans perform additional analyses and/or adopt new or more stringent mitigation measures in the Final EIR/EIS. The comments are organized below by environmental topic.

Section 3.1, Land Use

General Plan Policy Compliance Not Evaluated. The only City of Commerce 2020 General Plan Element discussed in detail in the Draft EIR/EIA is the Transportation Element, in contrast to the level of detail afforded the General Plans of other jurisdictions along the I-710 corridor. The City requests that a more complete review of the various applicable General Plan Elements be provided in the Land Use section, given the physical impacts within the City of Commerce associated with the proposed Alternatives and three proposed Design Options, the affected land uses, their zoning and land use designations, adverse impacts to community cohesion from the relocation of residents of the ABC/Ayers neighborhood and Northwest neighborhood, and impacts to noise-sensitive uses. This City requests that that this review include the 2020 General Plan Community Development Element, Housing Element, Health and Safety Element, and Air Quality Element. In particular, the City requests that project compliance with the Environmental Justice policies and goals within each Element be evaluated. L-19-18

Significant Community Impacts Not Disclosed. The Community Impact Assessment prepared in support of impact analysis in Sections 3.1 (Land Use) and 3.3 (Community Impacts) concludes that the I-710 build alternatives would not result in isolation and/or segregation of residents without resources to relocate within their existing communities, even though there is a lack of replacement housing within the City of Commerce, because adequate comparable replacement housing appears to exist in neighboring cities. The City disagrees and believes the proposed alternatives would result in isolation and/or segregation of residents, because adequate housing does not exist in the City of Commerce. The dispersal of Commerce residents to other cities and communities would therefore have a significant impact on community cohesion. The City requests that the Final EIR/EIS Land Use and Community Impact sections disclose the number of housing units that would be acquired under Alternatives 6A/6B/6C and each of the Design Options, as well as a provide description of adverse impacts to community cohesion, in light of the limited amount of replacement housing available within the City of Commerce. L-19-19

Community Impacts: Consultation Needed Regarding Last Resort Housing. The residents of the ABC/Ayers neighborhood and those residents to be displaced from the Northwest neighborhood face potential relocation outside their current community, as there is insufficient replacement housing available within the City, but the Draft EIR/EIS does not acknowledge this as a significant impact that requires mitigation. Relocation of residents outside the City of Commerce is unacceptable, and the City requests that it be consulted concerning Last Resort Housing for displaced residents, prior to completion and release of the Final EIR. L-19-20

Project Compatibility with Surrounding Noise-Sensitive Land Uses Not Evaluated. Project compatibility with, and noise impacts on, parks and recreational facilities is discussed in Section 3.2 of the Draft EIR/EIS, but other incompatible or noise-sensitive uses in the study area (i.e., within ½-mile of the mainline or ramp improvements) are either not identified or construction and permanent impacts are not characterized. Land uses within the potential study area that are noise-sensitive include Bandini Park, Commerce Teen Center on Astor Avenue, Atlantic and Bristow Park Branch Libraries, Bandini Elementary School, the Dorothy Kirby Center confinement facility and several places of worship. Overhead easements and permanent access to those easements will be sought by Caltrans for the use of Bandini Park in the City of Commerce from the overhead elevated freeway structure. Other easements to be sought are not listed; the Final EIR/EIS should disclose whether others are contemplated. The City requests that project impacts on noise- L-19-21

sensitive uses in the surrounding community be fully evaluated, that mitigation for related significant impacts be considered and that disclosure of easements be fully addressed in the Final EIR/EIS. L-19-21

Section 3.2, Growth

Potential Growth Impacts Not Evaluated. The project would require the relocation of existing residents, since existing residences would be demolished to accommodate the widened right-of-way. The discussion in Section 3.2 provides little information on the potential growth impacts associated with the relocation of existing residents. If residents are relocated within the City of Commerce, the project is likely to create the need for new housing units in the City because of the limited number of existing residential units. The City requests that Caltrans evaluate potential growth impacts in detail in the Final EIR/EIS. L-19-22

Section 3.3, Community Impacts

HR&A Advisors undertook analysis of the Community Impacts analysis provided in the Draft EIR/EIS on behalf of the City of Commerce. Comments are provided below.

Draft EIR/EIS consideration of Local Advisory Committee Comments. The Community Impact Assessment provided as a Technical Study in the Draft EIR/EISS reports that, on the basis of comments from the City's I-710 Local Advisory Committee (LAC), the primary issues and concerns about the I-710 Project to the City are as follows:

- Coordination between the I-5 and I-710 improvement projects
- Minimization of impacts to areas that bring in sales tax revenue
- Minimization of impacts to the ABC/Ayers neighborhood and the Northwest neighborhood
- Minimize impacts to road access within the City

L-19-23

However, it is not clear from the record how all of the City's comments on the Notice of Preparation were addressed in the Draft EIR/EIS. The City requests that Caltrans clarify how and where in the Draft EIR/EIS these comments were addressed, and in particular, indicate what, if any, mitigation measures are provided to address these comments.

Missing fiscal and economic impacts calculation methodology. Very limited information is provided in the Draft EIR/EIS about the calculation methods used to derive the fiscal and economic impacts described in the various Economics sections of the Draft EIR/EIS. What little information is provided raises questions about its sufficiency. For example: L-19-24

- To derive an estimate of the City's potential loss of sales tax revenue from the elimination of sales tax-producing businesses, the Draft EIR/EIS calculates the average local sales tax share per business in the City and applies that figure ($8,005) to each lost business. This probably is not an accurate analysis for specific businesses

whose taxable sales and sales tax revenue deviate from this average to some unknown degree.

- To derive an estimate of the City's potential loss of property tax revenue from the acquisition and relocation of specific properties associated with each Draft EIR/EIS alternative and related design option, the Draft EIR/EIS appears to have utilized the one percent of the total assessed value of each applicable land parcel, rather than the City's share of the taxable value. This may have resulted in an overstatement of impact to the City. L-19-24

The City requests that Caltrans clarify the calculation methods used to determine the fiscal and economic impacts in Section 3.3, Community Impacts, of the Draft EIR/EIS, and in the Community Impact Assessment Technical Study prepared as part of this analysis.

Comparative fiscal and economic calculation results. Taking the fiscal and economic figures as they are presented in each of Alternative 6's design options, it is clear from the Draft EIR/EIS that the City is disproportionately adversely affected by the I-710 Project as compared with other cities along the corridor, due to the loss of sales tax revenue, property tax revenue, condemnation of residential and non-residential properties and employee displacement. For example, according to the Community Impact Assessment Technical Study provided in the Draft EIR/EIS, the City of Commerce will bear the following losses:

Sales Tax Loss

- Design Option 1 = $424,240 (42% of total corridor-wide loss or 4.0% of City's sales tax revenue)
- Design Option 2 = $384,217 (40% of total corridor-wide loss or 3.6% of City's sales tax revenue)
- Design Option 3 = $264,149 (32% of total corridor-wide loss or 2.5% of City's sales tax revenue) L-19-25

Property Tax Loss

- Design Option 1= $736,440 (26% of total corridor-wide loss)
- Design Option 2 = $613,846 (22% of total corridor-wide loss)
- Design Option 3 = $514,714 (20% of total corridor-wide loss)

Residential and Non-Residential Relocations

- Design Option 1= 166 (36% of total corridor-wide relocations)
- Design Option 2 = 89 (23% of total corridor-wide relocations)
- Design Option 3 = 66 (18% of total corridor-wide relocations)

Employee Displacement

- Design Option 1= 510 (38% of total corridor-wide relocations or 8.9% of employees currently in the City)
- Design Option 2 = 492 (37% of total corridor-wide relocations or 8.6% of employees currently in the City)
- Design Option 3 = 446 (35% of total corridor-wide relocations or 7.8% of employees currently in the City)

L-19-25

However, none of the proposed Draft EIR/EIS mitigation measures for Community Impacts indicates sensitivity to the disproportionate scale of these impacts on the City. The City requests that Caltrans consult with the City to develop measures to be incorporated into the Community Benefits Agreement discussed in Section 4 of this comment letter to comprehensively address the disproportionate impacts on the City of Commerce with respect to the loss of sales and property tax, residential and nonresidential relocation, and employee displacement

Environmental Justice. The Environmental Justice chapter of the CIS, which is a technical appendix of sorts to the Draft EIR/EIS states that there will be sales and property tax losses in addition to job displacement within the cities along the corridor. To mitigate these losses, the Community Impact Assessment suggests two actions/benefits: (1) construction jobs will be added to cities along the corridor (9,650 for the City of Commerce) which will compensate for their job losses; and (2) to mitigate the losses it will be important for Caltrans to "prioritize efforts to successfully relocate businesses within the same city." Problems with these mitigation measures are as follows:

- The Draft EIR/EIS did not provide backup calculations for how the 9,650 construction jobs in Commerce were derived, so there is no way of independently verifying its accuracy. The City requests that calculations be provided in the Final EIR showing how the number construction jobs in the City of Commerce were calculated.

L-19-26

- Even if the estimate is accurate, construction jobs are temporary, as compared with the permanent jobs lost from displaced businesses, and therefore the addition of temporary Project-related construction jobs is not an appropriate mitigation measure. The City of Commerce has the highest rate of unemployment (22 percent) of any city or community in the project study area, as stated in the Draft EIR/EIS's Community Impact Assessment Technical Study (Table 3.3-7). Accordingly, the City requests that the Final EIR acknowledge the potential loss of permanent jobs in the City as a significant impact, and appropriate mitigation to reduce this impact be developed.
- No description is provided in the Draft EIR/EIS of how Caltrans intends to "prioritize efforts" to relocate businesses within the same City. Without a detailed plan, this measure is not a sufficient measure to mitigate the displacement-related employment impacts. The City requests that Caltrans provide a detailed plan to show how it plans to prioritize efforts to relocate business within the City of Commerce.

- Lack of Attention to Indirect Economic and Fiscal Impacts. Although the Draft EIR/EIS provides very general estimates of economic and fiscal impacts to the City, it does not address, as CEQA requires, an assessment of indirect impacts resulting from certain Alternatives or design options. For example, to the extent that Design Option 3 would eliminate freeway ramps at Washington Boulevard, this may have significant adverse indirect impacts on businesses located elsewhere in the City, including the Commerce Casino, which is a major source of revenue to the City. L-19-26

Purchasing power loss. Due to the loss of households within the City, the Project will likely have a negative effect on City-wide purchasing power. This issue is not discussed in the Draft EIR/EIS or associated Appendices or Technical Studies. Purchasing power is the economic output derived from household spending in local communities at such places as grocery stores, apparel shops, drug stores, etc. Without a robust relocation program that allows for those who lose their homes to successfully relocate within the same City, the City is likely to permanently lose households. This will, in turn, reduce local purchasing power. Attachment 1 to this comment letter, a table titled Purchasing Power Loss from I-710 Relocations, shows the annual purchasing power loss under each of Alternative 6's design options. It shows that in the worst case scenario under Design Option 1, the City of Commerce will lose upwards of $897,000 in local purchasing power. With Design Options 2 and 3, local purchasing power will also be reduced, albeit by less than in Design Option 1, by $307,000 and $259,000, respectively. The City requests that Caltrans address this issue in the Final EIR/EIS and coordinate closely with the City to ensure that displaced residents are relocated within Commerce, as requested in the Community Benefits Agreement discussed in Section 4 of this comment letter. L-19-27

Population-based revenue losses. Based on an average household size of 3.77 persons per household, the City will also likely lose certain forms of federal and state funding that are based on population. For example, under Design Option 1, there is a potential loss of 110 residential units per the Draft EIR/EIS or up to 165 units based on City surveys of the number units, and at 3.77 persons per household, this translates to a population loss of between 415 and 622 persons (or between 3.3% and 4.8% of the City-wide population), assuming this does not understate the true number of displacements. Should this occur, the City will likely lose state and/or federal funds that are provided on a per capita basis. Under Design Options 2 and 3, the population loss is reduced, but still substantial at 143 persons and 121 persons, respectively, and as noted above and previously, the EIR/EIS may substantially underestimate the number of persons subject to relocation. The City requests that the number of residential units and persons subject to relocation be accurately counted and documented in the Final EIR. L-19-28

General comments. In general, other than documenting the facts regarding the fiscal and economic impacts to the cities along the corridor, the Draft EIR/EIS and its associated documents recommend only nominal mitigation measures or ways in which the various cities may be compensated for their losses. There is nothing in the Draft EIR/EIS that is specific to the City of Commerce. The City requests that Caltrans address the foregoing comments on the Draft EIR/EIS Community Impacts analysis, which request specific mitigation measures for impacts on the City of Commerce, in light of the specific and disproportionate impacts on our community. L-19-29

Section 3.4, Utility/Emergency Services

Consultation with Police and Emergency Service Providers Should Be Provided. Mitigation Measure CON-3 requires the future preparation of Traffic Management Plans (TMP) to reduce impacts on fire, law enforcement, and emergency service response times (specific TMP requirements are outlined in Mitigation Measure CON-6). In addition, Mitigation Measure CON-4 requires the future preparation of Specific Utility Relocation Plans to minimize impacts to emergency services. These mitigation measures require future coordination with fire, emergency medical, and law enforcement providers to ensure adequate emergency service response times during construction. Nevertheless, the City requests the opportunity to review and comment on the TMPs and Specific Utility Relocation Plans, if deemed necessary by the City, as they are prepared. L-19-30

Construction Staging Areas Not Identified. Mitigation Measure CON-3 does not require the TMPs to identify construction staging areas. The City requests that this be addressed in the Final EIR/EIS, especially in light of the three design options that are proposed within City limits. L-19-31

Permanent Impacts to Emergency Access Not Evaluated. Section 3.25 (Cumulative Impacts) of the Draft EIR/EIS adequately discloses and minimizes the potential cumulative impacts to utility/emergency access in accordance with the requirements of NEPA and CEQA. Under Alternative 6 A/B/C, Option 3 would reduce access to/from I-710 and Washington Boulevard, to/from I-710/Pacific Place, and to/from I-710 and Wardlow Road. The City requests that the Final EIR/EIS evaluate the permanent traffic impacts that could result from this reduction in access, particularly as they pertain to emergency vehicle access. Additional upgrades to adjacent surface streets may be required to maintain emergency response times under Option 3, and the City requests that Caltrans identify the potential need for such upgrades. L-19-32

Unsupported Conclusions for Emergency Access and Response Times. The three Design Options under Alternative 6 A/B/C have the potential to impact emergency access around Washington Boulevard. Option 1 would prevent emergency vehicle access from Washington Boulevard to northbound I-5 as well as travel on northbound I-710 between Bandini Avenue and Washington Boulevard. Similar impacts would occur under Option 2, and emergency vehicles would not be able to access northbound I-5 from Washington Boulevard. Under Option 3, the Washington Boulevard northbound and southbound ramps would be removed, and emergency vehicles would be required to use the Atlantic Boulevard/Bandini Boulevard exit to ultimately reach Washington Boulevard. While it is likely that emergency vehicles would be able to use surface streets to maintain response times, and coordination with the Los Angeles County Fire Department and Los Angeles County Sheriff's Office is required under mitigation measure CON-3, the Draft EIR/EIS does not provide evidence to support the finding that potential impacts to emergency vehicles under these access restrictions would have no effect or how they would be minimized. The City requests a more detailed analysis with regard to emergency access and emergency response times in this area. L-19-33

Minor Utility Relocations Not Evaluated. With respect to Utilities, the Draft EIR/EIS section does not specifically address minor utility impacts within the City of Commerce. While major utility relocations, such as the relocation of Los Angeles Department of Water and Power (LADWP) and Southern California Edison (SCE) transmission lines, are adequately evaluated in the Draft EIR/EIS, minor utility relocations within the City could also result in traffic impacts or disruptions to utility service. In accordance with Mitigation Measure U&ES-2, Specific Utility L-19-34

Relocation Plans would be prepared to identify and minimize these impacts. The City should requests the opportunity to review these Specific Utility Relocation Plans and associated impacts, particularly with respect to utilities that may be relocated along Slauson Avenue, Atlantic Boulevard, Bandini Boulevard, and Sheila Street. L-19-34

Recommended Engineering and Environmental Studies Not Identified As Required Mitigation Measure. As stated in the Draft EIR/EIS, the Southern California Edison Bandini Substation would require relocation under Alternative 6 A/B/C, Option 2, due to the configuration of the freeway and freight corridor ramp connections to Washington Boulevard. Although the Substation is located on the City of Vernon side of the Commerce/Vernon boundary, its relocation could result in traffic impacts or utility disruptions within Commerce. The Draft EIR/EIS recommends that additional engineering and environmental studies be completed, should Option 2 be selected. However, the preparation of these documents is not called out as a mitigation measure, and therefore implementation of this recommendation is not guaranteed or enforceable. The City requests that a mitigation measure requiring the preparation of additional engineering and environmental studies if Option 2 is selected be incorporated into the Final EIR/EIS. L-19-35

Need for Mitigation Measure Requiring Comprehensive Utility Relocation Study for the North Segments of I-710. The Comprehensive Utility Relocation Study for the North Segments of I-710, which the Draft EIR/EIS indicates is currently being prepared by Metro, is not called out as a required mitigation measure, and is therefore its preparation is not guaranteed, nor is its implementation enforceable. The City requests that a mitigation measure requiring preparation of the Comprehensive Utility Relocation Study for the North Segments of I-710 be incorporated into the Final EIR/EIS. L-19-36

Section 3.5, Traffic and Transportation/Pedestrian and Bicycle Facilities

Traffic Impact Thresholds Not Provided. Section 3.5.1 (Regulatory Setting) describes the regulatory setting and makes no reference to transit. This section also does not contain any impact significance thresholds, which should be disclosed so reviewers understand the basis for significance determinations. The City requests that thresholds should be established at a minimum for the following impact areas: vehicle traffic operations (specific to each type of facility); goods movement; transit facilities and operations; bicycle facilities and operations; pedestrian facilities and operations; safety; and construction. L-19-37

Comparison to Baseline Conditions Not Evaluated. Section 3.5.2.2 (Page 3.5-7) states that Alternative 1 (No Build) conditions are the basis against which the build alternatives proposed for the I-710 Corridor Project were assessed. This is a useful comparison to understand how the project influences future traffic operations, but may not satisfy the requirement to assess impacts based on baseline conditions as established in recent case law. The baseline conditions for this study were established as 2008. Page 3.5-81 also states that the criteria for determining which intersections are adversely impacted are based on comparing the build alternatives to the no build alternative. The City requests that Caltrans provide an assessment of the project impacts as compared to the baseline conditions in the Final EIR/EIS. L-19-38

Impacts to Bicycles and Pedestrians Not Addressed. Section 3.5.3.1 (Page 3.5-86) contains one paragraph describing bicycle and pedestrian impacts. According to the discussion, no impacts are identified because any disruption to bicycle and pedestrian facilities will be repaired and L-19-39

old facilities will be upgraded. This discussion does not address how increases in traffic volumes on arterials will affect bicycles and pedestrians. Further, many of the proposed improvements at 42 intersections that are described in Section 2.4.1.4 and mitigation measures described in Section 3.5.4 include roadway widening to improve vehicle LOS. This widening will increase bicycle and pedestrian crossing times. This impact was not disclosed and no significance criteria were included to determine whether the impact would be significant. Impacts of mitigation measures are required to be disclosed under CEQA Section 15126.4 (D), which states, "If a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed." The City requests that impacts upon bicycles and pedestrians, due to increased traffic volumes on arterials, be addressed and evaluated against the appropriate significance criteria, in the Final EIR/EIS. L-19-39

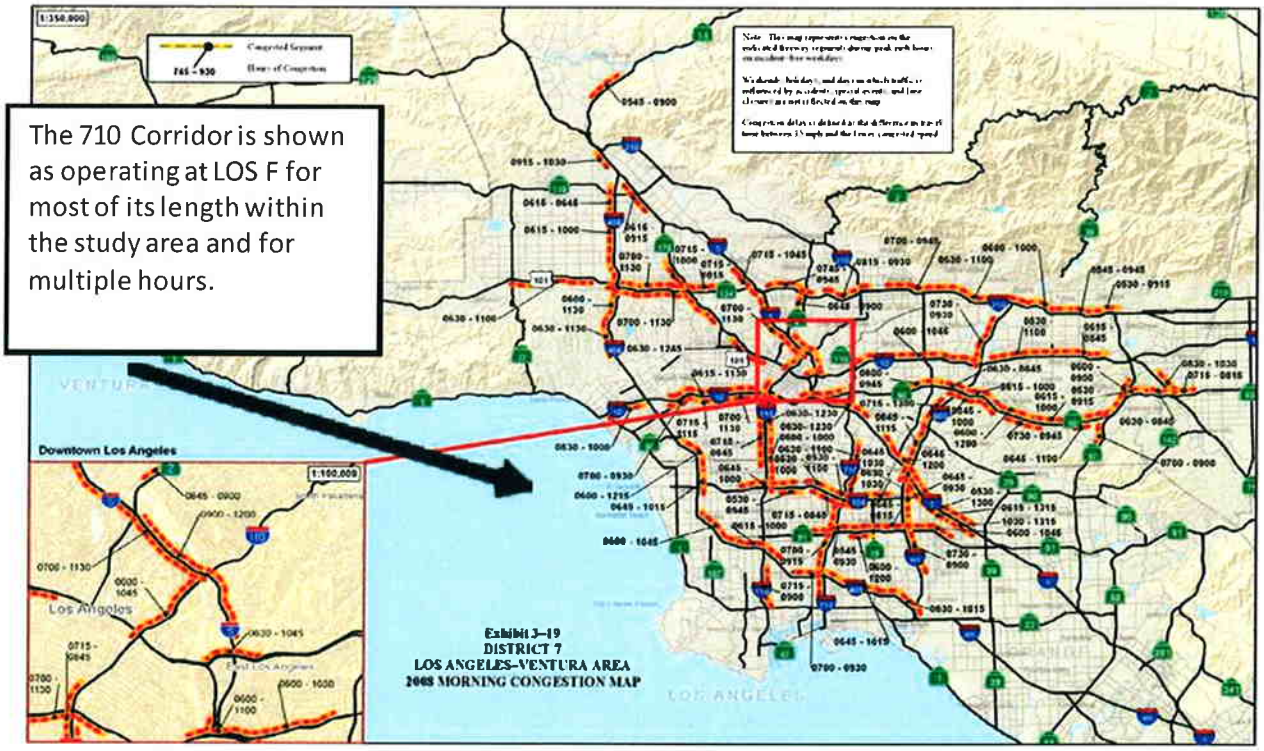
Section 3.5.3.3 Missing From Report. Section 3.5.3.3 appears to be missing from Chapter 3.5 of the Draft EIR/EIS. The sentence referring to it is on page 3.5-86: "Additionally, because no improvements would be made to the I-710 Corridor under Alternative 1, the public health benefits of reduced congestion, improved conditions for pedestrian or bicycle travel, and reduction in the number of total and fatal accidents described in Section 3.5.3.3 would not be realized." The City requests that this be resolved in the Final EIR/EIS. L-19-40

City of Commerce Thresholds Not Considered. As described on page 3.5-81, an adverse impact occurs when LOS degrades to E or F with a build alternative or when a build alternative increases intersection delay compared to the no build alternative. These significance thresholds should be included in the regulatory setting, as noted above, but should also be replaced with the LOS thresholds of each affected community. The City of Commerce General Plan (adopted January 2008, page 64) "established LOS "D" as a target LOS standard, and LOS "E" as a threshold standard." In a letter dated September 17, 2008 from the City of Commerce to Caltrans following release of the Notice of Preparation, the City requested that "In addition to applicable federal, state, and county-wide standards, project impacts must be analyzed taking into account any and all applicable standards/thresholds, including noise standards." The City requests that its stricter thresholds of significance be used to evaluate impacts in the City. L-19-41

Local Community Traffic Thresholds Not Used to Determine Impacts. As described on page 3.5-81, an adverse impact occurs when LOS degrades to E or F with a build alternative or when a build alternative increases intersection delay compared to the no build alternative. We request that these significance thresholds be included in the regulatory setting, and also request that the thresholds be replaced with the LOS thresholds of the City of Commerce, and those of other jurisdictions along the freeway corridor. The City of Commerce General Plan (adopted January 2008, page 64) "established LOS "D" as a target LOS standard, and LOS "E" as a threshold standard." In a letter dated September 17, 2008 from the City of Commerce to Caltrans following release of the Notice of Preparation, the City requested that "In addition to applicable federal, state, and county-wide standards, project impacts must be analyzed taking into account any and all applicable standards/thresholds, including noise standards." Use of the City's preferred methodology and stricter thresholds of significance may lead to the identification of additional project-related impacts and the need for additional traffic mitigation in Commerce. The City requests that Caltrans undertake additional traffic impact analysis using City of Commerce significance thresholds and include the findings in the Final EIR. L-19-42

Conflicting and Inconsistent Traffic Data Presented. The traffic operations analysis results do not match the existing conditions as reported elsewhere. Much of the study corridor is congested during peak periods according to the 2008 State Highway Congestion Monitoring Program (HICOMP), Annual Data Compilation, Caltrans 2008 (see graphic below). The Interstate 710 study corridor extends from Ocean Boulevard in Long Beach to State Route 60 (SR 60). The corridor is described in the EIR/EIS as experiencing severe congestion (see page 3.5-17), but the baseline (2008) conditions analysis (Table 3.5-1) reveals multiple freeway mainline or ramp locations operating at LOS C or D. These analysis results appear to be inconsistent with the HICOMP, which shows AM and PM peak period congestion (i.e., LOS F) for almost the entire study length of Interstate 710. The congestion extends to areas reported as operating at LOS C and D in the EIR/EIS (see AM peak period example below). The City requests that Caltrans resolve this conflict in the Final EIR/EIS.

Caltrans 2008 HiComp Report – District 7



L-19-43

One potential explanation for Draft EIR/EIS results not fully capturing the extent of congestion is due to the methodology. The traffic counts and analysis methodology followed a conventional approach for uncongested facilities. According to Section 4.1 of the I-710 Corridor Project Traffic Operations Analysis Report (TOAR), Los Angeles County Metropolitan Transportation Authority, January 2012, traffic counts were conducted for isolated peak periods (7-9 AM, 11-1 Midday, and 4-6 PM). Section 4.5.1 (page 4-34) and Section 4.5.2 (page 4-40) of the TOAR, January 2012 state that the analysis methodologies for freeways and intersections were based on the 2000 Highway Capacity Manual (2000 HCM). The 2000 HCM methods contain numerous limitations when analyzing congested conditions such as those that exist in the I-710 Corridor.

For much of the I-710 study corridor, the 7-9 AM and 4-6 PM time periods are congested, as shown in the HICOMP report. The conventional or traditional traffic counts only capture departed or served vehicles. Therefore, the counts measure throughput and do not account for unserved demand stuck in queue. Further, the 2000 HCM methods do not recognize that congestion severely reduces operational capacity. One example of this is to compare HCM 2000 capacity thresholds in Table 4-16 of the TOAR (page 4-35) with PEMS data showing actual volumes served during congested conditions. Table 4-16 shows freeway capacity ranging from 2,250 to 2,400 passenger cars per hour per lane depending on free-flow speed. The chart below shows the actual maximum throughput achieved on northbound (NB) I-710 near I-405 during the AM peak period (6-9 AM). The breakdown in freeway operations causes speeds to drop and the maximum volume served to decline below 50 percent of HCM 2000 uncongested capacity.

The HCM 2000 calculations treat capacity as an input, while in reality capacity is an output that varies depending on traffic conditions. When congestion occurs, the freeway breaks down and fewer vehicles can be served. The proposed project alternatives that add lanes to a congested freeway may not significantly relieve congestion depending on the ability of downstream portions of the freeway to accommodate increased peak period flow rates and the effect of induced travel (this topic is covered in more detail in Comment No. 5). L-19-43

One option to capture the capacity limitations from existing congestion is to use microsimulation models. This was acknowledged in one of the technical studies for the I-710 Corridor Project EIR/EIS. Appendix J of the EIR/EIS contains the Draft White Paper, Technical Memorandum – Traffic Operations Simulation Comparison, Los Angeles County Metropolitan Transportation Authority, March 31, 2010, which states the following:

> "The traffic operational analysis of the I-710 PA-ED project for various measures of effectiveness has been conducted using the HCM methodologies for freeway operations. Software packages such as HCS+ and Synchro7 have been exclusively used for this purpose. However, these software packages have their own limitations and have limited or no capability to simulate present or future freeway operations that are complex and include significant heavy duty truck (HDT) operations."

L-19-43

The City requests that, at a minimum, the Final EIR/EIS should disclose the limitations of the 2000 HCM and discuss how these limitations influenced the analysis conclusions and recommendations.

Full Extent of Project-Related Traffic Congestion Not Presented. The traffic forecasts model had limited validation and the post-processing method may have resulted in an underestimate of future demand. Model validation should ideally include both static and dynamic tests. Both types of tests are recommended in the Model Validation and Reasonableness Checking Manual (FHWA, February, 1997) that was cited in the Technical Memorandum - I-710 Corridor Project EIR/EIS Travel Demand Modeling Methodology, Los Angeles County Metropolitan Transportation Authority, February 26, 2010. L-19-44

Another important issue is that the static validation for peak periods was conducted using the entire set of traffic counts without differentiating locations that are influenced by congestion. The forecasting model is a 'demand' model. As such, it is expected to produce volume estimates that closely match traffic counts on uncongested roadways. For congested locations, the demand volume

should overestimate peak period traffic counts because these counts only measure throughput and do not capture the full demand, which is stuck in queue. Figure 6 (page 27) in the Modeling Methodology Memo is one of example of the model refinements resulting in a close match to the AM peak period traffic counts. Given the severe congestion described in the EIR/EIS and noted above in the HICOMP and PEMS data, this chart should show the model volume estimates being higher than peak period traffic counts.

Without detailed dynamic validation tests, it is difficult to determine whether the forecasts for each alternative represent reasonable changes in direction and magnitude. For example, despite significant differences between No Build and Alternative 5A, total VMT increased by 0.33 percent and VHD decreased by 0.38 percent. The small VHD change may also be a concern when viewed from a cost-benefit perspective. Reducing one hour of delay costs approximately $446,550 under Alternative 5A.

The forecasts may underestimate future demand volumes because of the post-processor method and not fully accounting for induced travel effects. The post-processor added incremental traffic volume growth onto the base year traffic counts. As noted above, the peak period counts only captured vehicle throughput and not demand that was stuck in queue. As a result, the traffic volume growth was added to a 'constrained' base year traffic count and the post-processing does not account for unmet demand that exists in the base year. L-19-44

The sub-area model also has limitations related to capturing all of the induced travel effects that would be associated with a major freeway expansion in a congested corridor. The SCAG model does not contain a complete feedback system to influence trip generation or long-term land use allocation. The absence of full feedback systems to trip generation and long-term land use allocation suggests that the model's forecasts could underestimate corridor demand volumes, which could lead to the overestimation of congestion relief benefits.

While it is understood that any analytical technique will have limitations, the City requests that Caltrans provide an explanation of why the methodologies and analytical techniques used to analyze traffic operations were selected, and of their limitations.

Improved Operating Conditions Are Counterintuitive. A review of freeway mainline segment level of service in Tables 3.5-1, 3.5-2, 3.5-3 and 3.5-5 show improved operating conditions for Alternative 1 (No Build) in 2035 than for Base Year 2008. The City requests an explanation for this counterintuitive conclusion. L-19-45

Unsupported Decrease in Freeway Volumes May Cause Inconsistencies. Existing (2008) freeway volumes on I-710 shown in Table 1.2-1 show a drop of over 70,000 ADT (66,000 ADT autos plus 5,000 ADT trucks) between Rosecrans and Alondra, just south of I-105. This dip is carried forward into projected 2035 volumes at this location. No explanation is provided in Chapter 1. It appears that this data is also used in the Air Quality analysis in Section 3.18 (Tables 3.13-7 and 3.13-8). The City requests an explanation for this decrease of ADT and also requests that any potential inconsistencies caused by this data that is carried into other sections, such as Air Quality, be reconciled and noted in the Final EIR/EIS. L-19-46

Unapproved Future Projects Used as Basis for Sufficient Future Rail Capacity. Page 3.5-7 of the Draft EIR/EIS states "This alternative also assumes that goods movement to and from L-19-47

the ports make maximum utilization of existing and planned railroad capacity within the I-710 Corridor." Pages 1-36 through 1-37 state that neither the expanded Intermodal Container Transfer Facility (ICTF) nor the Southern California Intermodal Gateway (SCIG) at the Port of Los Angeles were assumed to be operational in the travel demand forecasting for the I-710 project because those projects were not yet approved when the Draft EIR/EIS analysis was conducted. This is also stated in the technical studies (page 16 of the Modeling Report, page 1-6 of the TIAR). These two major near-dock rail projects are, however, listed among the past, present and foreseeable projects listed in Table 3.25-1 and Table 3.25-2. The exclusion of these two rail projects likely results in a higher estimate of container movement along I-710 north of those two rail facilities. The City requests that this inconsistency be clarified in the Final EIR/EIS. L-19-47

Inadequate Discussion of Construction Traffic Management Plan. Only a cursory discussion of the construction-period traffic management plan is provided on pages 2-57 and 2-58. Page 2-57 states that the Transportation Management Plan (TMP) "proposes to keep all lanes open during construction, with the exception of overnight lane closures. Ramp closures will be limited to potential weekend closures and would not exceed a period of one week." Page 2-72 states that the minimum construction duration will be 8 years. Given the magnitude of the improvements proposed under each of the build alternatives, the City requests that Caltrans provide additional information about how it will be possible to keep all lanes open during construction, or disclose if this will not be possible, identify this as a significant impact, and provide appropriate mitigation. L-19-48

Available LOS Data Was Not Provided. In Tables 3.5-2 and 2.5-26, among others, no density or LOS data is presented ("N/A") for the NB I-710 to NB I-5 connector, and other locations. These locations are footnoted as "Single-lane addition/drop; HCM methodology applied for analysis." The City requests an explanation for the lack of data at these locations, especially considering the availability of the HCM methodology which allows for analysis of such locations. L-19-49

Inconsistent LOS Data. In Table 3.5-8, LOS C/D is shown for NB I-5 approaching I-710 in the AM/PM peak hours and LOS C/D/E in the midday peak hour. This data is not consistent with the accompanying text on page 3.5-31 which states that "The majority of the congestion occurs along the I-5 corridor in the vicinity of I-710 during the midday peak hour. However, field observations show severe congestion levels during both a.m. and p.m. peak hours in the 2008 existing condition." The City requests that this discrepancy be addressed. L-19-50

Unclear How Conclusions Regarding Truck Lane Capacity Was Estimated. The truck lanes are forecast to operate at or near capacity under Alternatives 6A/6B (page 3.5-57) but below capacity with tolls under Alternative 6C. It is not clear how the change in use of the truck lanes with tolls in place was estimated. The City requests that the rationale for these estimates be disclosed. L-19-51

No Differentiation Between Unmetered/Metered HOV Lanes. A description of the methodology for the ramp metering analysis is provided on page 4-44 of the TOAR. However, the analysis did not distinguish between the unmetered HOV lanes and metered SOV lanes in the ramp metering analysis. The City requests that this discrepancy be addressed. L-19-52

Insufficient Analysis of Impacts Due To Loss of On-Street Parking. Page 3.5-79 describes the proposed implementation of peak period parking restrictions along four major north-south corridors, three of which lie partly within the City of Commerce. The Draft EIR/EIS provides no analysis of the level of utilization of curb parking in these areas, nor whether the displaced L-19-53

parking demand can be accommodated elsewhere; please provide an analysis of this issue. While the loss of on-street parking is not necessarily a CEQA issue, the potential socio-economic impacts of the loss of on-street parking can be considered as impacts. In a recent traffic study for the planned "Washington Boulevard Improvement Project" in Commerce, which would widen and reconfigure Washington Boulevard to provide six through lanes (cited as Project T-24 in Table 3.25-1), a detailed utilization study of on-street parking was conducted and a full assessment of the loss of that parking was made. (The construction schedule for that project is shown in Tables 3.25-1 and 3.25-2 as "2012" but the City's current schedule puts construction of that project in 2015.) The City requests the preparation of a detailed utilization study and a full assessment of the loss of on-street parking be conducted. L-19-53

Incorrect Assumptions Used for Signal Cycle Lengths at Study Intersections. Page 4-40 of the TOAR describes the use of Synchro to implement the HCM 2000 methodology for the intersection analysis. Rather than collect signal timing plans for each study intersection from the local jurisdictions, universal assumptions were made for signal cycle lengths, such as 100 seconds for arterial intersections and 60 seconds for freeway ramp T-intersections. A review of the level of service worksheets for selected locations in Commerce shows that a cycle length of 130 to 150 seconds was assumed for the intersections with wider cross sections. The analysis also assumed that each intersection has a capacity of 1,600 vehicles per lane per hour, the ideal traffic capacity per the HCM 2000, but did not conduct saturation flow studies to support this assumption. Given the size of some intersections, these signal timing assumptions may not in every case allow for the green time that would be needed to include adequate pedestrian crossing times. This may result in the analysis underestimating vehicle delay for some locations. The City requests that this impact be fully addressed in the Final EIR/EIS. L-19-54

Discrepancies between LOS Assumptions and Existing Field Conditions. In Figure 3-3.f and Appendix B of the TIAR, several discrepancies between the intersection level of service inputs/assumptions and existing (2012) field conditions were observed that may affect the results of the analysis, as follows. The City requests that the following discrepancies be addressed in the EIR/EIS:

- Eastern Avenue & Bandini Boulevard (#75): The analysis of this intersection includes two eastbound through lanes, which is inconsistent with the existing (2012) conditions which include three eastbound through lanes. The southbound right turn lane must yield to both pedestrians and to westbound through traffic. As analyzed in the Draft EIR/EIS, this movement was coded as a permissive plus an overlap phase. The assumed signal cycle length at this location did not include enough green time to allow for minimum pedestrian crossing times. Taken together these factors could result in more delay at this intersection than is reported in the Draft EIR/EIS. L-19-55

- Washington Boulevard & Atlantic Avenue (#78): The analysis of the northbound approach to this intersection includes one left turn lane, two through lanes and one right turn lane, which is inconsistent with the existing (2012) field conditions which include one left turn lane, two through lanes and one shared through/right turn lane. The analysis also included overlapping right turn phases on all four approaches to the intersection, which is inconsistent with existing (2012) field conditions which show that no overlapping phases are present. Taken together these factors could result in more delay at this intersection than is reported in the Draft EIR/EIS.

- Washington Boulevard & Eastern Avenue (#79): The analysis included overlapping right turn phases on all four approaches to the intersection, which is inconsistent with existing (2012) field conditions which show that no overlapping phases are present. This factor could result in more delay at this intersection than is reported in the Draft EIR/EIS.

- Eastern Avenue & Slauson Avenue (#71): The analysis included overlapping right turn phases on the northbound and southbound approaches to the intersection, which is inconsistent with existing (2012) field conditions which show that these overlapping phases are not present. This factor could result in more delay at this intersection than is reported in the Draft EIR/EIS. L-19-55

- Washington Boulevard & Southbound I-710 On/Off Ramp (#126): The analysis included a protected westbound left turn phase, which is inconsistent with existing (2012) field conditions which show that this movement is permissive. This factor could result in a different delay calculation at this intersection than is reported in the Draft EIR/EIS.

- Atlantic Avenue & Bandini Boulevard/I-710 Northbound On ramp (#74): The analysis does not account for the existing (2012) westbound prohibition on right turns on red. This factor could result in a worse delay calculation at this intersection than is reported in the Draft EIR/EIS.

Impacts to Major Intersections Not Analyzed. The traffic impact analysis does not include major intersections within the City of Commerce that may be affected by the proposed project, given their proximity to the I-710/I-5 interchange: Bandini Boulevard & Garfield Avenue, Telegraph Road & Garfield Avenue and Atlantic Avenue & Eastern Avenue. The City requests that an explanation for why these locations were not analyzed, as well as providing the appropriate analysis. L-19-56

Potential Transit System Impacts Not Analyzed. There is no assessment of potential transit system impacts in Commerce, including increased transit service time or any changes to existing bus routes that would be required due to project-related roadway changes. The City requests an evaluation of these impacts in the Final EIR/EIS. L-19-57

Proposed Mitigation Measures for Intersection Impacts May Be Inadequate. The City requests that following comments pertaining to proposed mitigation measures for impacts at intersections in the City of Commerce be considered:

- Slauson Avenue & Eastern Avenue (#71): The proposed mitigation measure at this intersection is to add a second eastbound left-turn lane and a separate eastbound right-turn lane. These improvements appear reasonable, given the high volumes on these movements, even under existing (2008) conditions. These improvements would require right-of-way acquisition on both sides of Slauson Avenue. Potential secondary impacts associated with the wider cross-section on the affected approach to the intersection were not identified. It is noted that the level of service analysis of this location under Alternative 1 shows a discrepancy between the existing and future without mitigation in that it includes a separate eastbound right-turn lane and a L-19-58

separate westbound right-turn lane. This could affect the determination of project impacts, as they are assessed against Alternative 1 conditions.

- Slauson Avenue & Garfield Avenue (#73): The proposed mitigation measure at this intersection is to add a second westbound left-turn lane. This improvement appears reasonable, given the high volumes on this movement, even under existing (2008) conditions. The improvement would require right-of-way acquisition on the southeast quadrant of the intersection. Potential secondary impacts associated with the wider cross-section on the northbound approach to the intersection were not identified. L-19-58

- Garfield Avenue & Gage Avenue (#157): The proposed mitigation measure at this intersection is to add a second left-turn lane on all four approaches plus separate eastbound and westbound right-turn lanes. The improvement would require major right-of-way acquisition at the intersection and potentially building demolition. Potential secondary impacts associated with the wider cross-section on all approaches to the intersection were not identified.

Section 3.6, Visual Quality/Aesthetics

Enhanced Condition Treatment of Sound Walls Requested. Visual simulations of proposed sound wall and berm treatments in the DEIR/DEIS show a Base Condition (i.e., standard Caltrans landscaping, including groundcover and some young trees) and an Enhanced Condition ("possible aesthetic treatments" with decorative masonry wall surface treatments and more vegetation, including vines and/or more mature trees). The Draft EIR/EIS notes that Caltrans will develop final treatments in consultation with community stakeholder groups. Given the prominence of these features in the City and their proximity to residential neighborhoods and at least one recreational facility (Bandini Park), the City requests implementation of the Enhanced Condition treatment of sound walls and freeway edges/berms, within Commerce. L-19-59

Existing Low Visual Quality Should Not Rule Out Enhanced Condition Treatment. The City requests that the existing low visual quality in visually sensitive areas (e.g., due to an existing freeway sound wall or electrical lines), as identified in the Draft EIR/EIS, would not be used by Caltrans as a rationale to rule out Enhanced Condition sound wall/berm treatment, especially since existing sound walls and utilities may be relocated as part of the project. L-19-60

Input Needed for Utility Relocation Plans. The City requests the opportunity to provide input into the draft Specific Utility Relocation Plans before those are finalized and presented in the Final EIR/EIS, since those may also have aesthetic impacts on residential or other visually sensitive locations within Commerce. L-19-61

Section 3.7, Cultural Resources

Historic Bridge Inventory Survey Required. HPSR Attachment B to the Draft EIR/EIS, the Historic Property Survey Report submitted by Caltrans to the State Office of Office Historic Preservation (SHPO), lists only State Agency-designated Bridges. The City requests that Local Agency Bridges from the California Historic Bridge Inventory that are located in the City of Commerce be added, in the event that there are historic bridges within Commerce that aren't addressed. L-19-62

Potentially Eligible Local Resources Not Evaluated. The Draft EIR/EIS notes that the City of Commerce has criteria for local landmark designation, and the City was contacted during Draft EIR/EIS preparation for information on identified locally eligible and designated resources. However, inventoried properties in the Area of Potential Effect (APE) were not evaluated against local eligibility criteria; surveyed properties were evaluated only for National and California Register eligibility (see HRER Appendix B property Nos. 108-160, APE Map Reference nos. 97-149). Some of the potentially affected City of Commerce properties may be eligible individually or as part of a potential district at the local level. The City requests that Caltrans address this issue in the Final EIR/EIS. L-19-63

Section 3.8, Hydrology and Floodplain

Additional Information Regarding Traffic Impacts at Floodway Structures Needed. Floodway structures to be altered and/or replaced in Commerce under Alternative 5A include the Union Pacific crossing at Randolph Street and the Slauson Avenue crossing. No additional improvements within identified within floodways are proposed under Alternatives 6A/B/C. The improvements to the Union Pacific crossing would require construction staging in the vicinity of the crossing. The improvements at Slauson Ave may result in traffic and congestion impacts at the roadway crossing. The City requests additional information on the potential construction staging and traffic impacts at these two crossings. L-19-64

Flood Protection Evaluation Required. The analysis in the Draft EIR/EIS relies on mitigation measure FP-1, which requires the preparation of a Final Los Angeles River Impact Report, to demonstrate that the design of the proposed project provides acceptable flood protection. While this type of mitigation is common on large-scale projects where designs are not yet finalized, the City requests an opportunity to review the Final Los Angeles River Impact Report. L-19-65

No Flood Hazard Evaluation Provided. The Draft EIR/EIS does not identify any flooding concerns in the City of Commerce. Given the City's proximity to the Los Angeles River and the reliance on pumps to drain portions of the I-710 freeway, the City should raise any specific flooding concerns for areas within City boundaries in the vicinity of the freeway. Since the proposed Alternatives would increase the number of freeway lanes and, therefore, the associated impervious area, the City requests that the Draft EIR/EIS provide additional detail concerning post-project surface runoff volumes, rates, and discharge locations onto surface streets within the City, or where the City is aware of undersized, aging, or otherwise inadequate storm drain infrastructure on its arterial streets. L-19-66

Section 3.9, Water Quality and Stormwater Runoff

Consultation with City Staff Regarding BMPs Needed. Since surface water runoff from I-710 currently discharges to City of Commerce surface streets and storm drains, and will continue to do so under post-project conditions that will increase the number of trucks and passenger vehicles using the freeway and ramps accessing the rail yards, the City of Commerce requests that Caltrans consult with City staff during preparation of the final treatment BMPs that address the capture and treatment of runoff. L-19-67

Section 3.10, Geology/Soils/Seismic/Topography

Ninyo & Moore Geotechnical and Environmental Sciences Consultants undertook analysis of the geotechnical analysis provided in the Draft EIR/EIS on behalf of the City of Commerce. Comments are provided below. The complete letter report detailing Ninyo & Moore's findings is provided as Attachment 2 to this comment letter.

Geotechnical considerations. The geotechnical study for the project by URS discusses potential foundation options for bridges and retaining walls for the project. The study recommends that the selection of bridge foundation alternatives will be based on foundation loading and site-specific conditions, and the design will be based on site-specific geotechnical evaluation. Various options for retaining walls and associated foundation alternatives are presented in the geotechnical study. However, the potential impacts of the various design alternatives are not addressed in the URS report, nor are they addressed in Section 3.10 of the Draft EIR/DEIS. Construction activities for the Project corridor could pose additional impacts to properties in the City of Commerce and are addressed in the following sections.

- **Soil Erosion.** Soil erosion refers to the process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and can occur in the project area where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses. Construction of the Project would result in ground surface disruption during demolition, excavation, grading, and trenching that would create the potential for erosion to occur. However, with incorporation of appropriate mitigation methods, potential soil erosion can have a less than significant impact. L-19-68

  To mitigate potential erosion at the Project site, a Storm Water Pollution Prevention Program (SWPPP) incorporating Best Management Practices (BMPs) for erosion management should be implemented prior to the start of construction. In addition, the topographic gradients at the project site are relatively gentle. The site would be covered with hardscape and landscape improvements following construction, and the impact of long-term erosion would be less than significant.

  With the implementation of BMPs incorporated in the project SWPPP during construction, water- and wind-related soil erosion can be limited and managed within construction site boundaries. Examples of these procedures could include surface drainage measures for erosion due to water, such as the use of erosion prevention mats or geofabrics, sandbags and plastic sheeting, and temporary drainage devices. Positive surface drainage should be accommodated at project construction sites to allow surface runoff to flow away from site improvements or areas susceptible to erosion. To reduce wind-related erosion, wetting of soil surfaces and/or covering exposed ground areas and soil stockpiles could be considered during construction operations, as appropriate. The use of soil tackifiers may be considered to reduce the potential for water- and wind-related soil erosion. The City requests that these measures be incorporated in the project SWPPP prepared for construction that will occur in the City of Commerce.

- **Groundwater and Construction Dewatering.** The Draft EIR/DEIS and the URS report provided in the Appendix indicate that the depth to groundwater along the Project corridor in the City of Commerce is more than 45 feet deep. Foundation excavations near this depth will encounter groundwater. Additionally, shallow perched groundwater may be encountered in excavations for the Project, and construction dewatering would be involved to maintain the excavations in a relatively dry condition. Lowering the groundwater results in an increase in the effective stress of soil above the groundwater and, in some cases, can result in soil settlement. Estimates of the magnitude of potential settlement related to dewatering should be made prior to site excavation, and mitigation recommendations should be implemented, as needed. The potential impacts of settlement related to construction dewatering can be made less than significant with incorporation of appropriate mitigation methods. Mitigation methods include limiting the depth of construction dewatering, installation of sheet piles and pumping from within the excavation to reduce the impacts outside the excavation, installation of monitoring wells to evaluate groundwater, monitoring adjacent areas for indications of settlement, and/or protection to settlement-sensitive structures through ground improvement or foundation underpinning (if appropriate). L-19-69

- **Liquefaction mitigation and construction activities; associated ground settlement and vibration impacts.** Typical mitigation alternatives for liquefaction include supporting structures on cast-in-place pile foundations or driven pre-cast piles that extend through the liquefiable zones into competent material. Alternatively, densification of the liquefiable soils using vibro-displacement stone columns or compaction grouting would mitigate the liquefaction hazard, and the new structures could then be supported on shallow foundation systems. From a geotechnical engineering perspective, each of these alternative methods are considered feasible, and would reduce the liquefaction hazard impact to less than significant levels.

  However, construction activities to mitigate the potential liquefaction hazard for the Project and installation of pile foundations could pose additional site impacts. Depending on the type of liquefaction hazard mitigation and pile foundations selected, construction-related vibrations could impact surrounding properties. In addition, excavations may include shoring systems, which could involve the use of driven sheet piles. The installation of driven piles or vibro-displacement stone columns for liquefaction mitigation, and installation shoring systems (such as sheet piles) involves construction vibrations, which can result in disturbance to people and/or ground settlement. L-19-70

  Sensitive receptors (people and structures) located near the Project could be impacted by vibrations and ground settlement. However, the impacts of vibrations and ground settlement to surrounding improvements due to construction activities at the project site will be reduced to less than significant levels with incorporation of mitigation techniques.

  In order to mitigate the potential impacts due to vibrations during the construction phase of the Project, sensitive receptors (people and structures) near the Project should be evaluated with regard to potential vibration-related impacts. If vibrations

would impact the receptors, mitigation techniques should be developed as part of the Final EIR and implemented at the appropriate time. Mitigation techniques to reduce the impacts of vibrations to less than significant levels include avoiding vibratory types of construction, limiting vibratory types of construction to specified distances from sensitive offsite receptors, monitoring vibration and settlement during construction, and/or protecting sensitive improvements from excessive settlement by ground stabilization or foundation underpinning.

Monitoring methods include installation of ground survey points around the outside of excavations to monitor settlement and/or placing monitoring points on nearby structures or surfaces to monitor performance of the structures. In general, acceptable levels of settlement would be ½ inch or less in non-building areas, and ¼ inch or less for building areas. If monitored movement is unacceptable to surrounding improvements during the course of construction, the work should stop and the contractor's methods should be reviewed and changes made, as appropriate; and alternative methods of settlement reduction should be implemented by the contractor. L-19-70

The City requests that the Final EIR address this issue and include these mitigation measures to reduce potential impacts in the Final EIR.

Section 3.11, Paleontology

Section 3.11 of the Draft EIR/EIS should elaborate on the various excavation activities and associated maximum depths below surface, for the different expected types of project construction. Only one excavation activity is mentioned in any detail: highway bridge excavations for pile caps up to 15 feet in depth. Without more detail about the extent and depth of excavation associated with a wider range of structures, the assessment of impacts on paleontological resources in areas of high sensitivity is inconclusive.

In the *Paleontological Resources Identification and Evaluation Report* provided in Volume I of the Technical Studies, Table B on page 26 identifies the Capistrano Formation as possessing high paleontological sensitivity, but the locales along the freeway alignment within the Area of Potential disturbance (APD) where this formation or rock unit crops out at the surface, or is subject to interception during grading and excavation, are not discussed. Without this information, impacts on paleontological resources, including within the City of Commerce, cannot be conclusively determined. L-19-71

In the *Paleontological Resources Identification and Evaluation Report* provided in Volume I of the Technical Studies, one sentence is provided to describe the pedestrian surveys conducted along the freeway alignment within the Area of Potential Disturbance (APD). Some additional detail should be provided, including some indication of whether and where any fossils were recovered, and the associated rock units.

Section 3.13, Air Quality/Greenhouse Gases

Significant Impact Not Fully Mitigated. The air quality analysis in the Draft EIR/EIS analyzed construction impacts on a regional basis for the project as a whole, and for construction of the maximum single segment. The DEIR/DEIS estimates that the entire corridor would take 8 to 15 L-19-72

years to complete, with activity in any one segment lasting up to four years. Daily emissions would, on a worst-case overlapping day, exceed thresholds for all criteria air pollutants. For the maximum single segment only NOx emissions would exceed the threshold, and are estimated to be approximately three times the applicable CEQA threshold. The Draft EIR/EIS does not contain specific mitigation measures to address the significant and unavoidable NOx impact. The City feels it is appropriate for Caltrans to adopt Metro's Green Construction Policy for this project and to modify the mitigation measures to mandate that construction contractors use the cleanest off- and on-road equipment and trucks available. The City requests that additional measures be included in the Final EIR to control or reduce NOx emissions. L-19-72

Significant Impact Not Fully Mitigated. The air quality analysis in the Draft EIR/EIS, page 3.13-55, determined that fine particulate matter (PM2.5) concentrations from operation of the proposed Project would exceed the SCAQMD Localized Significance Threshold (LST) at various areas within 50 meters of the corridor compared to the existing 2008 baseline and within 100 meters compared to Alternative 1 (2035 No Build). It is stated that the impact is primarily the result of the entrained dust modeling using the USEPA method. Nonetheless, when compared to Alternative 1, Figures 4.36, 4.37, and 4.38 in Appendix R of the Draft EIR/EIS indicate that the potential for sensitive receptors to experience high levels of PM2.5 extends into residential areas, in particular the ABC/Ayers and Northwest neighborhoods in the City of Commerce. The City requests that a mitigation measure be provided requiring Caltrans to provide a refined quantitative localized impact assessment focused on long-term operational air quality impacts to neighborhoods in the vicinity of the main roadway and relocated on- and off-ramps. Based on the localized impact assessment or real-world monitoring data (made possible through mitigation measure AQ-1), if unacceptable impacts occur, the City requests that Caltrans be responsible for long-term enhanced street sweeping, providing upgrades to residential heating, ventilation, and air conditioning (HVAC) units and air filtration systems for impacted residential receptors, and other appropriate mitigation or avoidance strategies. The City further requests that mitigation or avoidance strategies be included as part of an "Air Quality Community Protection Plan,", which is a component of the recommended Community Benefits Agreement between Commerce and Caltrans, discussed in Section 4 of this comment letter. L-19-73

Significant Impact Not Fully Mitigated. The air quality analysis in the Draft EIR/EIS analyzed construction impacts adequately on a regional basis for the project as a whole, and for the maximum single segment. The DEIR/DEIS estimates that the entire corridor would take 8 to 15 years to complete, with activity in any one segment lasting up to four years. Worst case daily emissions of NOx are estimated to be approximately three times the applicable CEQA threshold and particulate matter (PM) emissions approximately one half of the CEQA thresholds for the single segment. Given that a vast amount of improvements are planned at the northern terminus of the corridor, including major reconfiguration of on- and off-ramps, it is likely that the City of Commerce would experience some of the most intensive construction activity for the longest period of time. Therefore, a mitigation measure should be added that specifies that, prior to the final selection of an Alternative and design options, Caltrans shall be required to provide a focused assessment on localized construction impacts. This focused analysis should include a discussion of potential near roadway impacts from construction based on the SCAQMD LST methodology and should identify potential sensitive receptor areas that could experience localized construction air quality impacts in excess of the standards. This assessment should include emissions from proposed rock crushing and cement plants, if plans include potentially locating these in Commerce. In addition, Caltrans should include a requirement for an "Air Quality Community Protection Plan" L-19-74

(discussed in detail as part of a CBA below) that includes provisions to temporarily relocate impacted residents, provide upgrades to residential air filtration systems, and provide a community liaison that is available to investigate and address air quality issues in the affected community. L-19-74

Clarification Needed. In the Air Quality and Health Risk Assessments Technical Study (February 2012), on page ES-1, the second to the last bullet point states that "PM2.5-related morbidity and mortality health risks would generally decrease relative to the 2008 baseline; the exceptions would be some locations within 100 m to 300 m of the I-710 freeway and/or freight corridor, which generally would not have people present." This appears to be inconsistent with page 3.13-55 in Section 3.13, Air Quality, of the Draft EIR/EIS, which states that impacts would be limited to 50 and 100 meters compared to the existing 2008 baseline and Alternative 1, respectively. The City is therefore unsure which set of numbers are correct. Figures 4.36, 4.37, and 4.38 in the Technical Study indicate that several of the modeled receptor points are expected to experience exceedances of the SCAQMD LST for PM2.5, extending into residential areas, in particular the ABC/Ayers and Northwest neighborhoods in the City of Commerce. The final EIR/EIS should state that impacts to these neighborhoods would exceed the threshold and would be significant. The City requests that mitigation measures, such as but not limited to enhanced filtration, be required for those residences in the most severely impacted neighborhoods. L-19-75

Potential Impact Not Studied. Under Alternatives 5A, 6A, 6B, and 6C, vehicle miles traveled (and truck trips) on the I-710 would increase over Alternative 1 (No Build). However, the analysis upon which the Draft EIR/EIS relies does not discuss the potential for increased truck queuing on local roadways in the vicinity of the rail yards in the City of Commerce, which already experiences issues related to trucks queuing on the roadways in the vicinity of Washington Boulevard and Atlantic Boulevard. Increased truck queuing could result in greater diesel particulate matter emissions, which is a human carcinogen. Furthermore, because the potential increase in idling could occur on local roadways, Alternatives 6B, 6C and the Zero Emissions Extension (ZEE) option would not reduce these impacts because the catenary system would not extend to the affected roadways. The City requests that this impact be analyzed and, if warranted, appropriate mitigation measures included in the Final EIR/EIS, including but not limited to the development of an off-street dedicated truck staging yard and enhanced enforcement of current anti-idling regulations. L-19-76

Minor Error. The numbering of tables skips from 3.13-15 to 3.13-20. The City requests that this error be corrected. L-19-77

Clarification Needed. It is noted that on August 10, 2012, Caltrans issued an erratum stating that the portion of the sub-section 3.13.3.2 on "Public Health Considerations" starting with the first paragraph and continuing to the subheading "PM Mortality and Morbidity" and including Table 3.13-29 is moved to Chapter 4.0, California Environmental Quality Act Evaluation at the end of Section 4.2.4.1 "Air Quality" on page 4-41. The City requests that the CEQA analysis should also refer to and include all discussion related to impacts compared to the 2008 CEQA baseline and delete any analysis of the 2035 NEPA baseline (Alternative 1). L-19-78

Clarification Needed. On page 4-88 in Section 4.0, California Environmental Quality Act Evaluation, the following mitigation measure is proposed: "The project would incorporate the use of energy-efficient lighting, such as light-emitting diode (LED) traffic signals." The mitigation measures suggests that the project would include new and/or replacement lighting and traffic signals. It is unclear if GHG emissions from lighting and traffic signals were taken into account; please L-19-79

indicate whether this is the case. The City requests that a brief statement in the analysis should be included regarding energy consumption related to lighting and traffic signals. This information will help to inform decision makers and stakeholders of the relative benefit of the mitigation measure mentioned above. L-19-79

Clarification Needed. On page 67 in the Air Quality and Health Risk Assessments Technical Study (February 2012), Subsection 5.6, there appears to be a numerical discrepancy with the GHG emissions reported in the text and in Table 5.6 compared to the GHG emissions reported in Section 4.0, California Environmental Quality Act Evaluation (Subsection 4.3, Climate Change), Table 4.3-3a and Table 4.3-3b. The City requests that the following discrepancies be corrected:

- Page 67 of the Technical Study states that "GHG emissions for the 2035 alternatives compared to 2008 are all approximately 22,000,000 tonnes CO_2e/year higher than the existing baseline…" However, in Section 4.0, California Environmental Quality Act Evaluation (Subsection 4.3, Climate Change), the total incremental CO_2e emissions for all alternatives compared to the existing baseline, as shown in Table 4.3-3a, appear to be closer to 20,000,000 tonnes CO_2e/year. It is unclear which values are correct; please correct this discrepancy. L-19-80

- Table 5.6 of the Technical Study shows the total incremental CO_2e emissions for Alternatives 6A, 6B, and 6C compared to Alternative 1 (No Build) as -120,000, 600,000, and -490,000, respectively. However, Table 4.3-3b shows the total incremental CO2e emissions for Alternatives 6A, 6B, and 6C compared to Alternative 1 (No Build) as -130,000, -487,000, and -393,000, respectively. It is unclear which values are correct. These discrepancies should be corrected. This discrepancy also applies to Table ES-7 of the Technical Study; please address this as well.

Section 3.14, Noise

Potential Nighttime Noise Impacts not Evaluated or Mitigated. The Draft EIR/EIS failed to analyze construction noise impacts during the nighttime hours. Nighttime noise is especially problematic for three reasons: 1) an introduced source of noise, such as heavy duty construction equipment, is more noticeable when ambient levels are low; 2) more residents are at home in the evening and are more likely than industrial receptors to have their windows open or enjoying the outdoors, and 3) nighttime noise can cause sleep disturbances. For example, the City of Commerce Noise Standards state that exterior noise should not exceed the following limits: 55 dBA during daytime (7 am to 7pm), 50 dBA during evening (7 pm to 10 pm), and 45 dBA during nighttime (10 pm to 7 am). Nighttime construction is a normal occurrence with large infrastructure projects such as this. However, the draft EIR/EIS does not establish a threshold(s) specific to nighttime hours and fails to qualitatively or quantitatively assess potential impacts. A court case in Berkeley, California (*Berkeley Keep Jets Over the Bay Com. v. Board of Port Comrs. of Oakland, 2001*), raised concerns from interior sound exposure levels (SELs) in excess of 65 dBA, which according to the Federal Interagency Committee on Aviation noise (FICAN), would result in 5 percent of a population to be awakened. Thus, the City requests that a mitigation measure be added in the Final EIR that establishes a "Noise Community Protection Plan," that includes provisions for a community liaison that is available to investigate and address noise issues in the affected community, mandatory sound walls/blankets, and construction-period monitoring, and may include strategies such as temporary relocation of severely impacted residents, and/or providing permanent upgrades to residences (i.e., L-19-81

new window systems and other noise dampening strategies). Furthermore, we request that the Plan be incorporated into the City's requested Community Benefits Agreement between Commerce and Caltrans, which is discussed in Section 4.0 of this Comment Letter. L-19-81

Section 3.15, Energy

Section 3.15, Energy, does not include a discussion of energy consumption related to lighting traffic signals. On page 3.15-3, mitigation measure E-3 states that "[p]rior to completion of final design, Caltrans shall prepare an area lighting plan to identify lighting fixtures that are energy efficient and to identify placement of individual lighting fixtures used for roadway lighting that will provide safety lights for pedestrians and motorists." In addition, on page 4-88 in Section 4.0, California Environmental Quality Act Evaluation, the following mitigation measure is proposed: "The project would incorporate the use of energy-efficient lighting, such as light-emitting diode (LED) traffic signals." These mitigation measures suggest that the project would include new and/or replacement lighting and traffic signals, to be provided by Caltrans. A brief statement should be included in the analysis regarding energy consumption related to lighting and traffic signals. This information will help to inform decision makers and stakeholders of the relative benefit of the mitigation measures L-19-82

Sections 3.16 to 3.21, Biological Resources

CEQA Section 3.18.2 – Affected Environment. Focused surveys were conducted in 2009 for special-status plant species. Generally surveys are only valid for one year. The project surveys are three years old. It is recommended that the surveys should be repeated. L-19-83

CEQA Section 3.19.2.1 – Special-Status Animal Species Requiring Surveys. Focused surveys were conducted in 2009 for burrowing owl and special-status bat species. Generally surveys are only valid for one year. The project surveys are three years old. It is recommended that the surveys should be repeated. L-19-84

CEQA Section 3.24.1.1 – Highway Improvement Process: Pre-Construction Activities. A bullet should be added to this section as follows: "Conduct nesting bird surveys and/or any other pre-construction surveys specified in the mitigation measures, as necessary." L-19-85

Section 3.24, Construction

Mitigation Measure CON-3 – Traffic Management Plans. This mitigation measure does not require the Traffic Management Plans (TMPs) to identify construction staging areas. The City of Commerce requests that construction staging be included in Mitigation Measure CON-3 in the Final EIR/EIS, especially in light of the three Design Options that are proposed within Commerce City limits. L-19-86

4. COMMUNITY BENEFITS AGREEMENT (CBA)

In light of the disproportionate localized impacts of the project on the City of Commerce, the City of requests that Caltrans and its partner agencies in the proposed I-710 Corridor Project jointly, with the City of Commerce, execute and enter into a Community Benefits Agreement (CBA) intended to minimize to the maximum extent possible the adverse impacts of the project in City residents, commercial businesses, and industry. L-19-87

This section provides the basic framework of specific requests the City believes are warranted to be included in a CBA and intends to seek. The CBA should contain commitments to strategies, practices, goals, and targets which are expected to result in real and quantifiable reductions or avoidance of the negative impacts to Community, Traffic, Air Quality, and Noise predicted. The detailed requirements of the CBA, to be negotiated, are intended to directly benefit the most severely impacted sensitive receptors in the City of Commerce.

Community Impacts. The City requests that Caltrans work closely with the City to develop Last Resort Housing within the City of Commerce and commit to the relocation of all displaced residents within the City of Commerce.

In view of the lack of comparable existing housing within the City of Commerce, the likely inadequacy of Caltrans's standard relocation stipends for potentially displaced residents, and the likely lack of sufficient financial resources on the part of those residents to afford replacement housing at current market prices, we further request that Caltrans address the following, at a minimum, for any resident relocation:

- The provision of, or the provision of funding to, study and identify opportunities to replace in kind all residential, commercial, industrial, or other properties permanently displaced as a result of the proposed Project.

- The provision of, or the provision of funding to construct, one-for-one replacement housing for every dwelling unit to be removed as the result of the project, including single-family homes, townhomes, duplexes, condominium, and rental apartments. L-19-87

- Creative solutions to the siting and design of comparable replacement housing within the City of Commerce, in a manner that improves the quality of life for displaced residents

- The provision by Caltrans, as soon as is feasible, of a clear timeline for proposed property acquisition and resident relocation, to minimize uncertainty for affected residents and allow for advance planning

- The provision of a relocation liaison to coordinate issues with and for the citizens and business owners of Commerce.

- The provision of funds for moving expenses, and assistance with other moving-related circumstances (e.g., address changes, notification of employers for time off if needed, etc.)

- Reimbursement to residents of documented home improvement expenses incurred within the five years prior to Caltrans acquisition of properties

- Special assistance for elderly and/or disabled residents, including but not limited to counseling

- Funding assistance for first-time home buyers

- Subsidies/waivers for increased property taxes associated with new residences
- Subsidies for increased living expenses associated with new residences
- Consideration for other marginalized populations that may be affected by relocation

No description is provided in the Draft EIR/EIS of how Caltrans intends to "prioritize efforts" to relocate businesses within the same City. Without a detailed plan, this measure is not a sufficient measure to mitigate the displacement-related employment impacts. The City requests that Caltrans provide a detailed plan to show how it will prioritize efforts to relocate business within the City of Commerce and that this plan be incorporated into the Community Benefits Agreement. L-19-87

The Community Benefits Agreement should include policies to promote the impacted community and local economy by identifying purchasing, hiring and contracting opportunities; encouraging local enterprises to make bids and proposals for project contracts; prioritizing opportunities for local suppliers and vendors; and promoting the hiring of City of Commerce residents. Caltrans should develop a targeted local hiring plan to facilitate outreach to local businesses seeking contracting and procurement opportunities, as well as local residents seeking construction jobs, particularly in light of the fact that Commerce has the highest unemployment rate (22 percent) of any city or community in the project study area, as stated in the Draft EIR/EIS's Community Impact Assessment Technical Study (Table 3.3-7). The City requests that these outreach efforts are coordinated with the City to ensure that adequate opportunities for local involvement are made available for the duration of the Project's construction period.

Traffic. The City of Commerce currently experiences traffic-related impacts from truck queuing on local roadways, particularly on Washington Boulevard and Atlantic Boulevard. The freeway improvement project presents an opportunity for the City and Caltrans to work cooperatively to address the City's desire to create storage or staging yard for short-term truck parking before or after those vehicles access the UPRR or BNSF railyards. Currently this activity occurs on some City streets and leads to localized congestion, particularly on Washington Boulevard, on Atlantic Boulevard and on Sheila Street. With the projected increase in throughput at the railyards, this phenomenon is expected to increase. A staging yard should be located relatively near to the railyards and because they operate 24 hours per day, 365 days per year, it should not be located near any residences or noise-sensitive uses. One option the City has considered in the past is to widen Sheila Street. The City requests that Caltrans assist the City in identifying other potential solutions and, ultimately, contribute to the cost of what the City chooses to implement. This request is not made in connection with a specific impact identified in the draft EIR/EIS but rather is suggested as a candidate for inclusion in a Community Benefits Agreement between the City and Caltrans. L-19-88

Arterial Roadway Maintenance in Proximity to Rail Yards. In view of considerable increase in truck traffic anticipated as the result of the project on Washington Boulevard, Atlantic Boulevard, Bandini Boulevard, and possibly other City roadways such as Sheila Street, the City requests that Caltrans establish funds to assist the City with the maintenance of these roadways in perpetuity. This will benefit the rail yards, truck operators traveling between the port complex and the rail yards, City businesses and industry, and City residents and visitors. L-19-89

Air Quality. The City of Commerce would experience localized air quality-related impacts from PM2.5 to sensitive receptors within 50 meters of the corridor compared to the existing 2008 baseline and within 100 meters compared to Alternative 1 (2035 No Build). The impact is related to fugitive dust as well as exhaust emissions. Impact areas include the ABC/Ayers and Northwest neighborhoods in the City of Commerce. The City of Commerce may also be subjected to adverse localized impacts during construction, pursuant to the findings of a construction localized significance threshold analysis using the SCAQMD's LST methodology. The CBA shall provide for an Air Quality Community Protection Plan that requires Caltrans to implement short term and long-term air quality protection measures that will reduce or avoid these impacts. The air quality protection measures should include the following:

- Adopt and adhere to Metro's Green Construction Policy for this project
- Provide enhanced street sweeping for impacted streets and neighborhoods using low-emission alternative-fueled or zero-emission street sweepers;
- Provide upgrades to residential air filtration systems and the installation of new or upgraded HVAC systems for impacted residential receptors;
- Provide funds or subsidies for increased water usage by impacted residential receptors during construction in Commerce, to allow for regular washing of outdoor surfaces, vegetation, and furnishings as a means of dust reduction
- Provide for the temporary relocation of severely impacted residents during the most intense construction activities;
- Provide a community liaison that is available to investigate and address construction-related air quality issues in the affected community;
- Other appropriate mitigation or avoidance strategies.

L-19-90

Noise. Given that construction is expected to occur during the nighttime hours and that the City of Commerce is anticipated to experience the most intense construction activity, residents within the City of Commerce would be subjected to adverse construction noise levels during the nighttime hours that would potentially cause sleep disturbances. The CBA shall provide for a Noise Community Protection Plan that requires Caltrans to implement short-term noise protection measures that will reduce or avoid these impacts. The noise protection measures shall include the following:

- Provide mandatory sound walls/blankets;
- Provide construction-period noise monitoring;
- Provide for the temporary relocation of severely impacted residents during the most intense construction activities;
- Provide permanent upgrades to residences (i.e., new window systems and other noise dampening strategies);

L-19-91

- Provide funds or subsidies for increased water usage by impacted residential receptors during construction in Commerce, to allow for regular washing of outdoor surfaces, vegetation, and furnishings as a means of dust reduction

- Provide a community liaison that is available to investigate and address construction-related noise issues in the affected community;

- Other appropriate mitigation or avoidance strategies.

L-19-91

Recreational Improvements for Displaced Park Patrons. Project construction will take place for an extended period of time in close proximity to, and for a period of time within, Bandini Park in the northwest part of the City. The City anticipates that construction will reduce the usability of the park by sports leagues and recreational users during this time. The City therefore requests that Caltrans conduct a study of the localized impacts on parks and recreational amenities within the City, and provide funds for improvements at other parks that may be required to host more teams and events. This may include the installation of nighttime lighting if a larger number of teams are required to use the same field, the construction of new recreational amenities (playing fields, bleachers, parking, etc.) at other parks to allow for more intensive use, and other measures.

L-19-92

Graffiti/Tagging Deterrents Incorporated into Freeway Soundwall Design. In light of the potential for proposed new freeway sound walls and retaining walls to be targets for graffiti and tagging, and the associated visual impact as well as the substantial costs that are borne by cities to eliminate graffiti/tagging after the fact, the City requests that preventative features be implemented and/or measures be taken to reduce such opportunities, and that Caltrans consult with the City concerning such features or measures during the project's design stage. Preventative features and measures may include, but may not be not limited to, the planting of ivy or other vines on sound walls, the landscaping of freeway rights of way with mature trees and shrubs to prevent access to freeway sound or retaining walls, and the use of decorative masonry surface treatments on these walls, and the establishment of funds for ongoing maintenance by the City of graffiti or tagging on these walls.

L-19-93

The City sincerely appreciates this opportunity to provide comments on the Draft EIR/EIR, and looks forward to continued cooperation from Caltrans as this project progresses and the Final EIR is prepared. Please contact Alex Hamilton, Assistant Director, Community Development Department, at alexh@ci.commerce.ca.us or (323) 722-4805 ext 2330, or Jorge Rifa, City Administrator, at jrifa@ci.commerce.ca.us or (323) 722-4805, with any questions.

Sincerely,

COMMERCE CITY COUNCIL

Honorable Lilia R. Leon, Mayor of the City of Commerce

Attachment 1:

Purchasing Power Loss from I-710 Relocations

Exhibit 1

Purchasing Power Loss from I-710 Relocations

Purchasing Power Calculation	Alternatives 6A/B/C			Sources
	Design Option 1	Design Option 2	Design Option 3	
Total Residential Unit Loss	111	38	32	Draft EIR
Average Household Income	$51,208	$51,208	$51,208	ESRI, 2011 Income and Demographic Profile
Total Project Gross Hhld. Income	$5,684,088	$1,945,904	$1,638,656	
Total From Occupied Units	$5,399,884	$1,848,608.80	$1,556,723.20	95%
Annual Hhld. Spending/Total Hhld. Income	86.52%	86.52%	86.52%	ESRI, 2011 Retail Goods and Services Expenditures
Annual Hhld. Spending	$4,671,981	$1,599,417	$1,346,877	
Total Taxable Spending/Total Spending	33.41%	33.41%	33.41%	ESRI, 2011 Retail Goods and Services Expenditures
Total Annual Taxable Spending	$1,560,909	$534,365	$449,992	
Total Annual Taxable Spending in Commerce	57.47%	57.47%	57.47%	HR&A (see below)
Purchasing Power Loss	**-$897,033**	**-$307,092**	**-$258,604**	

Derivation of Taxable Spending as Percentage of Household Income

Hhld. Spending Category	Amount	Percent	% of Household Purchases in City of Commerce	Taxable Purchases in City of Commerce
Hhld. Income Before Taxes	$51,208			
Annual Consumer Expenditures	$44,305			
Hhld. Expenditures/Income Before Taxes	86.52%			
Food Away from Home	$2,440	5.51%	50%	$1,220
Alcoholic Beverages	$418	0.94%	95%	$397
Household Furnishings & Equipment	$928	2.10%	50%	$464
Housekeeping Supplies	$501	1.13%	50%	$250
Apparel & Services	$1,278	2.88%	50%	$639
Transportation	$6,090	13.75%	50%	$3,045
Entertainment (less Fees & Admissions)	$1,890	4.27%	75%	$1,418
Personal Care Products & Services	$312	0.70%	95%	$296
Tobacco Products	$236	0.53%	95%	$224
Reading	$105	0.24%	95%	$100
Miscellaneous	$604	1.36%	75%	$453
Subtotal Taxable	$14,802	**33.41%**		$8,507
				57.5%

Source: ESRI; HR&A, Advisors Inc.

Attachment 2:

Geotechnical Review
I-710 Corridor Project

September 24, 2012
Project No. 208695001

Ms. Anne Doehne
PCR
80 South Lake Avenue, Suite 570
Pasadena, California 91101

Subject: Geotechnical Review
I-710 Corridor Project
City of Commerce, California

Dear Ms. Doehne:

In accordance with your request and authorization, we have performed a geotechnical peer review for the Interstate 710 (I-710) Corridor Project (Project) Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS) for the City of Commerce. The project generally involves proposed improvements to the I-710 freeway from its southerly terminus in the City of Long Beach to Interstate 60 in East Los Angeles, and includes proposed improvements within the City of Commerce. The Project corridor traverses two parts of the City of Commerce generally from Randolph Street to Slauson Avenue, and from the rail yard to Interstate 5 (I-5).

The purpose of our evaluation was to assess whether the potential geotechnical impacts of the project in the City of Commerce and proposed mitigation alternatives presented in the DEIR/DEIS have been appropriately addressed relative to California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) guidelines and industry standards of practice. Our evaluation has included review of geotechnical background materials, review of the referenced geotechnical study by URS, and review of the referenced sections of the DEIR/DEIS relevant to the City of Commerce.

PROJECT DESCRIPTION

The I-710 corridor project DEIR/DEIS presents several alternatives for the proposed project, Alternatives 5A, 6A, 6B and 6C. Each alternative builds on the one before it while including the

components of the previous alternatives. The general aspects of the alternatives presented in the Executive Summary and Alternatives section of the DEIR/DEIS are summarized below:

- Alternative 5A includes widening of the freeway to five general-purpose lanes in each direction, modernization of freeway and arterial interchanges, and modifications of freeway access.
- Alternative 6A adds two dedicated truck lanes in each direction, on new elevated structures and at grade depending on location.
- Alternative 6B assumes use of dedicated lanes by zero-emission trucks with automated control systems. This alternative would be built to accommodate eventual conversion to maglev.
- Alternative 6C assumes dedicated truck lanes would be toll use.

There are also three design options (Design Options 1, 2 and 3) proposed which apply to Alternatives 6A, 6B, and 6C and pertain to the portion of the I-710 between Slauson Boulevard in the City of Commerce and the I-710/I-5 interchange. The general aspects of the design options presented in the Executive Summary and Appendix O of the DEIR/DEIS are summarized below:

- Design Option 1 applies to Alternatives 6A/B/C and provides freeway access to/from Washington Boulevard via three ramp intersections.
- Design Option 2 applies to Alternatives 6A/B/C and provides freeway access to/from Washington Boulevard via two ramp intersections.
- Design Option 3 applies to Alternative 6B and relocates access to/from the freeway at Washington Boulevard. The existing ramps would be replaced with extended "freight corridor ramps" that would be built at Oak Street and Indiana Street, near the rail yards in the City of Commerce.

Based on our general understanding of the design options in the City of Commerce, structures for the Project will include at-grade roadway construction, bridges, and elevated lanes supported on pile foundations and retaining walls.

GEOTECHNICAL CONDITIONS

The following sections present a summary of the geotechnical conditions, potential impacts, significance findings and mitigation recommendations pertaining to the Project within the City of

Commerce based on our review of the referenced geotechnical study and referenced sections of the DEIR/DEIS. The documents reviewed do not specifically address potential impacts within the City of Commerce. However, generalizations are made regarding the northern end of the project corridor where the City of Commerce is located. These generalizations are included in the following sections. Where appropriate, supplemental comments are presented based on our review of referenced geotechnical background documents.

Site Geology

The geotechnical study by URS and Section 3.10 of the DEIR/DEIS indicate that the Project corridor is underlain by sandy alluvial soils containing silts, clays and gravel. The geologic map presented in Figure 2 of the URS report indicates that the Project corridor in the City of Commerce is underlain by unconsolidated alluvial floodplain deposits of silt, sand and gravel. The URS report states that the alluvial sediments underlying the Project are generally denser/harder in the northern part of the corridor (where the City of Commerce is located).

Groundwater

The URS report indicates that groundwater levels from Slauson Avenue to the north end of the Project corridor within the City of Commerce are generally more than 45 feet below the ground surface. Section 3.10 of the DEIR/DEIS generally indicates that groundwater deepens in the north part of the Project study area. The DEIR/DEIS states that groundwater levels in the Project vicinity are influenced by seasonal fluctuations, and that fluctuations in groundwater levels due to water district practices and long-term climatic conditions may lead to future changes in the water levels.

Surface Fault Rupture

Based on the information presented in the DEIR/DEIS and URS report, there are no active faults known to cross the Project corridor within the City of Commerce, and the Project corridor within the City of Commerce is not located in a State of California Earthquake Fault Zone.

Seismic Ground Shaking

The DEIR/DEIS and URS report indicate that the Project corridor will be subject to seismic shaking that could be damaging to bridges and other structures and, therefore, would influence the seismic design of the Project. The documents indicate that the Puente Hills and Upper Elysian Park blind thrust faults are located to the south and north of the City of Commerce, respectively; and are capable of generating maximum credible earthquake moment magnitudes of 7.3 and 6.4, respectively, using the Caltrans ARS online tool. The URS report indicates that the generalized peak ground acceleration from Slauson Avenue to Noakes Street in the City of Commerce ranges from 0.65 to 0.70g.

The DEIR/DEIS recommends that Project facilities can be designed to accommodate the expected ground accelerations through compliance with applicable building and seismic codes and, as a result, the potential for structural damage can be substantially reduced through seismic engineering design.

Liquefaction

According to Seismic Hazards Zones Maps published by the State of California (California Department of Conservation, Division of Mines and Geology [CDMG], 1999a and 1999b), the Project corridor within the City of Commerce roughly from Randolph Street to Slauson Avenue is located within an area considered susceptible to liquefaction. The maps indicate that the portion of the Project corridor from the rail yards to I-5 in the City of Commerce is not located in a State liquefaction hazard zone.

The DEIR/DEIS and URS report indicate that an approximately 0.8 mile portion of the Project corridor (roughly from the rail yards to I-5 within the City of Commerce) is not located in a State liquefaction hazard zone, and has a low potential for liquefaction. The DEIR/DEIS and URS report indicate that the portion of the Project corridor in the City of Commerce roughly from Randolph Street to Slauson Avenue is in an area considered to have a moderate potential for liquefaction.

The DEIR/DEIS states that when liquefaction occurs, the strength of soil decreases and the ability of soil to support bridge foundations are reduced; and liquefied soils can exert pressure on retaining walls, which can cause them to tilt or slide. The URS report states that the potential effects of liquefaction include reduction of vertical and lateral capacity, seismic settlement of soils and resulting downdrag loads on buried structures, additional lateral loads due to lateral spreading, instability and movement due to lateral spreading.

The DEIR/DEIS recommends that impacts to the facilities and structure due to liquefaction and seismically induced settlement can be substantially reduced based on design and construction, consistent with the recommendations of the detailed geotechnical investigations prepared during final design.

Collapsible Soils

The DEIR/DEIS and URS report indicate that it is not known whether collapsible soils are present in the Project corridor, since laboratory data were not available for the Project. However, the documents state that the Project area in not known to have collapsible soils. The URS report states that issues of bearing capacity, stability and settlement will be less in the north part of the project than in the south. The URS report recommends that site-specific laboratory testing should be performed for collapse potential during the subsurface investigation phase of the project.

Expansive Soils

The DEIR/DEIS and URS report indicate that laboratory data were not available for the Project regarding the expansion potential of site soils; however, based on data from existing bridges for sites along the Project corridor, the soils generally consist of coarse-grained materials that are not highly expansive, but some fine-grained soils susceptible to high degrees of expansion do exist. The URS report recommends that site-specific laboratory testing be performed for collapse potential during the subsurface investigation phase of the project.

Subsidence

Section 3.10 of the DEIR/DEIS does not address the issue of subsidence. The URS report indicates that historic subsidence was documented in areas of Long Beach at the southern end of the Project corridor, and that the subsidence was successfully arrested in the late 1960s. The URS report and our review of background information do not indicate that historic subsidence occurred in the north part of the Project corridor in the City of Commerce.

Landslides and Earthquake-Induced Slope Instability

The DEIR/DEIS indicates that with the exception of the freeway embankments and embankments and levees of the Los Angeles river, the topography of the Project corridor is relatively flat with no natural slopes. The DEIR/DEIS states that earthquake-induced slope instability in not a major factor in the design and construction of the Project, except in areas where there is a potential for liquefaction. The URS report indicates that earthquake-induced slope instability associated with liquefaction and lateral spreading is an issue in areas of moderate or high liquefaction potential and near slopes such as the Los Angeles river embankments. Based on our background review, the Project corridor is adjacent to the Los Angeles river roughly between Randolph Street and Slauson Avenue in the south part of the City of Commerce. Further, this portion of the City of Commerce is located in an area indicated in the URS report to have a moderate liquefaction potential. The URS report recommends that detailed site-specific data and analyses are needed to address this issue and should be performed during project design.

CONCLUSIONS

Our evaluation included review of published geologic and seismic data, review of the referenced URS report, and review of the referenced sections of the DEIR/DEIS document. In general, it is our opinion that these documents have appropriately addressed the primary geotechnical impacts per CEQA/NEPA guidelines. However, the potential impacts and possible mitigation recommendations of some geotechnical issues not on the CEQA checklist are not addressed in the DEIR/DEIS and URS report. Therefore, we have addressed other issues that, in our opinion, may

impact the City of Commerce and present a discussion of these issues in the following section of this report.

The primary mitigation measure included in the DEIR/DEIS (GEO-1) indicates that *"Prior to completion of final design, Caltrans will prepare a design-level geotechnical report. This report will document soil-related constraints and hazards such as slope instability, settlement, liquefaction or related secondary seismic impacts that may be present. The report shall also include: Evaluation of expansive soils and recommendations regarding construction procedures and/or design criteria to minimize the effect of these soils on development of the project; Identification of potential liquefiable areas within the project limits and recommendations for mitigation; Demonstration that the design of all proposed retaining walls is geotechnically suitable for project area soils."* Typically, site-specific geotechnical impacts and recommendations are generalized at the DEIR/DEIS stage of a project, and are addressed in detail at the design stage. Therefore, it is our opinion that this mitigation measure is an appropriate recommendation to address the potential geotechnical impacts related to construction of the project.

Based on our background review, the three design options that are proposed in the City of Commerce in the vicinity of Washington Boulevard and the I-710 (Design Options 1, 2 and 3) will be constructed within a similar geologic environment with generally similar subsurface conditions. Therefore, in our opinion, the geotechnical impacts of the proposed design options would be dependent on the type and amount of construction performed for each option, and will generally not be dependent on the location of the constructed improvements.

ADDITIONAL GEOTECHNICAL CONSIDERATIONS

Based on our review of geotechnical background information, the URS report, and the DEIR/DEIS, we have prepared the following assessment of potential impacts and mitigation methods for the Project corridor within the City of Commerce.

The geotechnical study for the project by URS discusses potential foundation options for bridges and retaining walls for the project. The study recommends that the selection of bridge foundation alternatives will be based on foundation loading and site-specific conditions, and the design will

be based on site-specific geotechnical evaluation. Various options for retaining walls and associated foundation alternatives are presented in the geotechnical study. However, the potential impacts of the various design alternatives are not addressed in the URS report, nor are they addressed in Section 3.10 of the DEIR/DEIS. Construction activities for the Project corridor could pose additional impacts to properties in the City of Commerce and are addressed in the following sections.

Soil Erosion

Soil erosion refers to the process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and can occur in the project area where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses. Construction of the Project would result in ground surface disruption during demolition, excavation, grading, and trenching that would create the potential for erosion to occur. However, with incorporation of appropriate mitigation methods, potential soil erosion can have a less than significant impact.

To mitigate potential erosion at the Project site, a Storm Water Pollution Prevention Program (SWPPP) incorporating Best Management Practices (BMPs) for erosion management should be implemented prior to the start of construction. In addition, the topographic gradients at the project site are relatively gentle. The site would be covered with hardscape and landscape improvements following construction, and the impact of long-term erosion would be less than significant.

With the implementation of BMPs incorporated in the project SWPPP during construction, water- and wind-related soil erosion can be limited and managed within construction site boundaries. Examples of these procedures could include surface drainage measures for erosion due to water, such as the use of erosion prevention mats or geofabrics, sandbags and plastic sheeting, and temporary drainage devices. Positive surface drainage should be accommodated at project construction sites to allow surface runoff to flow away from site

improvements or areas susceptible to erosion. To reduce wind-related erosion, wetting of soil surfaces and/or covering exposed ground areas and soil stockpiles could be considered during construction operations, as appropriate. The use of soil tackifiers may be considered to reduce the potential for water- and wind-related soil erosion.

Groundwater and Construction Dewatering

The DEIR/DEIS and URS report indicate that the depth to groundwater along the Project corridor in the City of Commerce is more than 45 feet deep. Foundation excavations near this depth will encounter groundwater. Additionally, shallow perched groundwater may be encountered in excavations for the Project, and construction dewatering would be involved to maintain the excavations in a relatively dry condition. Lowering the groundwater results in an increase in the effective stress of soil above the groundwater and, in some cases, can result in soil settlement. Estimates of the magnitude of potential settlement related to dewatering should be made prior to site excavation, and mitigation recommendations should be implemented, as needed. The potential impacts of settlement related to construction dewatering can be made less than significant with incorporation of appropriate mitigation methods.

Mitigation methods include limiting the depth of construction dewatering, installation of sheet piles and pumping from within the excavation to reduce the impacts outside the excavation, installation of monitoring wells to evaluate groundwater, monitoring adjacent areas for indications of settlement, and/or protection to settlement-sensitive structures through ground improvement or foundation underpinning (if appropriate).

Liquefaction Mitigation and Construction Activities

Typical mitigation alternatives for liquefaction include supporting structures on cast-in-place pile foundations or driven pre-cast piles that extend through the liquefiable zones into competent material. Alternatively, densification of the liquefiable soils using vibro-displacement stone columns or compaction grouting would mitigate the liquefaction hazard, and the new structures could then be supported on shallow foundation systems. From a geotechnical en-

gineering perspective, each of these alternative methods are considered feasible, and would reduce the liquefaction hazard impact to less than significant levels.

However, construction activities to mitigate the potential liquefaction hazard for the Project and installation of pile foundations could pose additional site impacts. Depending on the type of liquefaction hazard mitigation and pile foundations selected, construction-related vibrations could impact surrounding properties. In addition, excavations may include shoring systems, which could involve the use of driven sheet piles. The installation of driven piles or vibro-displacement stone columns for liquefaction mitigation, and installation shoring systems (such as sheet piles) involves construction vibrations, which can result in disturbance to people and/or ground settlement.

Sensitive receptors (people and structures) located near the Project could be impacted by vibrations and ground settlement. However, the impacts of vibrations and ground settlement to surrounding improvements due to construction activities at the project site will be reduced to less than significant levels with incorporation of mitigation techniques.

In order to mitigate the potential impacts due to vibrations during the construction phase of the Project, sensitive receptors (people and structures) near the Project would be evaluated with regard to potential vibration-related impacts. If vibrations would impact the receptors, mitigation techniques shall be implemented at that time. Mitigation techniques to reduce the impacts of vibrations to less than significant levels include avoiding vibratory types of construction, limiting vibratory types of construction to specified distances from sensitive off-site receptors, monitoring vibration and settlement during construction, and/or protecting sensitive improvements from excessive settlement by ground stabilization or foundation underpinning.

Monitoring methods include installation of ground survey points around the outside of excavations to monitor settlement and/or placing monitoring points on nearby structures or surfaces to monitor performance of the structures. In general, acceptable levels of settlement would be ½ inch or less in non-building areas, and ¼ inch or less for building areas. If moni-

tored movement is unacceptable to surrounding improvements during the course of construction, the work shall stop and the contractor's methods shall be reviewed and changes made, as appropriate; and alternative methods of settlement reduction shall be implemented by the contractor.

Excavations

Based on our background review, we anticipate that the materials encountered in excavations for the Project in the City of Commerce will be comprised predominantly of unconsolidated alluvial soils with various amounts of silt, sand and gravel. We anticipate that excavations within the alluvial materials at the project site will be feasible with conventional grading equipment.

Unsupported steep excavations in the alluvial sediments for the Project may be susceptible to caving, which would be a safety hazard and could damage nearby improvements. Excavations for proposed Project improvements should be performed with care to reduce the potential for undermining or differential movement of pavements, adjacent utilities, hardscape, buildings and other improvements located near the excavations. Shoring will be utilized in excavations for the Project to provide adequate stability. With appropriate shoring systems incorporated during construction, excavations along the Project alignment would not result in a significant impact to surrounding improvements.

We anticipate that the Project excavations will be cordoned, fenced or covered during construction operations, such that the public will not be exposed to the impacts of excavations. Construction personnel may be exposed to the impacts of excavations, and appropriate safety measures would reduce potential impacts to site personnel. Since excavations will be filled following construction, the proposed Project would not result or expose people to impacts related to excavations after construction of the Project.

Limitations

The geotechnical analyses presented in this report have been conducted in accordance with current engineering practice and the standard of care exercised by reputable geotechnical

consultants performing similar tasks in this area. No warranty, implied or expressed, is made regarding the conclusions, recommendations, and professional opinions expressed in this report. Variations may exist and conditions not observed or described in this report may be encountered. Our preliminary conclusions are based on an analysis of the referenced background information.

The purpose of this study was to evaluate geologic and geotechnical conditions within the City of Commerce to assist in evaluating the environmental impact documents for the project. A comprehensive geotechnical evaluation, including subsurface exploration and laboratory testing, should be performed prior to design and construction of the project.

We appreciate the opportunity to be of service on this project.

Respectfully submitted,
NINYO & MOORE

Michael E. Rogers, PG, CEG
Senior Project Geologist



Carol Price, PG, CEG
Principal Geologist

Jalal Vakili, PhD, PE
Principal Engineer



MER/CAP/JV/sc

Attachment: References

Distribution: (1) Addressee (via-email)

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L-19-1

The California Department of Transportation (Caltrans) acknowledges the City of Commerce's comments regarding the benefits of the Interstate 710 (I-710) Corridor Project.

L-19-2

Caltrans acknowledges the City's concerns regarding the project effects on the City in proportion to the benefits of the project accrued to the City. The project effects related to property acquisition and displacements, tax revenue losses, disruptions to local traffic, and increased air emissions and noise levels are discussed in the relevant sections of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Responses to individual City comments related to the project effects are provided in Responses to Comments L-19-3 through L-19-93, below.

L-19-3

Caltrans acknowledges the City's concern regarding short- and long-term effects of air quality on near-roadway sources. Construction-related air quality emissions are discussed in Section 3.24.3.13, Air Quality, in the RDEIR/SDEIS. The emissions described in Section 3.24.3.13 and in Table 3.24-4 are based on the types of construction activities and construction periods that are representative of the effects that would occur in the City of Commerce in areas adjacent to construction activities for the I-710 Corridor Project. Single-segment construction NO_x emissions have already been identified as exceeding the SCAQMD's construction emission significance threshold. Measures to address those air quality effects are described in Section 3.24.4.13. The project construction contractors would be required to comply with those measures during project construction activities. Additionally, construction of the proposed project would follow the Caltrans and SCAQMD standard conditions for reducing fugitive dust emissions.

For long-term (operational) air quality effects, a revised set of build alternatives (Alternative 5C and Alternative 7) have been evaluated in the revised AQ/GHG/HRA. Project-funded zero-emissions/near zero-emissions (ZE/NZE) trucks along the I-710 are included in both Alternative 5C and 7, and a dedicated ZE-only freight corridor is a design option for Alternative 7. Based on the revised AQ/GHG/HRA, both build alternatives show the air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM).

L-19-4

Caltrans, Metro, and the other I-710 Corridor Project funding partner agencies are extremely appreciative of the time and effort that the Coalition for Environmental Health and Justice

(CEHAJ) invested in developing the proposed Community Alternative 7 and acknowledge the City of Commerce's support of this alternative. The I-710 Corridor Project funding partner agencies share the goals described within their comments to: (1) protect community health in an already overburdened part of Los Angeles County, and, (2) identify an alternative that performs better environmentally while achieving traffic safety, enhancing goods movement, and reducing congestion. As discussed in the Responses to Comments IP-22-1 through IP-22-23 and as described in Chapter 2.0 of the RDEIR/SDEIS, many of the components of Community Alternative 7 have been integrated into Alternative 7. As further discussed in the responses to subsequent comments below, those components of Community Alternative 7 that have not been integrated into Alternative 7 are addressed in other programs and projects being undertaken by Metro and/or the Gateway Cities COG.

L-19-5

This comment requests a more detailed plan to show specifically how Caltrans will prioritize efforts to relocate businesses within the City of Commerce. The RDEIR/SDEIS includes mitigation for Caltrans to follow the Uniform Act, which includes relocating businesses (refer to Mitigation Measure C-1) within the same city as to keep jobs and tax revenues within affected cities.

L-19-6

Caltrans acknowledges the City's support of the zero emissions freight corridor and its request that it be made a mandatory feature of the project. This comment also requests that the ZEE design option (and its associated infrastructure) be extended beyond the freeway mainline onto the truck ramps within the City, as close to the rail yards as possible. A revised set of build alternatives (Alternative 5C and 7) are being carried forward in the RDEIR/SDEIS. Project-funded ZE/NZE trucks along the I-710 Corridor are a component of both Alternatives 5C and 7, and Alternative 7 includes a ZE/NZE freight corridor. Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 Baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Section 2.3.2.1 in the RDEIR/SDEIS describes the commercial feasibility of zero emission truck technology and includes reference to the I-710 Project Zero-Emission Truck Commercialization Study.

L-19-7

Caltrans acknowledges the City's support of the new interchange proposed at Slauson Ave. in combination with retention or improvement of the I-710/Washington Blvd. interchange. The revised build alternatives included in the RDEIR/SDEIS has revised the design at the Slauson Ave. interchange. This redesign includes reconstruction of Slauson Ave., including the freeway overcrossing from the Los Angeles River to approximately 700 feet east of the existing LAJ at-grade crossing. Alternative 7 includes a partial freight corridor-only interchange. Additionally, under Alternatives 5C and 7, the removal of the I-710/Washington Blvd. interchange has been withdrawn from further consideration. Caltrans will make every effort to avoid and/or minimize acquisition of commercial, industrial, and public property associated with improvements at the I-710/Washington Blvd. interchange.

L-19-8

Caltrans acknowledges the City's support of Community Alternative 7. Please see Response to Comment L-19-4.

L-19-9

Under the revised set of build alternatives included in the RDEIR/SDEIS, the removal of the I-710/Washington Blvd. interchange has been withdrawn from further consideration. Based on updates to the project design, improvements at the I-710/Washington Blvd. interchange include:

- Reconstruction of the interchange, including undercrossing and all entrance and exit ramps, and construction of one-way, access controlled streets between the ramp intersections and Sheila St.

- Reconstruction of the interchange from west of Ayers Ave. to west of Atlantic Blvd., including access control on Washington Blvd. between ramp intersections.

This revised design information is provided in Tables 2.3-3 and 2.3-4 of the RDEIR/SDEIS. Impacts related to this revised design are discussed in Section 3.1 (Land Use) and Section 3.3 (Community Impacts) of the RDEIR/SDEIS.

L-19-10

This information has been incorporated into Section 3.3 of the RDEIR/SDEIS and has been updated to address potential community character and cohesion impacts to the northwest neighborhood in the City of Commerce.

As stated in Section 3.3.1, the Draft EIR/EIS did in fact acknowledge the additional impacts to Commerce that would result from implementation of Alternatives 6A/B/C due to the increased right-of-way required for the four-lane freight corridor and concludes that the Alternatives 6A/B/C would result in an adverse impact to the City of Commerce community cohesion as a result of relocations. Also, Section 3.3.2.3 of the Draft EIR/EIS currently identifies a lack of comparable replacement housing within the city of Commerce and states that Last Resort Housing may be considered as a method of providing comparable replacement housing to displaced persons who reside in areas where the replacement housing is low. Refer to Section 3.3.2.3 for updated information regarding impacts, as well as Section 3.3.2.4, which describes the mitigation for relocations.

The comment also requests that Caltrans commit to the relocation of all Commerce residents within the City of Commerce. Caltrans will follow the provisions of the Uniform Act and every effort will be made to relocate residents within the affected city.

L-19-11

The comment requests Caltrans consider a list of provisions for relocations within the City of Commerce. As stated in the Section 3.3.2.3 of the RDEIR/SDEIS, Caltrans has already identified a lack of comparable replacement housing within the City of Commerce and that Last Resort Housing may be considered as a method of providing comparable replacement housing to displaced persons who reside in areas where the replacement housing is low. Refer to Section 3.3.2.3 for additional detail, as well as Section 3.3.2.4, which describes the mitigation for relocations. Please refer to Appendix D, Summary of Relocation Benefits, for a description of the assistance provided per the Uniform Relocation Act to any and all displaced persons as a result of the project.

L-19-12

Refer to Response to Comment L-19-9, above, for detailed discussion regarding the I-710/Washington Blvd. interchange and specific issues associated with that interchange.

L-19-13

Refer to Response to Comment L-19-9, above, for detailed discussion regarding the I-710/Washington Blvd. interchange and specific issues associated with that interchange.

L-19-14

Refer to Response to Comment L-19-9, above, for detailed discussion regarding the I-710/Washington Blvd. interchange and specific issues associated with that interchange.

L-19-15

Under Alternative 7, construction of one-way, access controlled streets between the Washington Blvd. ramp intersections and Sheila St. is proposed.

L-19-16

Under the proposed zero emission technology described in Section 2.3.2.1 of the RDEIR/SDEIS, trucks may continue to operate in zero emission mode even after they exit the proposed ZE/NZE freight corridor featured in Alternatives 7. The revised build alternatives and ZE/NZE truck program are both characterized as “technology neutral”.

L-19-17

This comment requests additional technical studies and opportunities for the City to review those studies. Each of those requested studies is addressed below.

Transportation Management Plans. Although the Transportation Management Plan is not a technical study, the RDEIR/SDEIS has revised Measure CON-U&ES-1 (Appendix F and Section 3.24.4.4) to add coordination of all temporary ramp closures and detour plans with individual City and County Departments of Public Works, as well as emergency services providers prior to any construction in jurisdictions where there will be temporary detours or other indirect effects on local streets in those jurisdictions.

Specific Utility Relocation Plans. Although Specific Utility Relocation Plans are not technical studies, the RDEIR/SDEIS has revised Measures CON-U&ES-1 and U&ES-2 to add consultation with individual City and County Departments of Public Works regarding the Specific Utility Relocation Plans prior to any utility relocation work in those jurisdictions.

Southern California Edison Bandini Substation Relocation. Please refer to the revised Section 3.4 of the RDEIR/SDEIS for an updated discussion of utility impacts under the revised build alternatives.

Comprehensive Utility Relocation Study. As noted in Section 3.4 of the RDEIR/SDEIS, Metro has conducted three comprehensive utility relocation studies for the South, Central,

and North segments of I-710 that were used to prepare Section 3.4 of the RDEIR/SDEIS. The technical studies are available at the following link: http://www.dot.ca.gov/d7/env-docs/.

Final Los Angeles River Impact Study. Because the revised build alternatives minimized impacts to the Los Angeles River, a revised "Los Angeles River Impact Report" was not prepared; however, the referenced analysis can be found in the *Flood Control Facilities Report* (January 2017), available at the above link.

Water Quality and Stormwater Best Management Practices. Measure WQ-1 (Section 3.9.4 and Appendix F of the RDEIR/SDEIS has been updated to state that during final design, Caltrans will consult with the jurisdictions where discharges of runoff from I-710 to local jurisdictions' streets and/or storm water drainage systems will occur regarding the project design development, treatment, and operational BMPs in those local jurisdictions.

Air Quality Localized Construction Analysis. The construction phasing, daily equipment, daily haul trucks, and duration (8 to 15 years) needed to conduct the construction-related analysis of criteria pollutants and MSATs are currently unknown. Therefore, as stated in the AQ/HRA technical report and Section 4.13 of the RDEIR/SDEIS, the worst-case construction emissions were estimated using the Sacramento Metropolitan Air Quality Management District (SMAQMD) Construction Emission Model (Version 6.3.2). Any estimate of the health risk, PM mortality/morbidity, or daily construction impacts would be speculative, inaccurate, and misleading.

L-19-18

The comment requests additional review of the City of Commerce 2020 General Plan Elements and additional detail provided in Section 3.1.1 of the Draft EIR/EIS. The RDEIR/SDEIS has been updated to provide additional goals and policies of applicable General Plan Elements for the City of Commerce 2020 General Plan.

L-19-19

Sections 3.3.1 and 3.3.2 provide a discussion of community character and cohesion and relocations required within each city under the build alternatives and design options. The RDEIR/SDEIS concludes that community cohesion impacts occur at a localized level within Commerce, Bell, and Long Beach due to relocations of existing cohesive communities. In addition, Section 3.3.2.3 discusses the lack of comparable replacement housing within the cities of Commerce, Vernon, and for mobile homes specifically in Compton, and that Last Resort Housing may be considered for these cities as a method of providing comparable replacement housing to displaced persons who reside in areas where the replacement housing is low. Refer

to Section 3.3.2.3 for additional detail, as well as Section 3.3.2.4, which describes the mitigation for relocations.

L-19-20

Based on the updated CIA, the City of Commerce may require the need for Last Resort Housing. Please refer to Section 3.3.7 of the RDEIR/SDEIS for more updated information regarding relocations in the City of Commerce.

L-19-21

Sections 3.1.3 and 3.3.1 provide the evaluation of potential impacts at Bandini Park, Atlantic and Bristow Park branch libraries, Bandini Elementary School, the Dorothy Kirby Confinement Center, and places of worship located within 0.5 mile of the Study Area. However, the Commerce Teen Center, which is located outside of the Focused Study Area (i.e., more than 0.5 mile away from project improvements, which is beyond the limits of project noise impacts), was not evaluated. The evaluation provided in the Draft EIR/EIS includes discussions regarding whether the build alternatives would result in a potential direct and/or indirect impact (e.g., visual impact). Please refer to these sections for additional detail.

L-19-22

Table 3.3-10 (Section 3.3.2.3) in the RDEIR/SDEIS provides the potential number of relocations by build alternative. However, according to the revised CIA, the build alternatives will result in relocations in the City of Commerce:

It has been determined that there may be a need for Last Resort Housing within the City of Commerce. Please see Section 3.3.2 of the RDEIR/SDEIS and the revised *Relocation Impact Report* for more detailed information.

L-19-23

This comment requests an explanation of how the City's comments on the NOP were addressed in the Draft EIR/EIS. These specific requests and Caltrans' responses are as follows:

- **Coordination between I-5 and I-710 Improvement Projects:** Monthly meetings were, and will continue to be, held, involving Caltrans, Metro, the Gateway Cities COG, the I-5 Joint Powers Authority (JPA), the City of Commerce, and the County of Los Angeles on behalf of East Los Angeles to discuss the I-710 and I-5 projects and to ensure coordination of project design, consistent treatment of issues of concern to the

community, and the consistency of assumptions and technical analyses. This coordination is reflected in the project design.

- **Minimization of Impacts to Areas That Bring in Sales Tax Revenue:** To the extent possible, impacts to sales tax revenue generating uses were avoided. In cases where an impact was unavoidable, Caltrans worked to minimize the impact by acquiring small portions of property in lieu of full acquisitions. Various coordination meetings were held throughout the life of the project, including meetings with the City of Commerce, to receive City input on project design and its associated impacts. This coordination is reflected in the project design.
- **Minimization of Impacts to the ABC/Ayers Neighborhood and the Northwest Neighborhood:** Although impacts to the Ayers neighborhood have been reduced, Alternative 7 still results in impacts to this neighborhood. Please refer to Section 5.6 of the revised CIA for more detail.
- **Minimize Impacts to Road Access within the City:** Under Alternative 5C, the reconstruction of the Slauson Ave. overcrossing is proposed and would improve access for residents in the western part of the City of Commerce. In addition, the Leonis St. pedestrian undercrossing is proposed to be replaced connecting the residential areas in the Bandini-Rosini and West Planning Areas to preserve the connectivity and access to Bandini Park for residents east of the I-710 mainline. Also, the Interstate 5 (I-5) pedestrian overcrossing connecting Bristow Park in the City of Commerce to unincorporated East Los Angeles would also be maintained. Please refer to Section 5.6 of the revised CIA for more detail.

Comments received on the NOP have been incorporated in the RDEIR/SDEIS. Mitigation measures to address impacts to the City are discussed throughout Chapter 3.0, as well as in Appendix F.

L-19-24

This comment requested clarification on the methodologies used to estimate potential sales tax and property tax impacts. The economic analysis was developed through a combination of sources, which include the Taxable Sales Report from the State Board of Equalization, information provided by the Los Angeles County Auditor-Controller's and Tax Collector's Offices, labor force data from the State Employment Development Department, the 2000 Census, and the U.S. Census Bureau, 2002 Economic Census.

Property tax revenue loss was evaluated, using paid property tax data paid for the fiscal year 2008–2009, for each parcel that may be potentially acquired and relocated in the City of

Commerce. This data was provided by the Office of the Los Angeles County Tax Collector. For this analysis, the property tax revenue is the total property tax amount collected by the Los Angeles County Tax Collector for each City before it is distributed to the City and other agencies.

Sales tax revenue loss was evaluated using the average sales tax revenue that was determined by dividing the total taxable sales by the total number of businesses that operate in the City. Then percentage breakdowns were provided applying the sales tax rate for 2014 within the City of Commerce at 9.5 percent, of which 6.5 percent was distributed to the State, 1.5 percent was distributed to the local jurisdictions, and 1.5 percent was distributed to Metro.

Please refer to the revised CIA for a description of the potential sales tax revenue impacts to the City of Commerce.

L-19-25

This comment requests that Caltrans coordinate with the City to develop measures to be incorporated into a Community Benefits Agreement that includes mitigation for disproportionate impacts of potential sales tax and property tax loss to the City (also see Comment L-19-87). Please refer to Response to Comment L-19-24 for a discussion on the loss of sales tax revenue in the City of Commerce. There is no legal requirement for Caltrans to enter in to a Community Benefits Agreement with the City of Commerce or any other affected agency. Mitigation for displacements will be provided in accordance with the Uniform Act, and Caltrans and Metro will continue to work collaboratively with all affected agencies through the I-710 Corridor Project committees and the Gateway Cities COG to implement the project, if a build alternative is selected.

L-19-26

This comment requests specific information on several aspects of the Environmental Justice analysis. Responses to these issues are as follows:

- Calculations for the number of construction jobs generated in the City were derived from the American Road and Transportation Builders Association (ARTBA). ARTBA estimates every $1 billion invested in highways supports 27,823 jobs, including 9,537 on-site construction jobs, 4,324 jobs in supplier industries, and 13,962 jobs throughout the rest of the economy.
- The potential loss of permanent jobs within the City can be found in table 3.3-14 of Section 3.3.2.3 of the RDEIR/SDEIS. Caltrans strives to ensure that displaced businesses will be relocated, pursuant to the Uniform Relocation Assistance and Real

Property Acquisition Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Stat. 1894).

- The RDEIR/SDEIS includes mitigation for Caltrans to follow the Uniform Act, which includes every effort to relocate businesses (refer to Mitigation Measure C-1) within the same city as to keep jobs and tax revenues within affected cities. Indirect impacts to communities as a result of the build alternatives are discussed in Section 3.3, Community Impacts, of the RDEIR/SDEIS. It should be noted that the removal of the I-710/Washington Blvd. interchange has been withdrawn from further consideration (as discussed in Section 2.4 of the RDEIR/SDEIS).

L-19-27

The RDEIR/SDEIS includes mitigation for Caltrans to follow the Uniform Act, which includes relocating businesses (refer to Mitigation Measure C-1) within the same city as to keep jobs and tax revenues within affected cities. There is no legal requirement for Caltrans to enter in to a Community Benefits Agreement with the City of Commerce or any other affected agency. Mitigation for displacements will be provided in accordance with the Uniform Act, and Caltrans and Metro will continue to work collaboratively with all affected agencies through the I-710 Corridor Project committees and the Gateway Cities COG to implement the project, if a build alternative is selected.

L-19-28

Section 3.3.2 of the RDEIR/SDEIS has been updated to summarize the revised *Relocation Impact Report*, which accounts for all potential relocations within the Study Area, including the City of Commerce. In addition, the number of residential units and persons that could also be displaced has also been included in Section 3.3.2.3 at the comments request. The average household size is based on the U.S. Census for each city.

L-19-29

The comment requests specific mitigation for impacts related to relocations to the City of Commerce. Please refer to Response to Comment L-19-27 regarding mitigation through the Uniform Act.

L-19-30

Measure CON-TR-1 (Section 3.24.4.5) in the RDEIR/SDEIS requires the preparation and implementation of a TMP. Measure CON-TR-1 identifies key components of the TMP. The complete TMP will be developed during final design and part of that process will be the

coordination of the TMP components, such as ramp and street closures and detours with the applicable local jurisdictions to help reduce traffic impacts in areas near the construction activities. As a result, each local jurisdiction will be provided an opportunity to work with Caltrans and the construction contractor to identify local street and lane closures and detours to minimize the effects of those activities in each community. Also, refer to Response to Comment L-19-17, above.

L-19-31

As noted in Measure CON-TR-1 (Section 3.24.4.5), the purpose of the TMP is to address short-term traffic impacts during construction. As a result, the TMP will address transportation issues (traffic, pedestrian, bicycle, emergency vehicles, rail) at all locations where project-related traffic and the construction areas would impact some or all of those transportation modes. This will include temporary street closures, temporary detours, lane reductions, etc., at locations adjacent to or in the vicinity of the construction limits. The construction staging areas are considered to be within the construction limits and, as a result, construction traffic into/out of staging areas and measures to minimize the effects of that traffic on local traffic will be considered in the TMP. As a result, no changes were made to any measures in response to this comment.

At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction.

L-19-32

This comment expresses concern about the loss of emergency access under Design Option 3 at the I-710/Washington Blvd. interchange. As discussed above in Response to Comment L-19-9, Design Option 3 has been withdrawn from further consideration.

L-19-33

This comment requests a more detailed analysis of impacts to emergency access in the City of Commerce. Please see Section 3.4.2.1 in the RDEIR/SDEIS for the updated analysis of impacts to emergency access in the City of Commerce based upon the revised design of the build alternatives.

L-19-34

Refer to Response to Comment L-19-17, above, regarding City review of the specific utility relocation areas.

L-19-35

Refer to Response to Comment L-19-17, above, which describes changes made to the RDEIR/SDEIS regarding the relocation of the SCE substation, including the addition of Measure U&ES-2.

L-19-36

The Comprehensive Utility Relocation Study is being prepared as part of the Project Report for the I-710 Corridor Project. The Project Report will be used to direct the final design of a selected project. The final design will reflect the findings and recommendations from the various studies prepared in support of and attached to the Project Report including geotechnical reports, a *Storm Water Data Report*, Initial Site Assessments, a Modified Access Report-Acceptability, Railroad Conceptual Approval, and/or Structure Advanced Planning Studies, as appropriate for a given project. The RDEIR/SDEIS is an attachment to the updated Project Report which is available upon request from Caltrans District 7. The Specific Utility Relocation Studies required in Measure U&ES-2 will address specific issues associated with the relocation of each major utility as a result of the build alternatives. As a result, a separate measure requiring the preparation of the Comprehensive Utility Relocation Study in the RDEIR/SDEIS is not needed.

L-19-37

The regulatory discussion in each subsection in Chapter 3.0, including Section 3.5, is intended to describe existing regulations that specifically address the identified parameters. There are no regulations regarding transit and, therefore, there is no discussion of transit in the regulatory setting sections in Chapter 3.0.

As described at the beginning of Chapter 4.0, California Environmental Quality Act, the proposed project is a joint project by Caltrans and the Federal Highway Administration (FHWA) and is subject to State and Federal environmental review requirements. The project environmental documentation has been prepared in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the Lead Agency for the I-710 Corridor Project under CEQA and NEPA. A primary difference between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS or some lower level of documentation will be required. NEPA requires that an EIS be prepared when the proposed Federal action (project) as a whole has the

potential to “significantly affect the quality of the human environment.” The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated, and no judgment of its individual significance is deemed important. NEPA does not require that a determination of significant impacts be stated in the environmental documents. For comparison under NEPA, Alternative 1 provides the basis for comparison of 2035 No Build conditions with the 2035 build alternatives.

CEQA requires Caltrans to identify each “significant effect on the environment” resulting from a project and ways to mitigate each significant impact. If the project may have a significant effect on any environmental resource, an EIR must be prepared. Every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In making determinations of significance under CEQA, the impacts of the build alternatives are analyzed relative to Baseline conditions which, for the I-710 Corridor Project, were the existing conditions in the I-710 Corridor Study Area when the NOP was issued in 2008. However, the revised AQ/GHG/HRA and revised traffic analyses have been updated to include 2012 as their Baseline for analysis. Information in the RDEIR/SDEIS has been updated to reflect these changes.

The analysis of project impacts under CEQA in Chapter 4.0 is based on the CEQA checklist provided in Appendix A. Caltrans has not adopted specific thresholds of significance for determining whether an impact is significant. Instead, the determination of significance is based on the context of the checklist questions.

As a result, no specific thresholds of significance under NEPA are identified in Chapter 3.0 in the RDEIR/SDEIS for the impact categories cited in this comment. However, standards such as level of service (LOS) are included as a guideline for analysis and measurement of impacts in Section 3.5. Assessment of the significance of the project effects under CEQA is provided in Chapter 4.0, based on answers to the questions in the CEQA checklist in Appendix A.

L-19-38

Please refer to Response to Comment L-19-37, above, for discussion regarding comparison of the with-project conditions under CEQA (to the 2008 existing conditions) and NEPA (to the 2035 No Build Alternative).

L-19-39

This comment requests that impacts to bicycle and pedestrians due to increased traffic volumes on arterials be addressed and evaluated against appropriate significance criteria. Please see

Section 3.5.3.1 of the RDEIR/SDEIS for an expanded discussion of impacts to existing pedestrian and bicycle facilities.

L-19-40

The discussion in Section 3.5 of the RDEIR/SDEIS has been revised in response to this comment. The reference to Section 3.5.3.3 (Traffic Accident Data) was in error. The correct reference is Section 3.5.2.1.

L-19-41

This comment requests that the City of Commerce's thresholds of significance be used for intersections in the City of Commerce. The I-710 Corridor Project analysis used the HCM 2000 methodology for impact analysis because this is the preferred methodology for Caltrans environmental impacts. Because Caltrans is the Lead Agency for this project, it was determined that the HCM methodology was the appropriate analysis technique, and the traffic analysis has since been updated to use HCM 2010. While this is inconsistent with the ICU method employed for most of the Gateway City agencies, it is a more detailed method of performing operational analysis.

L-19-42

Please refer to Response to Comment L-19-41, above, regarding the use of City of Commerce significance thresholds for intersection analysis.

L-19-43

This comment on the traffic operations analysis raises a concern regarding its consistency with the 2008 State Highway Congestion Monitoring Program (HICOMP). The I-710 Corridor Project analysis used the HCM 2000 methodology for impact analysis as it is the preferred methodology for Caltrans environmental impacts. Because Caltrans is the Lead Agency for this project, it was determined that the HCM methodology was appropriate analysis technique. While this is inconsistent with the ICU method employed for most of the Gateway City agencies, it is a more detailed method of performing operational analysis. For the updated TOAR, HCM 2010 was used. The RDEIR/SDEIS uses updated 2012-2013 traffic data to inform the analysis of existing year traffic conditions.

L-19-44

Caltrans acknowledges the City of Commerce's comment regarding the traffic forecast model. Updated model data for the alternatives have been prepared for the revised traffic reports and

the 2012 RTP model was used as the basis for projections. An explanation as to why the methodologies and analysis techniques used to analyze traffic operations were selected, as well as their limitations, have been added to the traffic reports.

L-19-45

Based on the updated traffic analysis, a comparison of LOS results between existing conditions and 2035 No Build conditions demonstrates that operations on I-710 are projected to deteriorate if improvements are not implemented to address capacity deficiencies or to amend geometric deficiencies. Tables 3.5-1, 3.5-2, 3.5-3, and 3.5-5 in the RDEIR/SDEIS have been revised based on the updated traffic reports.

L-19-46

Traffic volumes throughout the RDEIR/SDEIS have been revised based on the updated traffic reports. Please refer to Section 3.5 for updates based on the traffic analysis. Any inconsistencies between the traffic volumes have been reconciled in the RDEIR/SDEIS.

L-19-47

The Southern California International Gateway (SCIG) and Intermodal Container Transfer Facility (ICTF) facilities have been added to the revised traffic forecasting and the estimated 2035 traffic volumes on I-710 reflect the influence of these two facilities.

L-19-48

This comment requests more detail on the proposed Transportation Management Plan (TMP). Please refer to Response to Comment L-19-30 above which provides additional detail regarding the TMP.

L-19-49

All tables throughout the RDEIR/SDEIS that contain traffic information have been updated based on the revised traffic reports. In cases where “N/A” is noted, an explanation is provided as to why this information is not available.

L-19-50

Information in Section 3.5 of the RDEIR/SDEIS has been updated based on the revised traffic reports. The information in the tables and text throughout the RDEIR/SDEIS have been cross-checked for consistency.

L-19-51

This comment expresses concerns regarding truck lane capacity. The updated TOAR assumes that in the existing year as well as the future year (2035), about 80 percent of the primary truck trips (i.e., those truck trips with at least one trip end within the Ports) have destinations within 20 miles of the Ports. Approximately 14 percent of these trips are destined to the Inland Empire / Orange County and six percent to elsewhere in the SCAG region (i.e., San Gabriel Valley, north Los Angeles County, Ventura County, and Imperial County). This includes trucks carrying both loaded and unloaded (i.e., empty) containers and non-container cargo, as well as bobtail and chassis trucks. Currently port trucks operate mostly during the day shift (8:00 am to 6:00 pm) and night shift (6:00 pm to 3:00 am). Due to the increase in containerized cargo volume in 2035, approximately 20% of Port container truck movements are expected to occur during the hoot shift (3:00 am to 8:00 am), a substantial increase compared to today's operations. Once transloaded, cargo within domestic containers are carried by truck to other destinations within the SCAG region (warehouses, distribution centers, retail outlets, etc.) or it is carried by truck to intermodal (off-dock) railyards within the region for transport by freight rail. In this case, both truck trip origins and destinations are located outside the Port complex. This is called the transload-secondary market. Transload secondary truck trips are more dispersed compared to the primary container truck trips in that 64 percent of these transload secondary truck trips are destined to an area within 20-miles of the Ports, over 17 percent are headed to the Inland Empire/Orange County; and the remaining 19 percent of the transload-secondary truck trips travel to North Los Angeles County /San Gabriel Valley, Ventura County, and Imperial County.

L-19-52

In the updated TOAR, for on-ramps with an HOV preferential lane, the additional capacity provided by the HOV lane was excluded from the analysis and no discount to accounting for the HOV presence was taken from the projected peak hour volumes, thereby analyzing the worst case scenario.

L-19-53

As requested in this comment, the EIR/EIS has been updated to include more detail regarding the analysis of proposed peak-period parking restrictions (see Section 3.5.3.1 of the RDEIR/SDEIS).

L-19-54

This comment expresses concern about the assumptions made on traffic signal cycle lengths. Universal assumptions were made for signal cycle lengths, such as 100 seconds for arterial intersections and 60 seconds for freeway ramp T-intersections**.** Additionally, saturation flow studies were not conducted because these assumptions are sufficient for a corridor environmental document which includes 19 miles of freeway and over 180 arterial intersections.

L-19-55

This comment expresses concern about discrepancies between LOS assumptions and existing site conditions. Both the TIAR and TOAR have been revised to reflect updated design and traffic assumptions. Any discrepancies have been resolved between the intersection LOS inputs/assumptions and existing field conditions that were observed and are reflected in the revised traffic reports as well as the RDEIR/SDEIS.

L-19-56

The intersections of Bandini Blvd./Garfield Ave., Telegraph Rd./Garfield Ave., and Atlantic Ave./ Eastern Ave. were not included in the TIAR. Every effort was made to include intersections representative of the existing conditions within the corridor, but not every intersection could be feasibly included. Within the City of Commerce, the arterial intersections of Slauson Ave./Eastern Ave., Garfield Ave./Slauson Ave., Washington Blvd./Atlantic Blvd., Washington Blvd./Eastern Ave., and Garfield Ave./Washington Blvd. were included.

L-19-57

This comment expresses concern about the lack of analysis of impacts to transit service within the City of Commerce due to the proposed local street modifications. Impacts to the transit systems within the Study Area, including impacts to transit service times or changes to existing bus routes, have been added to Section 3.5,Table 3.5-21 of the RDEIR/SDEIS.

L-19-58

This comment on the intersection traffic impact analysis requests additional mitigation at the following intersections:

- Slauson Ave./Eastern Ave.

- Slauson Ave./Garfield Ave.
- Garfield Ave./Gage Ave.

The TIAR has been updated and the proposed mitigation to the referenced intersections is included in Section 3.5.4 of the RDEIR/SDEIS.

L-19-59

The City's request for the Enhanced Condition treatment for soundwalls and freeway edges/berms in the City of Commerce is noted. At this time, Caltrans cannot commit to specific aesthetic features at specific locations along the alignment. However, the following measure was added in Section 3.6.4.1 and Appendix F to ensure that each local jurisdiction is provided an opportunity to review and comment on the proposed aesthetic features on the freeway structures and facilities adjacent to that jurisdiction:

> **VIS-9** **Local Jurisdiction Review.** During final design, Caltrans will review with each local jurisdiction the aesthetic features and treatments proposed to be incorporated in the final facility design for freeway components adjacent to each local jurisdiction, in accordance with the I-710 Corridor Aesthetics Master Plan described in Measure VIS-1.

L-19-60

Although some visually sensitive areas have existing low visual quality, soundwall/berm treatment has been considered in these locations. Please see Response to Comment L-19-59 for more detail on this coordination process.

L-19-61

Refer to Response to Comment L-19-34, above, for discussion of how the utility relocations will be planned and the local jurisdictions included in the coordination meetings for the utility relocations. The relocation of utilities has been taken into consideration in the revised *Visual Impact Assessment* and is summarized in Section 3.6, Visual/Aesthetics.

L-19-62

Caltrans reviewed both the State agency and local agency bridges on the Historic Bridge Inventory as part of the resource identification process. *The Supplemental Historic Property Survey Report* for the RDEIR/SDEIS has been updated to include the local agency bridges from

the California Historic Bridge Inventory that are located in the City of Commerce in Attachment B to the *Historic Property Survey Report*.

L-19-63

The Lead Agency (Caltrans) is responsible for identifying and evaluating properties for historic significance as defined by Section 106 of the National Historic Preservation Act (36 CFR 800 et seq.), the NEPA, and CEQA. Section 106 and NEPA define a "historic property" as a property that is listed on or eligible for listing on the National Register, for which there are four criteria that are applied. CEQA defines a "historical resource" as a resource that is listed in, or determined eligible for the California Register (PRC 5024.1(c)(1-4).

Resources that are included in a local register of historical resources may be presumed to be historically significant per CEQA; however, they must be listed on a "Local Register of Historical Resources" that has been officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution, as defined in Section 5020.1(k) of the PRC. Resources may also be presumed to be historically significant per CEQA if they have been included in a historical resource survey; however, the survey must meet the requirements of Section 5024.1(g) of the PRC. This means that the local survey must be included in the State Historic Resources Inventory, the survey and documentation must have been prepared in accordance with State Office of Historic Preservation procedures and requirements, the resources included in the survey must be given significance ratings of Categories 1 through 5 on Department of Parks and Recreation (DPR) 523 Forms, and the survey must have been conducted within the past five years.

Therefore, during the identification phase for this project, Caltrans searched all the cities located adjacent to the project corridor, including the City of Commerce, to determine if any locally significant properties meeting the criteria outlined above were present. Additionally, Caltrans sent letters to the local planning departments to inquire as to whether or not any properties have been identified as the local level, pursuant to CEQA. A letter was sent to Robert Zarrilli, Director on September 30, 2009. Alex Hamilton, Assistant Director of Community Development for the City of Commerce, responded via telephone on October 29, 2009. Mr. Hamilton indicated the City does have criteria for local landmark designation; however, there are no properties listed or designated as historic resources at this time. He indicated that the Citadel and the train station may be on State or Federal lists of significance; however, both properties are at least 0.25 mile from the I-710 Corridor. He also noted that the Hobart Yard rail tower is a known resource outside of Commerce in the vicinity of either Vernon or East Los Angeles; however, that resource is located outside of the I-710 Corridor Project APE.

Therefore, based on the information provided, no additional evaluation of locally significant properties was conducted. Further, it is up to the Lead Agency (Caltrans) to identify properties presumed to be historically significant, pursuant to the PRC; however, it does not require that lead agencies apply local criteria that are inconsistent with the California PRC for identifying properties for the purpose of CEQA. Rather, it requires that properties are evaluated against the criteria for inclusion in the California Register as outlined in PRC 5024.1(c)(1-4). No changes have been made to the RDEIR/SDEIS text in Section 3.7 as a result of this comment.

L-19-64

This comment requests more detail on project phasing. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction.

L-19-65

As requested in this comment, the City will have an opportunity to review the *Flood Control Facilities Report* (formerly the Los Angeles River Impact Report).

L-19-66

The revised *Preliminary Hydrology Report* (AECOM, December 2016) addresses the potential effects of the build alternatives related to increased impervious surfaces and storm water runoff to local storm water drainage facilities. The technical studies in support of the RDEIR/SDEIS, including the build alternatives, are listed in Appendix H, List of Technical Studies. Copies of those technical studies will be provided to agencies and other interested parties on request to Caltrans.

L-19-67

During final design, Caltrans will coordinate the selection of final treatment BMPs with the local jurisdictions, including the City of Commerce. This commitment has been added to Mitigation Measure WQ-1 in Section 3.9.4 of the RDEIR/SDEIS.

L-19-68

As required in Measure CON-WQ-1 (Section 3.24.4.9 of the RDEIR/SDEIS), if a build alternative is selected for implementation, Caltrans will require the construction contractor to prepare and implement a Storm Water Pollution Prevention Program (SWPPP) specific to that

alternative. The SWPPP will identify specific BMPs to reduce or eliminate pollutants associated with the construction activities. Those types of construction BMPs are anticipated to include, but not be limited to, Good Housekeeping, Erosion Control, and Sediment Control BMPs. The types of BMPs cited in this comment (erosion prevention and temporary drainage devices, wetting/covering exposed soils, use of soil tackifiers) are the types of construction BMPs typically required by Caltrans. Although at this time, it is not possible to commit to including the specific BMPs cited in this comment in the project SWPPP, Caltrans will require the construction contractor to include those types of BMPs or other BMPs addressing the same impacts in the SWPPP.

L-19-69

As required in Measure GEO-1 (Section 3.10.3), if a build alternative is selected for implementation, Caltrans will prepare a design-level geotechnical report during final design. That report will address the specific design issues cited in this comment related to dewatering, if those conditions are determined to be occur and potentially affect or be affected by the selected alternative. The report will include specific required design features to address the project-related geotechnical issues associated with dewatering, if any.

L-19-70

The potential for short-term vibration impacts during construction, particularly associated with pile driving and the operation of construction equipment, is discussed in 3.24.3.14, Noise, of the RDEIR/SDEIS. Measure CON-N-10 (Section 3.24.4.14) requires alternatives to pile driving such as pre-drilling and cast-in-place to limit vibration generation. Caltrans will conduct pre- and post-construction surveys for all structures within 100 feet of locations where pile driving will occur, and compensation for damage to personal property will be provided where such damage is documented through the abovementioned surveys.

L-19-71

Because the project design is only at a 30-35 percent level of completion, specific depths of excavation for elements of the proposed project are not available at this time. More detailed analysis will be conducted during preparation of the Paleontological Mitigation Plan as outlined in Measure PAL-1, which will be prepared during final design. However, Alternative 7 involves more bridge construction work, mainly due to the separate freight corridor, than Alternative 5C and therefore requires more excavation. Therefore, Alternative 7 has a greater likelihood of impacting paleontological resources than Alternative 5C. Inclusion of the Capistrano Formation was an error and has been removed from the *Paleontological Identification Report/ Paleontological Evaluation Report* and the RDEIR/SDEIS.

Text has been added to the *Paleontological Identification Report/Paleontological Evaluation Report* to state that no paleontological resources were identified during the course of the field surveys.

L-19-72

Emission control measures during construction are detailed in Mitigation Measures CON-AQ-1 through CON-AQ-17 in Section 3.24.4.13 of the RDEIR/SDEIS. A wide range of potential NO_x mitigation measures for construction (including those listed on the SCAQMD's website) were reviewed. Caltrans will consider and assess the use of Metro's Green Construction Policy as a potential mitigation measure, as well as any new potential NO_x control measures for construction that may arise before the Final EIR is certified.

L-19-73

Revisions to the AQ/GHG/HRA found that, for PM_{10} Annual Average Concentration, under both Alternatives 5C and 7, census tracts within Commerce are projected to exceed the SCAQMD criteria of 1 µg/m3. With regard to mitigation or enhancements related to air quality and health risk, Mitigation Measure AQ-2, included in the RDEIR/SDEIS (Section 3.13.4), provides for air filtration systems for any schools with 0.50 mile of I-710. In addition, both build alternatives provide for a program o for cities and community groups to apply for and obtain grant funding for health-related measures. The “Air Quality Community Protection Program” suggested in this comment would be a potential candidate for this program.

L-19-74

See Response to Comment L-19-17 regarding an assessment of localized air quality impacts during construction. With regard to mitigation or enhancements related to air quality and health risk, please refer to Response to Comment L-19-73.

L-19-75

In response to the clarification requested in this comment, the correct figures are 50 to 100 meters (AQ/HRA page 49-50) and this has been reconciled and/or updated in the RDEIR/SDEIS. Caltrans is responsible for the significance determinations and consideration of potential mitigation measures, such as those suggested by the City and will coordinate with the City of Commerce regarding these mitigation measures. With regard to mitigation or enhancements related to air quality and health risk, please refer to Response to Comment L-19-73.

L-19-76

This comment requests and analysis of the potential for increased truck queuing on local roadways in the vicinity of the rail yards in the City of Commerce. This comment also requests that if warranted, appropriate mitigation measures, including but not limited to the development of an off-street dedicated truck staging yard and enhanced enforcement of current anti-idling regulations be included in the Final EIR/EIS. Please refer to Response to Comment L-19-73.

L-19-77

To correct the error noted in this comment, the tables and their references have been renumbered in the RDEIR/SDEIS.

L-19-78

The comment requests that the discussion of air quality/global climate change in Chapter 4.0, Section 4.2.4.1, of the RDEIR/SDEIS, include a CEQA 2008 Baseline comparison analysis in addition to the 2035 NEPA Baseline comparison. This comparison to the CEQA Baseline (now 2012) has been added in Section 4.2.4.1 of the RDEIR/SDEIS.

As stated in Section 4.1 of the Draft EIR/EIS, the determinations of significance under CEQA were analyzed relative to Baseline conditions, which were the existing conditions in the I-710 Corridor at the time the NOP was issued in 2008. The comparisons to the NEPA Baseline are included in Chapter 4.0 to demonstrate that the large increase in GHG emissions is due to area growth and not the proposed project alternatives.

L-19-79

The purpose of the GHG measure listed in the comment is to ensure that the new and replacement lighting is energy-efficient. As the project would be reconstructing an existing facility, the majority of the lighting would be replacing existing inefficient lighting. Therefore, the overall energy consumption would be reduced below or remain similar to the existing conditions.

L-19-80

The discrepancies in the AQ/HRA technical report and Chapter 4.0 of the Draft EIR/EIS, as specified in the comment, have been corrected and updated in the RDEIR/SDEIS.

L-19-81

The Caltrans NSR qualitatively addresses temporary noise impacts during the construction phase of the project. This section in the NSR also addresses the potential abatement measures during the construction period. At this stage of the project, however, details are not known about the equipment that will be used for construction. However, the contractor must abide by all State, federal, and local construction noise and vibration regulations per contract. Caltrans requires contractors to prepare a noise control plan prior to beginning construction on large projects such as this one. This plan would identify not only the potential construction noise impacts, but the potential abatement measures as well. Additionally, Caltrans does have construction noise regulation which states that construction noise emanating from construction equipment/operation cannot exceed 86 dBA – L_{max} at 50 feet.

With regard to mitigation or enhancements related to noise, the proposed project also includes a Community Health Benefits Grant Program, which can be used to fund different types of improvements. The “Noise Community Protection Plan” suggested in this comment would be a potential candidate for this mitigation program.

L-19-82

The following statement has been added to Section 3.15.3.1 in the RDEIR/SDEIS regarding energy consumption related to lighting and traffic signals: “While the energy used by roadway lighting and traffic signals is very small compared to the energy used by the vehicles operating on the project roadway, it is expected that the project will place energy efficient lighting fixtures for roadway lighting. These lighting fixtures improvements will reduce the energy used by the project.”

L-19-83

Focused surveys were conducted in 2015 for areas not previously surveyed as part of the revised *Natural Environment Study* and are included in the RDEIR/SDEIS.

L-19-84

Focused surveys were conducted in 2015 for areas not previously surveyed as part of the revised *Natural Environment Study* and are included in the RDEIR/SDEIS. Additionally, it is anticipated that surveys will be repeated prior to initiation of construction. Therefore, mitigation measures included in Section 3.24.4.18 of the RDEIR/SDEIS are included to conduct assessments for burrowing owl and bat surveys prior to construction. In addition, measures are included to avoid and/or minimize project effects to burrowing owls or bats if found during those surveys. The RDEIR/SDEIS includes these measures in Section 3.24.4.18 and Appendix F.

L-19-85

This measure is already included in Section 3.24.4.19 of the RDEIR/SDEIS. All other necessary pre-construction surveys have already been included as indicated in Response to Comment L-19-84.

L-19-86

Measure CON-TR-1 (Section 3.24.4.5 in the RDEIR/SDEIS) requires the preparation and implementation of a TMP during project construction. Measure CON-U&ES-1 cross-references the TMP in Measure CON-TR-1 but does not itself require the preparation of the TMP. Refer to Response to Comment L-19-31, above, which explains that the TMP will address transportation issues (traffic, pedestrian, bicycle, emergency vehicles, rail) at all locations where project-related traffic and the construction areas would impact some or all of those transportation modes, including construction staging areas.

L-19-87

This comment requests Caltrans to enter into a Community Benefits Agreement with the City of Commerce. With regard to the various mitigation measures or enhancements described in this comment, a Community Health and Benefit Program is included in Section 2.3.2.1 of the RDEIR/SDEIS and provides for a program for cities and community groups to apply for and obtain grant funding for health-related measures. The various mitigation measures or enhancements suggested in this comment would be potential candidates for this programmatic element.

L-19-88

As requested in this comment, Caltrans will coordinate with the City of Commerce regarding implementation of a storage or staging yard for short-term truck parking for those trucks accessing the BNSF or UP rail yards.

L-19-89

Caltrans will coordinate with the City of Commerce regarding the establishment of funds to assist the City with the maintenance of roadways adjacent to I-710.

L-19-90

The trucks that are travelling on the local streets in the City of Commerce are not there because of I-710, but because of the various land uses in the City; therefore, there is not a direct project

impact resulting from the I-710 Corridor Project. However, the various mitigation measures or enhancements described in this comment would be potential candidates for the community mitigation program included in the RDEIR/SDEIS (Section 3.13.4).

L-19-91

Caltrans will coordinate with the City of Commerce regarding the establishment of a Noise Community Protection Plan to avoid, minimize, and/or mitigate construction-related noise impacts. Please see Response to Comment L-19-81.

L-19-92

Temporary impacts to park patrons are discussed in Section 3.24.3.1 and avoidance, minimization, and mitigation measures for impacts to parks and recreation facilities have been added to Section 3.24.4.1. Caltrans will coordinate with the City of Commerce regarding the provision of funds for improvements to other area parks and recreational amenities. With regard to the various mitigation measures or enhancements described in this comment, a Community Health and Benefit Program is included in Section 2.3.2.1 of the RDEIR/SDEIS and provides for a program for cities and community groups to apply for and obtain grant funding for health-related measures. The various mitigation measures or enhancements suggested in this comment would be potential candidates for this programmatic element.

L-19-93

The following measure was added in Section 3.6.4.1 and Appendix F in the RDEIR/SDEIS to address potential issues associated with graffiti on facility structures and features:

> **"VIS-12** **Graffiti Reduction, Removal, and Control**. During final design, Caltrans will include planting plans for vine planting on sound barriers and other vertical structures, planting plans for trees and shrubs in State right of way adjacent to south barriers and other vertical structures, and the use of decorative/surface treatments on sound barriers and other vertical structures in the I-710 Corridor Master Plan, to reduce the potential for graffiti and to soften the appearance of those walls, consistent with the *Highway Design Manual*, Index 902.3(5).
>
> After the construction of each sound barrier or vertical structure where vine planting is shown in the project specifications, Caltrans will require the construction contractor to install the vine planting

consistent with the project specifications and the planting requirements in the I-710 Corridor Master Plan.

Caltrans has an existing ongoing maintenance program for the control and removal of graffiti from structures and facilities within the State right of way for State highways. That program would apply to all new and modified structures in the I-710 Corridor Project build alternatives. The Caltrans program for the control and removal of graffiti is described in Chapter D1, Litter, Debris, and Graffiti (July 2006), in the Caltrans *Maintenance Manual*, Volume I (January 2011). Key program components applicable to the project features in the I-710 Corridor Project build alternatives include:

- Use of recycled paint for various structures and matching paint used to cover graffiti with the original paint color on the structure.
- Use of physical devices such as rat guards, sign hoods, razor wire, and glare screen patches to limit access to facilities targeted by taggers.
- Replacement of ground-mounted signs with signs that have protective coatings or application of protective coatings to signs.

Many local jurisdictions along the alignment of I-710 also have graffiti abatement and control programs in their Municipal Codes or other City or County requirements. Those programs apply throughout those jurisdictions and may apply to structures on public and private property. Methods used by local agencies for the removal of graffiti include power washing, gel removers, and painting."

Similar to existing conditions, Caltrans will be responsible for graffiti abatement and control on freeway facilities and structures within the State right-of-way and the local jurisdictions will be responsible for graffiti abatement and control in other public rights-of-way and on private property, consistent with each local jurisdiction's Municipal Code or other local requirements. At this time, Caltrans is not proposing the establishment of a funding program for the abatement and control of graffiti outside the State right-of-way.

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City of Downey

FUTURE UNLIMITED

September 26, 2012

Mr. Ronald Kosinski
Caltrans District 7
Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

SUBJECT: I-710 CORRIDOR PROJECT – DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT AND SECTION 4 (F) EVALUATION

Dear Mr. Kosinski:

Thank you for the opportunity to review the draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the I-710 Corridor Projects. As you are aware, the I-710 freeway does not intersect the City of Downey (City); however, the City is located within the Area of Potential Effect (APE) Map and the Project Study Area. As a result, we have the following comments and requests after reviewing the EIR/EIS:

1) The Parcel Acquisition table of Appendix L shows only three of the required parcels and Assessor Parcel Number (APN) for the improvements proposed at the Paramount Boulevard at Firestone Boulevard intersection. The following is a list of the five (5) parcels from which right-of-way will need to be acquired in order to construct the needed improvements at this intersection: L-20-1

   - 7966 Firestone Boulevard), APN 6247-001-001;
   - 11205 Paramount Boulevard, APN 6247-001-017;
   - 8008 Firestone Boulevard, APN 6255-001-013;
   - 7955 Firestone Boulevard, APN 6251-018-020; and
   - 8001 Firestone Boulevard, APN 6251-040-008

2) The City has requested Measure R Early Action Funds through the Gateway Cities Council of Governments for the improvements proposed at the intersection of Paramount Boulevard and Firestone Boulevard as identified in the subject EIR/EIS document. It is critical that the requested funds be made available to the City to complete this much-needed project in order to eliminate congestion at this intersection, which has become a bottleneck on the Firestone Boulevard corridor. L-20-2

3) Caltrans or the Project Construction Implementing Agency shall notify the City at least three months in advance of construction, if any of the City streets will be utilized as detour routes during the construction phase of the project. L-20-3

We appreciate the opportunity to review the draft EIR/EIS and provide you our comments.

Should you have any questions, please contact me at (562) 904-7109 or enorris@downeyca.org.

Sincerely;

Edwin J. Norris, P.E.
Deputy Director of Public Works

L-20-1

Addresses listed in Appendix L have been updated based on the revised *Relocation Impact Report*.

L-20-2

The California Department of Transportation (Caltrans) acknowledges that the City has requested the Gateway Cities COG to provide Measure R Early Action Funds for improvements to the intersection of Paramount Blvd. and Firestone Blvd. in the City of Downey. Please note that the distribution of the Measure R Early Action Funds is under the purview of Metro and not Caltrans.

L-20-3

Measure CON-TR-1 (Section 3.24.4.5) in the RDEIR/SDEIS requires the preparation and implementation of a TMP. Measure CON-TR-1 identifies key components of the TMP. The complete TMP will be developed during final design and part of that process will be the coordination of the TMP components, such as ramp and street closures and detours with the applicable local jurisdictions to help reduce traffic impacts in areas near the construction activities. As a result, each local jurisdiction will be provided an opportunity to work with Caltrans and the construction contractor to identify local street and lane closures and detours to minimize the effects of those activities in each community.

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CITY COUNCIL

Stephen A. Del Guercio, Mayor
Laura Olhasso, Mayor Pro Tem
Michael T. Davitt
David A. Spence
Donald R. Voss

September 27, 2012

L-21

Mr. Ron Kosinski
Division of Environmental Planning
Caltrans, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Re: City of La Cañada Flintridge's Comments on Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation for the I-710 Corridor Project, File No. 07-LA-710-PM 4.9/24.9, EA 249900.

Dear Mr. Kosinski:

Thank you for the opportunity to comment on the Draft Environmental Impact Report and Environmental Impact Statement ("DEIR/EIS") for the I-710 Corridor Project ("710 Project"). We reserve the right to submit further comments and objections.

The Locally Preferred Strategy for the 710 Project includes expansion of the highway to ten general purpose lanes next to four separated freight movement lanes from Ocean Boulevard in Long Beach to State Route 60 (SR-60). The existing I-710 freeway generally consists of eight general purpose lanes north of I-405 and six general purpose lanes south of I-405. The DEIR/EIS also notes that I-710 is a "major local and regional truck route [and] is listed as a 'high priority corridor' on the National Highway System (NHS), serving interregional vehicular traffic in the north-south direction from its terminus in the city of Long Beach to Interstate 10." (DEIR/EIS p. 1-1.) La Cañada Flintridge sits along the I-210 corridor, approximately 13 miles north of the junction of I-710 and SR-60.

The 710 Project will create cumulative impacts that will likely significantly impact La Cañada Flintridge. However, those significant cumulative impacts have not been disclosed, analyzed or mitigated.

L-21-1

One of the foreseeable projects identified in the I-710 Corridor Study area for cumulative impact analysis is the State Route 710 North Gap Closure Project ("Gap Closure Project"), for which Caltrans is also the lead agency. (DEIR/EIS p. 3.25-5.) The Gap Closure Project is intended to close an approximately 4.5-mile gap in the I-710 corridor between Valley Boulevard at the south and Del Mar Boulevard to the north in order to

connect I-710 to I-210. As the DEIR/EIS indicates, the Gap Closure Project may include surface and subsurface highway/freeway construction.

The combination of the 710 Project and the Gap Closure Project will create an attractive alternative for the movement of goods by truck from the ports and the Gateway cities to I-5 north of its junction with I-210. The combined I-710/I-210 route allows truck traffic to avoid the I-5 through central Los Angeles and the San Fernando Valley, and does so with only a marginally longer distance. Although the DEIR/EIS indicates that "cumulative impacts [are] not identified at this time," common sense dictates that some amount of truck traffic – and most likely a substantial amount – will take advantage of a route that avoids the congestion of I-5 between I-710 and I-210. *See* the Supreme Court's recent CEQA decision, *Save the Plastic Bag Coalition v. City of Manhattan Beach* (2011) 52 Cal.4th 155, 175, noting "common sense" should apply. L-21-1

This increased traffic may have potentially significant transportation, air quality, noise, health and related impacts on the cities along the I-210 corridor, including La Cañada Flintridge. That increase must be quantified and analyzed.

"The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects." CEQA Guidelines § 15355(b). "Proper cumulative impacts analysis is absolutely critical to meaningful environmental review." *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1217.

The need for proper cumulative impacts analysis is particularly important in the urban setting. *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 720. "A cumulative impact analysis which understates information concerning the severity and significance of cumulative impacts impedes meaningful public discussion and skews the decisionmaker's perspective concerning the environmental consequences of the project, the necessity for mitigation measures, and the appropriateness of project approval." *Citizens to Preserve the Ojai v. County of Ventura* (1985) 176 Cal.App.3d 421, 431.

The methodology for cumulative impact analysis for the Project includes defining the geographic boundary or resource study area for each resource to be addressed in the cumulative impact analysis. (DEIR/EIS p. 3.25-2.) The study area for cumulative impact analysis appears to be the same as it is for the Project impact analysis. (DEIR/EIS p. 3.25-51.) The study area should be expanded for cumulative impact analysis to include cities along the I-210 corridor north, including La Cañada Flintridge, in order to properly analyze these impacts.

Thank you for your consideration of these preliminary comments and objections. Please ensure that we are provided with advanced written notice of any and all meetings, hearings, actions and votes related to this matter. Please contact us with any questions or comments. L-21-2

Sincerely,

Stephen A. Del Guercio, Mayor

cc: City Council
Mark Alexander, City Manager
The Honorable Carol Liu, Senator
The Honorable Anthony Portantino, Assembly Member
The Honorable Mayor & City Councilmembers, City of Glendale
The Honorable Mayor &City Councilmembers, City of Pasadena
The Honorable Mayor & City Councilmembers, City of South Pasadena

1327 Foothill Boulevard • La Cañada Flintridge • California 91011-2137 • (818) 790-8880 • FAX: (818) 790-7536

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L-21-1

The Interstate 710 (I-710) Corridor Project termini are from the southern terminus of the I-710 freeway to its connection to SR-60. Given the needs within the I-710 Corridor and the project's focus on goods movement as part of the project need, these are logical termini for considering proposed improvements because the southern terminus is an existing terminus already, and SR-60 is one of the major east-west freeways that connects to the I-710 and serves logistics centers in the Inland Empire. This 18-mile Study Area is of sufficient length to address environmental matters on a broad scope.

For the purposes of the I-710 Corridor Project cumulative impacts analysis, *proximity to the Study Area* is encompassed by the RSA defined for each environmental topic listed in Sections 3.25.1 through 3.25.20 in accordance with the *Guidelines for Preparers of Cumulative Impact Analysis* (California Department of Transportation [Caltrans], June 2005). While the analysis considers the potential cumulative impacts of the SR-710 North Study, the Study Area for cumulative impacts has not been revised to include La Canada Flintridge due to its distant location in relation to the I-710 Corridor between SR-60 and Long Beach.

As more detailed information on the SR-710 North Study has become available since completion of the Draft EIR/EIS, the discussion of the SR-710 project in Section 3.25, Cumulative Impacts, of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), has been updated. Section 3.25 has been revised to provide more analysis of potential cumulative impacts of both the I-710 Corridor Project and the various build alternatives analyzed in the SR-710 North Study Draft EIR/EIS, which include a new freeway tunnel segment between the existing southern stub of SR-710 in Alhambra and the existing northern stub of SR-710 in Pasadena, as noted in this comment. Further, the regional model used in the traffic analysis assumed the new freeway segment contemplated in the SR-710 North Study Draft EIR/EIS would be completed in the future condition. Therefore, the potential SR-710 North Study-related traffic impacts raised in this comment are addressed in the RDEIR/SDEIS. Refer to Table 3.25-1 (Project ID No. 2) and Sections 3.25.1 through 3.25.20 for additional detailed analysis of potential cumulative impacts of both the I-710 Corridor Project and SR-710 North Study.

It should also be noted that the analysis also considers cumulative impacts of the I-710 Corridor Project in light of other reasonably foreseeable actions extending beyond the *proximity to the Study Area* encompassed by the respective Resource Study Areas (e.g., I-5 Corridor Improvement Project, I-5 Widening and High-Occupancy Lane (HOV) Lane Project, California High Speed Rail Project, etc.).

L-21-2

As requested, the City of La Cañada Flintridge was added to Chapter 7.0, Distribution List, of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), for notification of future meetings, hearings, actions, and votes related to the I-710 Corridor Project.

AL AUSTIN
COUNCILMEMBER, EIGHTH DISTRICT
CITY OF LONG BEACH

CITY HALL: (562) 570-6685
DISTRICT OFFICE: 570-1326
FAX: 570-5982
TDD: (562) 570-6629

September 28, 2012

L-22

Mr. Ronald Kosinski
Deputy District Director
California Department of Transportation
District 7, Division of Environmental Planning
100 South Main Street, Mail Stop 16A
Los Angeles, CA 90012

RE: Comments on the Draft EIR/EIS for the I-710 Corridor Project

Dear Mr. Kosinski:

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report/Environmental Impact Statement for the I-710 Corridor Project.

The I-710 Corridor has a direct impact on the residents, students and businesses in Long Beach's Eighth Council District.

Many of the proposed changes incorporated in this project are welcomed by the community, including fixing the dangerous interchanges and helping to ease the gridlock that exists on the freeway. L-22-1

However, the magnitude in the scope of the proposed project raises several serious concerns about the impacts this project will have on the neighborhoods within the 710 Corridor, including the noise, traffic, air quality, aesthetics and construction impacts. L-22-2

I have attempted in these comments to address many of these concerns, with particular attention to the impacts this project will have on the neighborhoods of Long Beach's Eighth Council District, which is the portion of the 710 Corridor between the 405 Freeway and Long Beach Boulevard.

I also share many of the citywide concerns with the DEIR that were articulated in the City of Long Beach's formal comments. L-22-3

Scope of Project

The DEIR makes the assumption that there will be a high growth of cargo traffic without any expansion of near-dock capabilities. While this may be the most conservative approach to assess impacts and appropriate levels of impact mitigation, to fully discount the possibility of additional L-22-4

City Hall: 333 West Ocean Boulevard, 14th Floor, Long Beach, CA 90802
District Office: 5641 Atlantic Avenue, Long Beach, CA 90805
district8@longbeach.gov

rail facilities for the cargo traffic leaves the decision makers without an analysis of any project alternatives that could be of a lesser magnitude.

The Southern California International Gateway (SCIG) Project is currently undergoing its CEQA-required environmental review, and the Intermodal Container Transfer Facility (ICTF) is preparing its environmental documents. If one or both of these facilities are approved, the anticipated amount of cargo being transported on the 710 Freeway could significantly decrease. L-22-4

These scenarios should be analyzed as part of the DEIR, both in consideration of the cumulative impacts of the projects, and to help determine if a project smaller in scope could accommodate the traffic demands on the 710 Freeway.

Additional mitigation for noise, aesthetic and air quality impacts – Soundwalls and Landscaping

Soundwalls and a landscape barrier should be required along the entire 710 Corridor within the City of Long Beach.

In particular, soundwalls and landscaping should be required along Del Mar Avenue, north of the 405 Freeway and east of the Metro Blue Line tracks, to protect the homes, as well as Los Cerritos Park and Los Cerritos School. L-22-5

This neighborhood will be impacted by the noise and pollution from the construction, the additional traffic, and the proposed freight corridor, which will be 100 feet closer to the neighborhood than the existing freeway.

Additionally, there is the cumulative noise impact, when also taking into account the Metro Blue Line trains. The residents of this neighborhood were given assurances when the Blue Line was being proposed that a soundwall would be built along this corridor. Those assurances have never been fulfilled. L-22-6

Soundwalls and landscaping are also necessary east of the Los Angeles River from the Union Pacific rail tracks to Del Amo Boulevard, and from Del Amo Boulevard to Long Beach Boulevard. There are homes within a direct sightline of the 710 Freeway, including a senior citizen mobile home park. Perry Lindsey Academy is also directly adjacent to the 710 Freeway and the Los Angeles River at Del Amo Blvd. There is also a planned park at Oregon Ave. and Del Amo Blvd. L-22-7

The soundwalls and landscaping will mitigate the noise impacts, as well as the aesthetics and air quality impacts during both the construction and the life of the project.

The DEIR fails to provide any specific timeframes for the construction of the project, only stating that construction will not last more than five years at any section of the project. L-22-8

However, the DEIR does describe significant noise impacts during construction, including pile driving. While the construction noise is only considered a temporary impact, the potential lengthy duration of the significant noise and other impacts during the construction require that substantial mitigation be implemented for the neighborhoods and sensitive receptors. L-22-9

As such, the soundwalls and landscaping should be included in the Early Action Program, as items to be completed before any construction work on the project begins.

Traffic impacts from elimination of Pacific Place on-ramp

The DEIR does not adequately analyze nor mitigate the traffic impacts from the proposed elimination of the Pacific Place on-ramp to the Northbound 710 Freeway.

The elimination of this on-ramp would create significant traffic issues on Wardlow Road and in the adjacent neighborhood. The next closest access to the 710 Freeway is from westbound Wardlow Road. Drivers would have to go east on Wardlow road and make a U-turn at Long Beach Blvd. to access the northbound 710 Freeway. L-22-10

The intersection of Wardlow and Long Beach Blvd. is already heavily impacted, especially with the left turn lane. This additional traffic demand will create further congestion on Wardlow Road, and force more traffic into the adjacent neighborhood to try to bypass this intersection and circle around to access the on-ramp.

Any impacts to the business on Pacific Place, the Golf Learning Center, during construction of the project must also be fully mitigated. L-22-11

Construction impacts

As stated earlier, the DEIR provides minimal details on the duration and full impacts of the construction. However, with the scope of the proposed project, there will be significant impacts on the traffic on the arterial streets in Long Beach, including Long Beach Blvd. and Del Amo Blvd. L-22-12

The DEIR only states in general terms that a TMP will be developed to address the traffic impacts during construction. The City of Long Beach must be fully involved and be required to approve a TMP for impacts on Long Beach streets.

In addition, the impacted arterial streets should be fully restored after construction to mitigate for the diverted traffic during construction. L-22-12

The DEIR also identifies Fire Station 11 as having a potential impact in regards to access to emergency services during construction. As Fire Station 11 has the only paramedic rescue serving North Long Beach, it is important to maintain the response times to all of the residents of the community during construction. The Project should provide any necessary funding as mitigation to ensure that there will be no impact on response times from access delays during construction. L-22-13

Zero emission technology

The top priority of this project, as set forth through the initial work with the affected communities and stakeholders, was to improve the air quality and the health of the residents who live near this project.

Therefore, zero emission technology should be included in any alternative that is given serious consideration for this project. L-22-14

Flood protection and insurance

Numerous concerns have been raised about the impacts of the Project on the Los Angeles River and the recent flood protection improvements. No project should be approved until there are assurances from the U.S. Army Corps of Engineers and the Federal Emergency Management Agency that any work done within the flood control area will not increase the likelihood of flooding or require that individuals and businesses purchase flood protection insurance. L-22-15

Wetlands preservation

The Eighth District in Long Beach includes the Dominguez Gap Wetlands, a natural habitat that is also a spreading grounds, located south of Del Amo Blvd. east of the Los Angeles River. The Project must include mitigation to ensure that any disruption to the water quality or habitat of the Wetlands during construction is fully restored. L-22-16

In addition, the DeForest Wetlands is a fully-funded planned project east of the Los Angeles River that will go from Del Amo Blvd. north to DeForest Park. This project will be completed prior to the commencement of the 710 Corridor Project. L-22-17

The EIR must include this wetlands in its analysis and ensure that all of the improvements are fully restored after construction of the 710 Corridor Project.

Bicycle and pedestrian access

Safe connections for bicyclists and pedestrians across the 710 Corridor are important. This is particularly true along Del Amo Blvd., which provides access for bicyclists and pedestrians to the Metro Blue Line Station, located west of the 710 Freeway.

The reconfiguration of the Del Amo Blvd. interchange will provide additional challenges for bicycle and pedestrian access, both during construction, and by creating a wider single-point intersection. The design of the Del Amo interchange needs to assure safe access for bicyclists and pedestrians to be able to cross the 710 Freeway to the Metro Blue Line station. L-22-18

I-710 Community Livability Plan

In 2006, the City of Long Beach received a Caltrans Environmental Justice Planning Grant to develop a Community Livability Plan, an initiative to address quality of life issues for City neighborhoods that are affected by the I-710 Freeway.

Given the significant traffic, noise, emissions, air quality and public health impacts from this project, the mitigation should also look to prioritize livability improvements that can and should be made in the neighborhoods directly impacted by the 710 Corridor Project. L-22-19

These include specific tree buffers in adjacent neighborhoods, streetscape, pedestrian and open space improvements along the arterial streets within the Corridor, landscaping along the railroad right of way, and bicycle access improvements.

The recommendations of the Community Livability Plan should be incorporated into the mitigation for the community impacts of the 710 Corridor Project.

I look forward to these concerns and the deficiencies raised in this letter and those raised by the City of Long Beach being fully addressed before the environmental review of this project advances. L-22-20

Sincerely,

AL AUSTIN
Councilmember, Eighth District
City of Long Beach

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L-22-1

The Councilmember's comments in support of the project improvements are noted.

L-22-2

The Councilmember's concerns regarding project effects on neighborhoods including noise, air quality, traffic, aesthetics, and construction impacts are noted. Refer to Responses to Comments L-22-3 through L-22-20, below, for detailed responses to the comments on these topics.

L-22-3

The Councilmember's agreement with comments provided by the City of Long Beach is noted. Refer to comment letter L-16 earlier in this report for that comment letter and Responses to Comments L-16-1 through L-16-236 for the detailed responses to the City's comments.

L-22-4

The assumptions in the No Build Alternative in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) were updated to include the Intermodal Container Transfer Facility (ICTF) and Southern California International Gateway (SCIG) projects along with other highway network and socioeconomic data changes in the SCAG 2012 RTP growth forecast. The revised traffic forecasting for the Interstate 710 (I-710) Corridor Project includes SCIG and ICTF expansion.

L-22-5

This comment requests that soundwalls be provided along the entire length of I-710 in the City of Long Beach, specifically along Del Mar Ave., north of I-405, and east of the Metro Blue Line. Based on the original noise study, the predicted noise levels in this area did not approach/ exceed the noise abatement criteria, and therefore, noise abatement in the form of sound barriers was not considered. As part of an early action soundwall project, this area was analyzed to determine the acoustical feasibility of potential noise barriers. However, it was determined that a sound barrier along the east side of the Metro Blue Line tracks would not be acoustically feasible (providing a minimum of 5 dBA noise reduction) as required by State/ Federal policies. Please refer to Section 3.14 of the RDEIR/SDEIS for an updated discussion of noise impacts and proposed soundwall locations under the revised build alternatives. The California Department of Transportation (Caltrans) intends to construct soundwalls that are deemed feasible and reasonable per the revised NADR.

L-22-6

A discussion of the cumulative noise impact of the Metro Blue Line train as it relates to the I-710 Corridor Project has been added to Section 3.25, Cumulative Impacts, of the RDEIR/SDEIS. Currently, an early action project is proposing a soundwall on the east side of the Blue Line tracks. This wall is proposed to be approximately 1,200 ft in length and spans from Los Cerritos Park Place to Concord Place (very near Los Cerritos Elementary School).

L-22-7

This comment requests soundwalls and landscaping, east of the Los Angeles River from the UP rail tracks to Del Amo Blvd., and from Del Amo Blvd. to Long Beach Blvd. to mitigate temporary and permanent noise, aesthetic, and air quality impacts to sensitive facilities. From the Union Pacific RR to Del Amo Blvd. and from Del Amo Blvd. to Long Beach Blvd. to the east of the Los Angeles River, the predicted exterior noise levels at the residential areas and exterior/interior noise levels at Perry Lindsey Academy are below the noise abatement criteria, and therefore, no noise abatement in the form of a sound barrier is considered.

Provision of landscaping would be integrated into the project design as part of the Corridor Master Plan for Aesthetic Treatment described in Measure VIS-1 in Section 3.6.4.1 of the RDEIR/SDEIS. Please refer to Sections 3.6.4.1, 3.13.4, 3.14.5, and 3.14.6 for avoidance, minimization, and mitigation measures related to visual, air quality, and noise impacts. Additionally, please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-22-8

This comment requests more detail on project phasing. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction.

L-22-9

This comment requests that substantial mitigation for construction noise be implemented. The contractor must abide by all State, Federal, and local construction noise and vibration regulations per contract. Caltrans requires contractors to prepare a noise control plan prior to beginning construction on large projects such as the I-710 Corridor Project. This plan would identify not only the potential construction noise impacts, but the potential abatement measures as well. In addition, an Early Action Project to provide soundwalls along I-710 that would be

compatible with the I-710 build alternatives has been approved by Metro and is described in Section 2.2 of the RDEIR/SDEIS.

L-22-10

This comment expresses concerns regarding the removal of ramps connecting Wardlow Rd. to I-710, specifically at Pacific Pl. In the original design of Alternatives 6A/B/C, these ramp removals were necessary to accommodate the freight corridor lanes. Due to changes in project design, Pacific Pl. will be removed under both build alternatives**.**

L-22-11

According to the revised CIA, no impacts to the Golf Learning Center will occur as a result of the proposed project. However, if, at any time, during the design process it is found that the proposed project will impact the Golf Learning Center, the property owner will be compensated fully for this impact under the Uniform Act, which includes relocating businesses (refer to Mitigation Measure C-1 in the RDEIR/SDEIS).

L-22-12

The first portion of this comment requests more information regarding the TMP. Measure CON-TR-1 in Section 3.24.4.5 of the RDEIR/SDEIS identifies key components of the TMP. The complete TMP will be developed during final design and part of that process will be the coordination of the TMP components, such as ramp and street closures and detours with the applicable local jurisdictions to help reduce traffic impacts in areas near the construction activities. As a result, each local jurisdiction will be provided an opportunity to work with Caltrans and the construction contractor to identify local street and lane closures and detours to minimize the effects of those activities in each community.

The second portion of this comment requests that impacted arterial streets be fully restored after construction to mitigate for diverted traffic during construction. New pavement will be provided on local arterials that connect to or cross over (or under) I-710 where such roadways would be directly affected by project construction. For those roadways that may be used as temporary detour routes during construction, there is insufficient design and construction information at this time to identify the routing or duration of any such detours. A general discussion of potential damage to the pavement surface on local roadways that may occur due to project-related construction traffic has been added to Section 3.24.3.5 of the RDEIR/SDEIS. Measure CON-TR-2 has been added to Section 3.24.4.5 to evaluate damage to the pavement surface on local roadways that may occur due to project-related construction traffic. New pavement would be provided on local arterials that connect to or cross over (or under) I-710

where such roadways would be directly affected by project construction after project completion in the vicinity of each arterial.

L-22-13

Impacts to emergency services and response times are discussed in Section 3.24.3.4. As outlined in Section 3.24.4.4 of the RDEIR/SDEIS, Measure CON-U&ES-1, prior to and during construction, Caltrans and the construction contractor will coordinate all temporary ramp closures and detour plans with fire, emergency medical, and law enforcement providers to minimize temporary delays in emergency response times as part of the TMP, including the identification of alternative routes and routes across the construction areas for emergency vehicles, developed in coordination with the affected agencies.

L-22-14

This comment expresses the commenter's support for an alternative that uses zero emission technology for freight movement.

As described in Section 2.3.2.3 in the RDEIR/SDEIS, a ZE/NZE freight corridor is a component of Alternative 7.

L-22-15

This comment expresses concern regarding the impacts to the Los Angeles River and recent flood protection improvements. Section 3.8 of the Draft EIR/EIS addresses hydrology and floodplain aspects of the project Study Area. The regulatory setting, affected environment, and the build alternatives' environmental consequences are described in this section. As stated in this section, as well as supporting technical analyses, the project and its proposed floodway modifications will not significantly alter the existing floodplain. Modification to floodways are necessary to mitigate risks associated with new and modified structures featured in the project alternatives that are located within the floodway. Floodways within the project Study Area include the Los Angeles River, the Rio Hondo, and Compton Creek. All floodway modifications require permit approval from the USACE.

Proposed floodway modifications include transverse encroachments (bridges that cross over the floodway) and longitudinal encroachments (structures that are aligned along and inside the floodway). Typical design mitigations for transverse encroachments entail site-specific bridge pier designs, bridge site channel invert modifications, and/or bridge site channel wall modifications. These design mitigations ensure that base flood elevations are maintained. The base flood elevation is the water surface elevation of the base flood required by the USACE. Analysis of the base flood elevation is a critical factor in determining the design of a bridge

crossing. Because typical design mitigations are employed in bridge designs, these transverse encroachments do not pose a significant risk to the floodplain.

Longitudinal encroachments are potentially more significant than transverse encroachments because the floodway is affected over a longer distance, rather than a discrete “spot” location. For longitudinal floodway encroachments, designs were advanced beyond a conceptual level to assess design mitigations required to maintain base flood elevations. Hydraulic analyses (Hydrologic Engineering Centers River Analysis System [HEC-RAS] model simulations) were conducted following USACE modeling criteria. Analyses showed that channel wall modifications are required upstream, downstream, at, and in between proposed encroachments to ensure base flood elevations are maintained. These modifications were incorporated as a required feature of the project alternative. Because the design of these floodway modifications were advanced and supported by hydraulic analyses, it was demonstrated that the longitudinal encroachments do not pose a significant risk to the floodplain.

Because there are modifications to the flood control system incorporated in the project, a Conditional Letter of Map Revision (CLOMR) would be prepared to document changes. This letter is prepared at the conclusion of the project and approved by FEMA. Because proposed modifications do not alter base flood elevations, no revisions to FEMA FIRMs are required as a result of the project.

Because of the substantial changes in design of the revised build alternatives, many of the impacts to the Los Angeles River discussed in the Draft EIR/EIS have been avoided or minimized. Please refer to Sections 3.8 and 3.9 in the RDEIR/SDEIS for the updated discussion of impacts to hydrology, floodplains, and water quality.

L-22-16

This comment expresses concern regarding the impacts and mitigations for the Dominguez Gap West Basin spreading grounds. Because of the substantial changes in design of the revised build alternatives, the analysis of impacts to the Dominguez Gap West Basin spreading grounds has been updated. Please refer to Sections 3.8 and 3.9 in the RDEIR/SDEIS for the updated discussion of impacts to hydrology, floodplains, and water quality.

L-22-17

The BSA boundaries of all alternatives overlap with the DeForest Park Restoration Project, and Alternative 7 is expected to potentially result in direct permanent impacts to 9.41 acres of riparian/riverine natural communities (including 5.34 acres of open water in the Dominguez Gap and DeForest Treatment Wetlands). However, measure FP-2 will ensure a suitable replacement

that will provide equal to or greater capacity than the impacted portion of the Dominguez Gap currently provides.

L-22-18

This comment raises concerns regarding pedestrian and/or bicycle access, mobility, and/or safety in the project area and on local streets crossing I-710. As discussed in its *Complete Intersections Guide: A Guide to Reconstructing Intersections and Interchanges for Bicycles and Pedestrians* (http://www.dot.ca.gov/hq/traffops/survey/pedestrian/Complete-Intersections-A-Guide-to-Reconstructing-Intersections-and-Interchanges-for-Bicyclists-and-Pedestirans.pdf), Caltrans policy is to view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers.

L-22-19

The comment suggests that the Community Livability Plan developed by the City of Long Beach be reviewed and its recommendations considered to minimize impacts resulting from the I-170 Corridor Project. A summary of the City of Long Beach's *I-710 Community Livability Plan* has been added in Section 3.1.2.2 of the RDEIR/SDEIS, and an analysis of the build alternatives' consistency with that plan is provided in Section 3.1.2.3**.**

L-22-20

Refer to Responses to Comments L-22-2 through L-22-19, above, and to Responses to Comments L-16-1 through L-16-236, earlier in this report.

CHATTEN-BROWN & CARSTENS
2200 PACIFIC COAST HIGHWAY
SUITE 318
HERMOSA BEACH, CALIFORNIA 90254
www.cbcearthlaw.com

TELEPHONE:(310) 798-2400
FACSIMILE: (310) 798-2402

E-mail:
DPC@CBCEARTHLAW.COM

September 20, 2012

Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 164
Los Angeles, CA 90012

Re: I-710 Corridor Project Draft Environmental Impact Report/Environmental Impact Statement

Dear Mr. Kosinski:

On behalf of the City of South Pasadena, we provide these comments on the Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) for the I-710 Corridor Project.

South Pasadena has been involved in issues related to the 710 (SR-710 and I-710) for decades. In April 2011 we submitted a letter regarding the scoping of the Proposed EIR/EIS on what you refer to as the "State Route 710 North Gap Closure Project" (hereafter referred as the "SR-710 North Project").

South Pasadena's primary concern is the devastating impact the SR-710 North Project could have on South Pasadena and the surrounding communities. However, the City and its residents are also very concerned that limited public resources be expended in a way that most cost effectively increases mobility throughout the entire Southern California Association of Government (SCAG) region. Therefore, any analysis of the effects of the I-710 Corridor's substantial increase in the capacity of the 710 at its southern portion must include an analysis of how those capacity increases could affect the northern portion and how those impacts can best be reduced or eliminated. L-23-1

Together, the SR-710 North Project and the I-710 Corridor Project would encourage increased use of the I-710 freeway as a conduit for port cargo if the SR-710 North Project is a single highway, whether above or below ground, rather than a multi-modal alternative to increase mobility in the San Gabriel Valley and elsewhere in the region. The California Environmental Quality Act (CEQA) requires that the direct and cumulative impacts of these projects – traffic, air quality, health impacts on communities through which the 710 freeway passes,

and more – be assessed together. "'Cumulative impacts' refer to two or more individual effects which when considered together, are considerable or which compound or increase other environmental impacts." (Title 14, Cal. Code Regs. (CEQA Guidelines) § 15355.) "Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." (*Ibid.*)

The cumulative impacts of the I-710 Corridor and SR-710 North improvements are likely to be significant and must be adequately considered in each EIR/EIS for each project. The Regional Transportation Plan modeled and included a tunnel for the SR-710 North Project, and also includes the I-710 Corridor project to expand capacity at the southern portion of the freeway. This supports the conclusion that there will be cumulative impacts from the two projects together that must be carefully considered. L-23-1

The cumulative impacts section of the I-710 Corridor Project Draft EIR (DEIR) identifies the SR-710 North Project as a related project but then states: "Cumulative impacts [are] not identified at this time, but impacts as a result of this [SR-710 North] project may include geotechnical, erosion, hydrology, air quality, water quality, noise, biology, public utilities, vehicle traffic patterns, parking, land use planning and hazardous waste." (DEIR, p. 3.25-5.) The DEIR claims "There are no adverse growth-related effects of the build alternatives; therefore, no avoidance, minimization, and/or mitigation measures are required." (DEIR, p. 3.25-40.) However, contrary to this claim, increasing capacity at the south end of the I-710 freeway may very well result in additional traffic, including truck traffic, traveling north on the 710 to the I-210 freeway, and from the I-210 back south. Both EIRs must include a detailed analysis of the amount of increased traffic that may result from the synergistic effect of the two projects.

The increased traffic must be quantified as best as is possible with modeling because the construction of the two projects could compound or increase the adverse impacts from each. To address such impacts, the I-710 Corridor assessment should also emphasize alternatives to the preferred project in the EIR, such as fully using the Alameda Corridor and Alameda Corridor East rather than relying on 710 capacity increases.

A multi-modal alternative for the SR-710 North Project that does not include a freeway or a roadway tunnel could avoid many types of cumulative impacts. It bears emphasizing that the Cities of Glendale, La Canada Flintridge, and Los Angeles have stated their opposition to a surface or tunnel route for the SR-710 North Project. The City of Pasadena has stated its opposition to two proposed tunnel routes and two surface routes. Again, South Pasadena urges that a multi-modal alternative that does not include a freeway or a roadway tunnel be L-23-2

identified as the preferred project for the SR-710 North. L-23-2

Conclusion

We urge you to revise the DEIR/DEIS for the I-710 Corridor Project so that consideration of the potential cumulative impacts of the I-710 Corridor Project along with the impacts of the SR-710 North Project are not overlooked. The cumulative impacts of the two potential projects together must be acknowledged and analyzed in adequate detail. The mobility of the entire region is too important to be considered without an understanding of the cumulative effect of these two major projects. L-23-3

Thank you for your consideration of these views.

Sincerely,

Douglas P. Carstens

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L-23-1

As more detailed information on the SR-710 North Study has become available since completion of the Draft EIR/EIS, the discussion of the SR-710 project in Section 3.25, Cumulative Impacts, of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) has been updated to provide more analysis of potential cumulative impacts of both the Interstate 710 (I-710) Corridor Project and SR-710 North. SR-710 North was included in the modeling of all alternatives for the I-710 Corridor Project, including Alternative 1 (No Build); therefore, the cumulative effect of both the I-710 Corridor Project and SR-710 North have been considered in the traffic analysis in the RDEIR/SDEIS as requested in this comment. Refer to Table 3.25-1 (Project ID No. 2) and Sections 3.25.1 through 3.25.20 for additional detailed analysis of potential cumulative impacts of both the I-710 Corridor Project and SR 710 North Study.

L-23-2

This comment suggests that a multimodal alternative for the SR-710 Study (north of Valley Blvd.) could avoid some of the potential cumulative impacts of that project. The California Department of Transportation (Caltrans) acknowledges that several cities, including the City of South Pasadena, have stated their opposition to surface and/or tunnel routes for the northern extension of SR-710, north of Valley Blvd. The I-710 Corridor Project proposes improvements on I-710 only as far north as SR-60. Caltrans and Metro are currently pursuing evaluation of alternatives for the SR-710 North Study separately from the I-710 Corridor Project.

L-23-3

Please refer to Responses to Comment L-23-1 and Table 3.25-1 (Project ID No. 2) and Sections 3.25.1 through 3.25.20 for discussion regarding the cumulative impacts analysis including the potential effects of the I-710 and SR-710 projects.

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F. Quon 10/4/12

THE PORT OF LOS ANGELES
425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Antonio R. Villaraigosa | *Mayor, City of Los Angeles*
Board of Harbor Commissioners | Cindy Miscikowski *President* | David Arian *Vice President* | Robin M. Kramer | Douglas P. Krause | Sung Won Sohn, Ph.D.
Geraldine Knatz, Ph.D. | *Executive Director*

L-24

September 25, 2012

Ronald J. Kosinski,
Deputy District Director, Division of Environmental Planning
State Department of Transportation (Caltrans), District 7
100 S. Main Street, MS 16A
Los Angeles, CA 90012

SUBJECT: I-710 Corridor Project DEIR/EIS

Dear Mr. Kosinski:

The Port of Los Angeles (POLA) greatly appreciates being a funding partner for the I-710 Corridor Project Environmental Impact Report/Statement and preliminary engineering. Such a partnership has afforded us the opportunity to collaborate extensively on a very critical project for the region, State, and nation. We value being able to provide technical input to the environmental document and supporting studies, including development and analysis of the project alternatives. As such, we want to take this opportunity to convey our support for the freight corridor component of the alternatives, and its restricted use by zero emission (ZE) trucks. L-24-1

The POLA is fully committed to the evaluation and integration of ZE technologies. We have recently begun testing ZE trucks with the hope that they can be used for short-haul drayage to near-dock railyard(s), and eventually operate on the proposed I-710 ZE freight corridor. We are also participating in the METRO-led "Countywide Zero Emission Truck Collaborative," which is important to the success of the I-710 Corridor Project, as well as our own ZE goals. We hope Caltrans will continue to support ZE technologies.

We again thank Caltrans and the other partners for this collaboration. Do not hesitate to contact me or my staff if you have any questions regarding our comments.

Sincerely,

Geraldine Knatz

GERALDINE KNATZ, Ph.D.
Executive Director

CC: POLA Board of Harbor Commissioners
Doug Failing, P.E., Executive Director-Highway Programs, METRO
Hassan Ikhrata, Executive Director, SCAG
Richard Powers, Executive Director, Gateway Cities Council of Governments
Chis Lytle, Executive Director, Port of Long Beach

KC: s

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L-24-1

POLA's participation in the Interstate 710 (I-710) Corridor Project environmental and engineering processes is appreciated. POLA's support for and continued evaluation and testing of zero emission technologies at the Port for short-haul drayage is noted.

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PEGGY LEMONS
Mayor

GENE DANIELS
Vice Mayor

TOM HANSEN
Councilmember

DARYL HOFMEYER
Councilmember

DIANE J. MARTINEZ
Councilmember

L-25

September 27, 2012

Mr. Ronald Kosinski
Caltrans District 7,
Division of Environmental Planning
100 South Main Street, MS 164
Los Angeles, CA 90012

Subject: City of Paramount Comments on the I-710 Corridor Project Draft Environmental Impact Report/Environmental Impact Statement and Section 4f Evaluation

Dear Mr. Kosinski:

The City of Paramount would like to thank the State of California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) for the opportunity to review the Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS) for the I-710 Corridor Project. Paramount is supportive of Caltrans and Metro efforts to improve the I-710 Corridor and therefore urges rejection of the No Build Alternative. Based on our review of the Alternatives, the City prefers adoption of Alternative 6B. L-25-1

The City of Paramount appreciates that a collaborative planning and community participation process lead to the definition of project alternatives designed to address the key issues of safety, mobility, air quality and health along the I-710 Corridor. We commend Caltrans and Metro for their efforts to involve affected communities and responsible agencies in the project and the EIR/EIS. L-25-2

We are sensitive to the difficulties associated with the preparation of an EIR/EIS for such a complex project, spanning multiple jurisdictions. We offer the following comments on the DEIR/DEIS. Our comments are intended to address the environmental concerns of our City, as well as the document's usefulness as a decision-making tool under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

16400 Colorado Avenue • Paramount, CA 90723-5012 • Ph: 562-220-2000 • Fax: 562-630-6731
www.paramountcity.com

Executive Summary

The Executive Summary does not comply with California Environmental Quality Act (CEQA) Guideline 15123(b), which requires that the summary identify "each significant effect with proposed mitigation measures." It would be helpful if the summary specified not just the impacts, but the mitigations measures included in the document to address the impacts. As currently written, the reader is required to look at the end of each section of Chapter 3 in order to obtain a listing of proposed mitigation measures. A summary table, like those typically included in an EIR which lists for each impact, the mitigation measures and level of significance after mitigation, would make review of the adequacy of the mitigation measures as well as an understanding of the comparative impacts of the Alternatives substantially easier. We understand that NEPA level analysis of the alternatives may necessitate separate summary tables for each alternative, or for groups of alternatives, but believe that the informational value of such tables is warranted, given the difficulties inherent in a reader or decision-maker understanding the comparative impacts and comparative mitigation effort required for the five alternatives addressed in the DEIR/DEIS. L-25-3

Please provide an estimate of the timing of the project (i.e. weeks/months for construction), key project phasing and when the project would become operational. If information, such as when the project would become operational is not available at this time, include an explanation of why the information is not currently known. L-25-4

Since the DEIR/DEIS has elements of a program-level review, it would be helpful if the Executive Summary explained when subsequent or supplemental environmental review would be triggered as project design progresses. L-25-5

Table S-3 provides only the most basic comparison of the alternatives. Statements like "project area particulate matter emissions increase compared to no project conditions" do not provide sufficient information for a meaningful understanding of the relative impacts of the alternatives. A more detailed comparison should be provided. If impacts, such as air quality emissions have been quantified, the quantifications should be included in the summary. L-25-6

1.0 Proposed Project

Pursuant to CEQA Guidelines Section 15124, the project description should include a statement describing the intended uses of the EIR/EIS, including a list of the agencies expected to use the document for decision-making and the permits and other approvals required to implement the project, or refer the reader to Section 2.7 where this information is provided. L-25-7

2.0 Alternatives

Pursuant to CEQA Guidelines Section 15126.6 (e)(2) the EIR/EIS should identify the environmentally superior alternative among the alternatives, either here, or in the Executive Summary. As noted in our comments on the Executive Summary above, Table S-3 provides only the most basic comparison of the alternatives. Statements like "project area particulate matter emissions increase compared to no project conditions" do not provide sufficient information for a meaningful understanding of the relative impacts of the alternatives. A more detailed summary comparison of the alternatives should be provided in this chapter or in the Executive Summary. L-25-8 L-25-9

Table 2.1-1 Estimated Costs on page 2-1 should also include any operational costs or revenue, including any public expenditures for electricity under Alternatives 6B and 6C and any tolls under Alternative 6C. L-25-10

Please provide an estimate of the timing of the alternatives (i.e. weeks/months for construction), key phasing for each alternative and when the alternative would become operational. If information, such as when the alternative would become operational is not available at this time, include an explanation of why the information is not currently known and how the unknowns have been addressed in the analysis. This information is important when assessing the accuracy of some of the technical analysis performed for the DEIR/DEIS, such as the calculation of construction air quality impacts. The DEIR/DEIS should identify any differences in the likely construction timing or phasing of the six alternatives. L-25-11

In addition, the timing of project components may affect potential impacts. We would recommend, for example, that street/intersection improvements be done in advance of mainline construction to reduce the impacts of mainline construction traffic on the local roadway system. In addition, we would recommend that the freight corridor be completed in advance of the general-purpose lanes so that trucks can be diverted to the freight corridor while the general purpose lane improvements are occurring, thus minimizing the disruption to car travel along the I-710. The DEIR/DEIS should address any construction timing issues with the potential to alter or reduce construction impacts and disruption and provide more complete information regarding project phasing. L-25-12

It would be helpful if the description of the alternatives provided information on existing capacity verse the carrying capacity of each of the alternatives, so that this information can be compared to the description of capacity needs contained in Chapter 1. L-25-13

Section 2.3.2 - Alternative 5A - Page 2-12 states that Alternative 5A:

> . . . will modernize the design at the I-405 and State Route 91 (SR-91) interchanges, modernize and reconfigure most local arterial interchanges throughout the I-710 corridor, modify freeway access at various locations, and shift the I-710 centerline at various locations to reduce right-of-way impacts. Figure 2.3-1 shows Alternative 5A and its key features.

L-25-14

Please indicate where the specific design drawings and/or detail for each of these components, including any bridge widenings, are located in the DEIR/DEIS.

Alternatives 6A/B/C – we would suggest extension of the freight corridor north of SR-60, particularly for Alternative 6B/C. The feasibility/attractiveness of investment in electric trucks capable of receiving electric power via an overhead catenary electric power distribution system will likely be a function of the extent of such a system. If the system consists solely of the 18 miles included in Alternatives 6B/C, investment by trucking companies in compatible vehicles may be limited. The more extensive the system, the more likely is to be embraced by the trucking industry. This should be addressed in the DEIR/DEIS as part of accessing the feasibility of the alternative.

L-25-15

Section 2.3.3 - Alternative 6A – Similarly, please indicate where the specific design drawing and/or detail for the freight corridor and entries and exits to the corridor are located in the DEIR/DEIS (i.e. Section 2.4 and Appendix O).

L-25-16

Section 2.3.4 - Alternative 6B – Please explain whether all trucks making use of the four separated freight movement lanes would be required to be zero emission type trucks. If so, how would a prohibition on diesel type trucks using the separated freight movement lanes be enforced? Would diesel trucks still be allowed to make use of the ten general-purpose lanes? If not, how would a prohibition on diesel trucks in the general-purpose lanes be enforced? If diesel trucks would be allowed to make use of the ten general-purpose lanes, what was the assumed mix of zero emission and diesel trucks used in the analysis and how was the mode split developed? How is this reflected in the trip rates used in the analysis?

L-25-17

This alternative includes a possible overhead catenary electric power distribution system. Who would be responsible for paying for the power, the public or the truck operators? Please include an estimate of the number of trucks per day or year that could be expected to make use of the assumed overhead catenary electric power distribution system included in Alternative 6B and how the

L-25-18

estimate was developed. This information is needed to facilitate review of the evaluation of energy impacts contained in Section 3.15. Page 2-20 indicates that: "Southern California Edison (SCE) has confirmed that current and planned local electrical distribution systems and power supplies are sufficient to accommodate the alternative's energy demand." This statement is conclusionary and is not supported. Please footnote the source that provided this confirmation. L-25-18

Section 2.3.5 - Alternative 6C - Please explain whether all trucks making use of the I-710 project would be required to pay a toll, or if the toll would only apply to trucks using the separated freight movement lanes. Would trucks still be allowed to make use of the ten general-purpose lanes without paying a toll? If not, how would a prohibition on trucks on the general-purpose lanes be enforced? If trucks would be allowed to make use of the ten general-purpose lanes without paying a toll, what was the assumed mix of toll paying and non-toll paying trucks used in the analysis and how was the mode split developed? How is this reflected in the trip rates used in the analysis? What is the relationship between toll amount and likely truck mode split between trucks paying and not paying the toll? This information is required in order to assess the reasonableness of the mode splits used in Section 3.5 – Traffic. L-25-19

Section 2.4 – Design Features of Alternative A. We note that the following interchanges, crossing and frontage roads are located in or in close proximity to the City of Paramount:

F

- reeway-to-Freeway Interchange Improvement at SR-91 and local interchange improvements.
- New local interchange at Alondra: existing partial cloverleaf/tight diamond configuration will be replaced with a single-point urban interchange (per Figure 2.4-2).
- New local interchange at Rosecrans (per Figure 2.4-2):
  - SB Rosecrans Ave. off-ramp will split off the collector-distributor road and pass below the entrance connector from I-105.
  - Rosecrans Ave. will be reconstructed to two through lanes in each direction between the Los Angeles River bridge and Gibson Ave.
  - East of Gibson Ave., a dedicated ramp lane will be added on EB
  - Rosecrans Ave., connecting to the SB I-710 on-ramp.
- New local interchange at MLK (per Figure 2.4-2) - SB one-lane off-ramp will be moved further north, combining with the SB Imperial Hwy. off-ramp.

The we note that the following arterial intersection improvements included as part of the built alternatives are located in or in close proximity to the City of Paramount as shown in Figure 2.4-3 and listed in Table 2.4-2:

- Intersection 44 - Alondra Blvd./Garfield Ave.: Add a separate left-turn lane on NB and SB approaches
- Intersection 45 - Alondra Blvd./Paramount Blvd.: Add a separate left-turn lane on WB approach
- Intersection 51 - Rosecrans Ave./ Garfield Ave.: Add a left-turn lane (change from single to dual left) on NB, SB and EB approaches
- Intersection 52 - Rosecrans Ave./Paramount Blvd.: Add a separate right-turn lane on NB approach

Table 2.4-2, please include the City in which each improvement is located in the table. L-25-20

Figure 2.4-4 shows the location of bridge replacements and improvements included in Alternative 5A. It indicates bridge replacements in or in close proximity to the City of Paramount at: Alondra and Rosecrans. It also indicates a number of new structures in the vicinity. The bridge projects should be numbered, as the intersections were in Figure 2.4-3, and described and listed in a table like Table 2.4-2, but which specifies the City in which the improvement is located. L-25-21

Figure 2.4-5 shows the location of major drainage facilities included in Alternative 5A. It indicates several facilities in or in close proximity to the City of Paramount. The improvements should be numbered, as the intersections were in Figure 2.4-3, and described and listed in a table like Table 2.4-2. Similar graphics and tables should be provided for the retaining walls and major utility relocations to facilitate review of impacts. L-25-22

Parking along Garfield Avenue in the City of Paramount would be subject to the arterial parking restrictions (e.g. 6:00 am to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.) included as part of the project.

Section 2.5 – Design Features of Alternatives 6A/B/C – we note that the following freeway-to-freeway interchanges included in these alternatives are located in or in close proximity to the City of Paramount per page 2-59: I-710/SR-91. Figure 2.5-1 shows interchange improvements to the I-71-/I-105 interchange, but this interchange is not listed on page 2-59. L-25-23

The local arterial improvements, bridge, drainage, and retaining wall improvements should be numbered on the figures, as the intersections were in Figure 2.4-3, and described and listed in a table like Table 2.4-2, but which specifies the City in which the improvement is located. L-25-24

Table 2.5-2 lists the Construction duration by segment, but the segments aren't defined. Please make clear the assumptions used in the analysis regarding whether or not construction was assumed to be sequential, or which segments were assumed to be constructed concurrently, for each of the alternatives. Please indicate the assumed duration for construction for each of the alternatives used in the analysis. This section of the DEIR/DEIS needs to provide more detailed information regarding the timing of the construction components for each segment or point the reader to where that information is located in the document. More detailed project phasing, like that required for the air quality analysis, should be provided as part of the description of the alternatives. L-25-25

Chapter 3

Each Environmental Consequence section within this Chapter should clearly identify the impacts associated with each of the alternatives, the mitigation measures that apply to each alternative, and the level of significance after mitigation for each impact. For each issue area CEQA requires a strict baseline versus build analysis to assess whether a proposed project will have an impact. If a proposed project is determined to have a significant impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible. L-25-26

3.1 Land Use

It would be helpful to the planning efforts of the cities and to an understanding of impacts if Table 3.1-1: Existing Land Use Impacts by Build Alternative (acres) provided a breakdown of the land use impacts by city and unincorporated area. L-25-27

The DEIR/DEIS contains only the most rudimentary analysis of the project's consistency with the City of Paramount's General Plan. The analysis on page 3.1-49 states: "The build alternatives are consistent with the adopted goals and policies in the City of Paramount General Plan since they would address the region's public and mass transit system and would not adversely impact residences or businesses within the city of Paramount." L-25-28

Page 37 of the City of Paramount's General Plan states that:

> Any new development or redevelopment in the city should have a Traffic Impact Analysis (TIA) conducted if the project is expected to generate more than 500 new trips per day. The TIA should be conducted in accordance with the procedures in the Los Angeles County Congestion Management Program (CMP) Guidelines for Traffic Impact Analysis, except that the impact shall be considered

L-25-29

significant if the project related increase in the volume to capacity (v/c) ratio for intersections equals or exceeds the thresholds shown in Table 3-3. When a new project results in a significant impact, improvements to the intersection (referred to as mitigation) will be required so as to restore or reduce the v/c ratio to the operating levels that existed prior to the project's implementation.

Table 3-3
Traffic Impact Analysis Thresholds

Level of Service	Volume/Capacity (V/C)	Incremental Increase
C	0.71-0.80	0.04 or more
D	0.81-0.90	0.20 or more
E/F	0.90-more	0.10 or more

L-25-29

The Traffic analysis for the I-710 only addressed intersections projected to operate at LOS E or F and, as noted on DEIR/DEIS page 3.5-81, used the following criteria for determining which intersections are adversely impacted when comparing any of the I-710 Corridor Project build alternatives to the No Build conditions under Alternative 1 include:

- Degraded LOS E or F in the build alternatives (with I-710 Project); and
- Increase in intersection delay over Alternative 1 conditions.

The threshold of significance used on the I-710 Traffic Analysis is thus different than the threshold specified in the City's General Plan. Use of a threshold that is different than the threshold specified in the City's General Plan is likely to result in the under-identification and under-mitigation of intersection impacts in the City, and to create "with project" operational impacts inconsistent with the City's General Plan Circulation Element.

Mitigation Measure LU-1 on page 3.1-53 requires that:

> **LU-1** Following approval of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Interstate 710 (I-710) Corridor Project and filing of a Notice of Determination with the State Clearinghouse, the California Department of Transportation (Caltrans) shall request that the affected Cities and the County amend their respective General Plans to reflect the final

L-25-30

> alignment, interchange locations, and modification of land use designations for properties that would be acquired for the project. Caltrans will also initiate amendments to existing freeway agreements with cities where the build alternatives would add or remove access to I-710 or Interstate 405 (I-405).

L-25-30

As written, this mitigation measure imposes an unfunded mandate on local governments along the alignment, which could result in indirect impacts to public services if local governments are required to divert public service funds to pay for the required General Plan amendment. The mitigation measure should specify that the cost of the required General Plan amendments will be reimbursed from I-710 funds, or the potential indirect environmental impacts of this cost burden must be addressed in the DEIR/DEIS.

Table 3.1-5 – Permanent Direct and Indirect Impacts to Parks and Recreation Facilities identifies an impact to Ralph C. Dills Park (6500 San Juan Street, City of Paramount) and states: "As indicated in the *Noise Study Report* prepared for the proposed project, a sound barrier was found to be feasible under Alternatives 6A/B/C along the east side of I-710 that could provide noise reduction to this park and surrounding land uses." It is unclear from the table whether this impact would be fully mitigated by the sound barrier, or if impacts would remain under Alternative 6A/B/C. It is also unclear from the table whether there would be impacts under the other alternatives. The wording of the table should be clarified.

L-25-31

3.3 Community Impacts

As noted in Table 3.3-5, the following schools in the City are located within 0.5 mile of the I-710 mainline and interchange improvements: (1) Los Cerritos Elementary School, 14626 Gundry Ave., Paramount; (2) Keppel Elementary School, 6630 Mark Keppel St., Paramount; and (3) Zamboni Middle School, 15733 Orange Ave., Paramount. These schools are not identified as impacted in Table 3.3-8, which only identifies impacted schools, but the reason why Paramount schools within 0.5 miles of the facility are not impacted is not clear from the discussion. It would be helpful if Table 3.3-8 explained the basis of both impact and no-impact conclusions for each school.

L-25-32

Page 3.3-26 states that construction would result in temporary access impacts to Zamboni Middle School, which would be addressed by the Traffic Management Plan (TMP) required in Section 3.5. Please demonstrate that full mitigation is feasible via a TMP.

L-25-33

Table 3.3-10 does not show the need for any relocations within the City of Paramount. However, the Alondra Blvd bridge design would affect the Home Depot driveway in the City of Paramount. Please include a mitigation measure which ensures that the Home Depot driveway will be rebuilt, and requires that the Traffic Management Plan for this segment of construction will ensure that 1 lane of traffic is maintained to provide access to the west during bridge construction in this area. In the absence of such measures, the potential for impacts to this business remain. L-25-34

3.5 Traffic

According to the Traffic Impact Analysis Report for the project, 168 initial study intersection locations were identified for analysis. The following intersections in the City of Paramount were included in the analysis:

- #44 – Alondra Blvd./Garfield Ave
- #45 – Alondra Blvd./Paramount Blvd.
- #51 – Rosecrans Ave/Garfield Avenue
- #52 – Rosecrans Ave/Paramount Blvd
- #118 – I710 NB/Rosecrans Ave (off)
- #119 – I710 SB/Rosecrans Ave (off)

In addition, the following adjacent intersections in the City of Compton were analyzed:

- #116 – I-710 NB/Alondra Blvd (on/off)
- #117 – I-710 SB/Alondra Blvd (on)
- #213 – Unspecified

According to Chapter 2, Alternative 5 includes the following arterial intersection improvements as shown in Figure 2.4-3 and listed in Table 2.4-2, and Alternatives 6A/B/C also include these improvements:

- Intersection 44 - Alondra Blvd./Garfield Ave.: Add a separate left-turn lane on NB and SB approaches
- Intersection 45 - Alondra Blvd./Paramount Blvd.: Add a separate left-turn lane on WB approach
- Intersection 51 - Rosecrans Ave./ Garfield Ave.: Add a left-turn lane (change from single to dual left) on NB, SB and EB approaches
- Intersection 52 - Rosecrans Ave./Paramount Blvd.: Add a separate right-turn lane on NB approach

However, as indicated in the Traffic Impact Analysis, intersections 44 and 45 are impacted under Alternative 5A, 6A, 6B and 6C, based on the Traffic Analysis's criteria for intersection impacts, even with these improvements. The DEIR/DEIS includes the following mitigation measures for the impacts to these two intersections:

- Alondra Boulevard/Garfield Avenue (#44): Add a shared through-right turn lane (3rd lane) on both EB and WB approaches. Add an extra left-turn lane (change from single to dual) on WB approach. L-25-35

- Alondra Boulevard/ Paramount Boulevard (#45): Add a shared through-right turn lane (3rd lane) on both EB and WB approaches. Add an extra left-turn lane (change from single to dual) on EB approach.

Please confirm that this is in addition to the improvements included as part of the description of the Alternatives. These intersections are incorrectly identified as located in the City of Compton on DEIR/DEIS page 3.5-88.

The discussion of Alternative 5A, 6A/B/C, Arterial Roadway Segments notes that the following major north-south roadway segments in Paramount are projected to be near or over capacity during the evening peak hours:

- Cherry Avenue (i.e. Garfield Avenue) between Rosecrans Avenue to at least I-105.
- Paramount Boulevard from Rosecrans Avenue to I-105.

In addition, the following major east-west roadway segment in Paramount is project to be near or over capacity during the evening peak hours under Alternative 5A conditions:

- **Rosecrans Avenue from Atlantic Avenue to Paramount Boulevard**

These roadway conditions imply the need for additional mitigation at the following intersections: L-25-36

- Intersection 51 - Rosecrans Ave./ Garfield Ave
- Intersection 52 - Rosecrans Ave./Paramount Blvd

The Traffic Analysis also notes that under Alternatives 5A, 6A/B/C that a number of study intersections along Alondra Boulevard have been projected to operate at LOS E or F, which indicates a potential systematic capacity deficiency along that corridor.

The City of Paramount is therefore requesting that dual turns be recommended in all directions at the following intersections under all of the build alternatives in order to reduce impacts:

- Intersection 44 - Alondra Blvd./Garfield Ave
- Intersection 45 - Alondra Blvd./Paramount Blvd
- Intersection 51 - Rosecrans Ave./ Garfield Ave
- Intersection 52 - Rosecrans Ave./Paramount Blvd.

L-25-37

Given conditions along Alondra Blvd and Rosecrans Avenue described above, the following intersections should also have been studied, as the potential for unmitigated impacts exists, based on the data contained in the Traffic Impact Analysis for nearby intersections:

- Downey Ave./Rosecrans Ave.
- Downey Ave./ Alondra Blvd.

L-25-38

We would request similar improvements at these intersection be included as part of the built alternatives in order to avoid potential impacts.

As discussed under 3.1- Land Use - Page 37 of the City of Paramount's General Plan states that:

> Any new development or redevelopment in the city should have a Traffic Impact Analysis (TIA) conducted if the project is expected to generate more than 500 new trips per day. The TIA should be conducted in accordance with the procedures in the Los Angeles County Congestion Management Program (CMP) Guidelines for Traffic Impact Analysis, except that the impact shall be considered significant if the project related increase in the volume to capacity (v/c) ratio for intersections equals or exceeds the thresholds shown in Table 3-3. When a new project results in a significant impact, improvements to the intersection (referred to as mitigation) will be required so as to restore or reduce the v/c ratio to the operating levels that existed prior to the project's implementation.

L-25-39

Table 3-3 Traffic Impact Analysis Thresholds		
Level of Service	**Volume/Capacity (V/C)**	**Incremental Increase**
C	0.71-0.80	0.04 or more
D	0.81-0.90	0.20 or more
E/F	0.90-more	0.10 or more

L-25-39

The Traffic analysis for the I-710 only addressed intersections projected to operate at LOS E or F and as noted on DEIR/DEIS page 3.5-81 and used the following criteria for determining which intersections are adversely impacted when comparing any of the I-710 Corridor Project build alternatives to the No Build conditions under Alternative 1 include:

- Degraded LOS E or F in the build alternatives (with I-710 Project); and
- Increase in intersection delay over Alternative 1 conditions.

The threshold of significance used on the I-710 Traffic Analysis is different than the threshold specified in the City's General Plan. Use of a threshold that is different than the threshold specified in the City's General Plan is likely to result in the under-identification and under-mitigation of intersection impacts in the City. Please explain the basis/justification for the threshold used in the analysis.

Section 4.2.4.5 of the CEQA Analysis contained in Chapter 4 states:

> For the purposes of the CEQA traffic analysis, LOS E and LOS F that result from the build alternatives are considered not acceptable, and mitigation should be considered for cases where traffic conditions are LOS E and F in the post project condition.

L-25-40

However, Chapter 4 fails to identify the impacted intersections or to include any such additional traffic mitigation and instead classifies impacts as significant and unavoidable, without listing the unavoidably impacted intersections. We would note that Public Resources Code (PRC) § 21002. APPROVAL OF PROJECTS: FEASIBLE ALTERNATIVE OR MITIGATION MEASURES states that:

> The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

PRC § 21081. NECESSARY FINDINGS WHERE ENVIRONMENTAL IMPACT REPORT IDENTIFIES EFFECTS requires that:

> Pursuant to the policy stated in Sections 21002 and 21002.1, no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:
>
> (a) The public agency makes one or more of the following findings with respect to each significant effect:
>
> (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
>
> (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
>
> (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

L-25-40

In the absence of an effort to identify intersection impacts under CEQA and to mitigate those impacts, the necessary findings cannot be made.

The DEIR/DEIS needs to address the potential roadway impacts associated with project construction. A lot of local streets will require resurfacing due to impacts during construction. Section 3.24 – Construction (page 3.24-3) described the

L-25-41

installation of pavement on the "new roadbed," but it is unclear if this also applies to the resurfacing of local streets that may be impacted by construction or construction traffic. L-25-41

The DEIR/DEIS needs to address the timing of street and intersection improvements. These improvements should be done in advance of mainline construction to facilitate use of local streets for detour and construction purposes. L-25-42

A lot of the existing bridges require widening. The DEIR/DEIS needs to address whether the planned design of bridges is adequate and whether the designs include proper shoulders and sidewalks. The City is concerned with the need for bridge improvements at Rosecrans Boulevard at its river crossing, and at Somerset Blvd. These bridges should be addressed in the DEIR/DEIS, or the DEIR/DEIS should identify the need to address these bridges in the Strategic Plan Study. L-25-43

According to Chapter 2, parking along Garfield Avenue in the City of Paramount would be subject to the arterial parking restrictions (e.g. 6:00 am to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.) as part of the build alternatives. The DEIR/DEIS needs to address the feasibility of parking restrictions along this roadway, as well as the other three roadways identified for parking restrictions. In the event that parking restrictions are infeasible, roadway widening and additional right-of-way takes may be required. The impact of any additional widening needs to be addressed in the DEIR/DEIS and funding for the widening needs to be provided as part of the project, or other funding sources need to be identified. L-25-44

3.6 Visual

The visual/aesthetic analysis does not specifically address potential impacts to or views from the City of Paramount. L-25-45

It is unclear which alternative is represented by the "Base Condition" and the "Enhanced Condition" shown in the visual simulations. The visual simulations do not appear to show the aesthetic differences between Alternative 5A and Alternatives 6A/B/C. It is thus unclear how the visual quality scores contained in Table 3.6-1 were derived for Alternative 5A, verses Alternative 6A/B/C. There does not appear to be any differences in the scores visual quality scores between Alternatives. It is difficult to believe that the elevated freight corridor included in Alternative 6A/B/C would not result in a different visual quality score than Alternative 5A. L-25-46

The visual impact mitigation measures included in this section are very general and leave the actual specification of landscaping, hardscape, soundwalls, L-25-47

retaining walls, screen walls, lighting, and detention basins and bioswale to the Master Plan and PS&E phase of project design. Since mitigation measure VIS-1 requires the preparation of a Corridor Master Plan based on the *Urban Design and Aesthetic Toolbox Report* (2012) this section of the DEIR/DEIS should provide the reader with a summary of the contents of the *Urban Design and Aesthetic Toolbox Report.* In the absence of the specification of specific measures, it is difficult for the reader to be sure that impacts can be reduced to a level considered less than significant. L-25-47

We are concerned that the project may not include adequate soundwalls and screen walls through the City of Paramount. We would request either a soundwall and/or screen wall be required along the I-710 freight corridor in and adjacent to the City of Paramount so trucks aren't visible. L-25-48

A screen wall is required on Shoemaker bridge so trucks aren't visible. In the absence of such a screen wall, the potential for visual impacts remains.

3.14 Noise

Page 3.14-13 - Groundborne noise and vibration – please indicate whether any construction technics with the potential to cause groundborne vibration will be employed, such as pile driving. If so, the DEIR/DEIS must address groundborne noise and vibration during construction. See discussion on page 4-37 to 4-38 regarding potential vibration impacts during construction. Page 3.24-26 states that "no adverse temporary groundborne vibration impacts are anticipated as a result of pile driving with the implementation of avoidance and minimization measures described in Section 3.24.4.14", but such measures are actually designed to mitigate potential significant impacts by requiring pre- and post-construction surveys for damage to residential structures and requiring the project to be responsible for the cost of damage to structures (mitigation CON-38). L-25-49

Page 3.13-14 Activity Category B – Table 14.2 – please indicate the City in which each location in the table is located. L-25-50

Pages 3.14-20 to 3.14-29, please indicate in the descriptions, the city or cities in which each of the described sound walls is located. L-25-51

Page 3.14-20 indicates that Figures 3.14-2 and 3.14-3 show the locations of acoustically feasible sound walls. It should be noted that the figures are located at the end of the section. L-25-52

Table 3.14-3 lists the "financially feasible" rather than the "acoustically feasible sound walls." If a needed sound wall is screened out for financial "reasonableness" then significant unmitigated impacts should be identified at those locations. L-25-53

Alternative 5A does not include any new sound walls in the Paramount area.

Alternatives 6A/B/C include the soundwalls SW609A, SW609B, SW613, and SW615, which are described as follows in Section 3.14:

- **SW-609A and SW-609B.** Both soundwalls are proposed along the edge of dike on the east side of the Los Angeles River between Atlantic Blvd. and Alondra Blvd. The combined soundwall length would be approximately 1,772 feet, and it would be new construction (no existing soundwall at this location). As shown in Table 3.14-3, SW-609A and SW-609B were determined to be reasonable, and the recommended height for both walls is 14 feet. L-25-54

- **SW-613.** This soundwall is approximately 1,331 feet long and is proposed along the edge of dike on the east side of the Los Angeles River, south of Somerset Blvd. The soundwall would be new construction (no existing soundwall at this location). As shown in Table 3.14-3, SW-613 was determined to be reasonable, and the recommended height is 16 feet.

- **SW-615.** This soundwall is approximately 2,979 feet long and is proposed along the edge of dike on the east side of the Los Angeles River, between Somerset Blvd. and Rosecrans Ave. The soundwall would be new construction (no existing soundwall at this location). As shown in Table 3.14-3, SW-615 was determined to be reasonable, and the recommended height is 16 feet.

Please include an explanation of why these sound walls in the Paramount area are located along the eastern edge of the Los Angeles River, rather than along the western edge of the River of edge of the I-710. The DEIR/DEIS should address whether the sound wall mitigation along the river's edge will impact access to the river trail system or result in view impacts.

3.15 Energy

Table 3.15-1 lists the annual electrical consumption in Los Angeles County in 2009 (70,149 million kilowatt-hours). No information is provided regarding year 2035 anticipated electrical use in the County under the No Build Alternative. Table 3.15-7 provides an estimate of energy consumption in 2035 under each of L-25-55

the Alternatives (183 million KWh for Alternative 6B and 157 KWh for Alternative 6C). No information is provided on anticipated year 2035 electrical capacity in the County. Page 3.15-11 states that: "(n)one of the build alternatives would result in adverse impacts related to energy consumption in the Study Area nor in the South Coast Air Basin (Basin) compared to the No Build alternative, all are consistent with the goals of these energy conservation plans." However, no evidence is provided to support this conclusion. Please provide evidence that the Alternatives would not result in the need for new of expanded electrical generating facilities. L-25-55

The VMT figures contained in Table 3.15-5 are not consistent with the VMT figures contained in Table 3.5-32 (see Alternative 6B). L-25-56

4.0 CEQA

References to Chapter 3 sections should include the page range containing the referenced information, as some of the cited sections do not address the checklist questions. For example on page 4-8 the discussion of mineral resources references Section 3.1. However, the word "mineral" appears nowhere in Section 3.1. L-25-57

Conclusionary statements should be supported by analysis or reference/citation to facts, reasonable assumptions predicated on facts, or expert opinion supported by facts. L-25-58

The DEIR/DEIS needs to include an effort to identify mitigations that address the significant unmitigated impacts described on pages 4-40 to 4-69, or should demonstrate specifically why mitigation is not feasible. L-25-59

It would be helpful if Section 4.4 actually listed the mitigation measures, rather than referring the reader to sections various sections of Chapter 3.

Nowhere in the document is there a comprehensive list of the mitigation measures, or a summary identifying "each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect, per CEQA Guidelines Section 15123. The utility of the standard CEQA impact/mitigation summary table has been repeatedly demonstrated in EIRs and we would encourage the inclusion of such a table in the DEIR/DEIS to facilitate an understanding of the impacts and mitigation measures associated with the build alternatives. L-25-60

Conclusion

We thank Caltrans and Metro for the opportunity to review the EIR for the I-710 Corridor project and look forward to continuing to work with Caltrans and Metro on this important improvement project. L-25-61

CITY OF PARAMOUNT

William C. Pagett, PE
City Engineer

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L-25-1

The City's support for Alternative 6B is noted. All comments received on the Draft EIR/EIS, including comments expressing opposition or support for the project, are included in this report and will be made available to the decision-makers and the public prior to any action on the proposed project.

L-25-2

The City's compliments regarding the collaborative planning and community participation process for the Interstate 710 (I-710) Corridor Project are noted. Refer to Responses to Comments L-25-3 through L-25-61, below, for responses to the City's individual comments on the Draft EIR/EIS.

L-25-3

In an effort to keep the Executive Summary brief where possible, the requested edits were not made. The full Environmental Commitments Record can be found in Appendix F, and information on the associated environmental commitment that corresponds to identified impacts are located in the various Chapter 3.0 resource area discussions. The California Environmental Quality Act (CEQA) significance determination locations will remain in Chapter 4.0, CEQA, of the RDEIR/SDEIS.

L-25-4

This comment requests more detail on project phasing. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction.

L-25-5

The I-710 Corridor Project EIR/EIS is intended to be a project-level CEQA/National Environmental Policy Act (NEPA) document based on the current level of project design detail (i.e., the current design plans are considered "20 percent" plans compared to the more detailed engineering required to produce "100 percent" final plans that could be used for project construction). The California Department of Transportation (Caltrans) will conduct periodic environmental reevaluations as necessary.

L-25-6

Because of the size of the project and the breadth of analysis provided in the Draft EIR/EIS, it is not possible to provide quantitative information in the Executive Summary in order to keep it brief and consistent with Section 15123[c] of the CEQA Guidelines. No change to the Executive Summary in the RDEIR/SDEIS was made in response to this comment.

L-25-7

The format and organization of the Draft EIR/EIS follows the Caltrans SER document and annotated outline for an EIR/EIS. Chapter 1.0, Proposed Project, focuses on the history of the project and the purpose of and need for the project. It does not describe the build or No Build alternatives. Chapter 2.0, Project Alternatives, describes the build and No Build alternatives in detail, including Section 2.7, Anticipated Permits and Approvals Needed. As a result, the information regarding needed permits and approvals was retained in Section 2.7 but is not cross-referenced in Chapter 1.0.

L-25-8

This comment requests identification of the environmentally superior alternative as required by CEQA. Chapter 2.0 of the Draft EIR/EIS provides a description of the project alternatives but does not provide any environmental analysis. Caltrans will identify an environmentally superior alternative in the Final EIR/EIS.

L-25-9

This comment requests more detail in the Executive Summary. Please refer to Response to Comment L-25-6.

L-25-10

The costs for the revised build alternatives are discussed in Section 2.1 of the RDEIR/SDEIS.

L-25-11

This comment requests more details on project phasing. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction.

L-25-12

This comment requests information regarding project phasing. Please refer to Response to Comment L-25-11.

L-25-13

In response to this comment, a brief description and quantification of the freeway lane capacity of each alternative has been added to descriptions of the alternatives in Sections 2.3.2.1 and 2.3.2.3 of the RDEIR/SDEIS.

L-25-14

This comment requests to see the more detailed plans of Alternative 5A. References to Appendix O, Concept Plans, are provided in Section 2.3 to refer the reader to the design information in that Appendix.

L-25-15

This comment suggests extension of the zero emission freight corridor north of SR-60. This was not considered for the I-710 Corridor Project because SR-60 is the logical northerly terminus for the project. Section 2.2 of the RDEIR/SDEIS describes the commercial feasibility of zero emission truck technology. Section 3.25 includes a discussion of other potential projects for the extension of zero emission technology, such as the proposed East/West Freight Corridor under study by SCAG.

L-25-16

Refer to Response to Comment L-25-14, above, for changes made to the text in Chapter 2.0 of the RDEIR/SDEIS to refer the reader to the location of detailed discussions and mapping of the project features provided for each build alternative

L-25-17

The implementing agencies, Caltrans and Metro, will need to seek new legislation and implement regulations to restrict the proposed freight corridor to zero emission trucks only if Alternative 7 is selected as the preferred alternative. Similar to existing conditions, all conventional internal combustion-powered trucks (diesel, CNG, LNG) and zero emission trucks would be allowed to use the general purpose lanes on I-710. In the travel demand forecasting conducted for the project, the forecasted volumes of trucks using the freight corridor lanes versus the general purpose lanes on I-710 were determined by assigning two year 2035 truck

trip tables to the roadway network: trucks serving the Ports and all other heavy-duty trucks. In Alternatives 6B and 6C, those trucks that are forecast to use the freight corridor because of the time savings for their specific trips between specified origins and destinations were assumed to have zero emission capabilities. The preponderance of trucks forecast to use the freight corridor are trucks serving the Ports.

L-25-18

This comment requests information regarding the provision of electric power for the zero emission freight corridor. The ability to accommodate the required electric power was preliminarily assessed by SCE as a part of an electric transmission “load flow” study it performed for Metro for the I-710 EIR/EIS. The revised build alternatives are characterized as “technology neutral”. Section 2.3.2.3 of the RDEIR/SDEIS provides updated information on the potential power sources for the ZE/NZE freight corridor. Additionally, information regarding the Gateway Cities COG Zero Emission Truck Commercialization Study is provided in Section 2.3.2.1.

L-25-19

This comment asked whether, under Alternative 6C, tolls would be paid by all trucks on I-710 or only those using the freight corridor. In the Draft EIR/EIS, Alternative 6C presumed that tolls will only be assessed on trucks using the freight corridor. The fraction of trucks using the I-710 freight corridor versus the I-710 Corridor Project general purpose lanes was determined by the traffic forecasting model, which assessed the propensity of a truck to pay a toll as a function of the time saved by using the freight corridor compared to the general purpose lanes and a value of time. The value of time was derived from recent studies of truck use of toll facilities in California and elsewhere in the U.S. No tolling options are currently under evaluation as part of either Alternative 5C or Alternative 7.

L-25-20

As requested in this comment, Table 2.3-1 in the RDEIR/SDEIS has been revised to list the jurisdiction in which the intersection is located.

L-25-21

As there are over 100 bridges in the study area, and in an effort to minimize the document where possible, the spatial representation of bridge improvements in Chapter 2.0 was retained. City limits are shown on the bridge figures for each build alternative in order to assist the reader in determining jurisdictional areas. For more information on detailed bridge improvements over

the Los Angeles River, please refer to Section 3.8, Hydrology. Also, please refer to Appendix O, Concept Plans, for a more detailed spatial representation of bridge improvements.

L-25-22

As there are several dozen drainage facilities proposed along the corridor, and in an effort to minimize the document where possible, the spatial representation of drainage facilities in Chapter 2.0 was retained. City limits are shown on the bridge figures for each build alternative in order to assist the reader in determining jurisdictional areas. For more information on proposed drainage facilities, please refer to Appendix O, Concept Plans.

L-25-23

Although Figure 2.5-1 shows an inset for the I-710/I-105 interchange, no improvements to the actual interchange are proposed. The project design for this area includes improvements to the I-710 mainline only.

L-25-24

Please see Response to Comment L-13-20.

L-25-25

This comment requests more detail on project phasing. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction.

L-25-26

In accordance with the Caltrans standard format for EIR/EIS environmental documents (see the Annotated EIR/EIS format posted at http://www.dot.ca.gov/ser/forms.htm), analysis under CEQA is contained in Chapter 4.0, California Environmental Quality Act Evaluation of the Draft EIR/EIS and the RDEIR/SDEIS. Chapter 4.0 discusses the significant impacts of the I-710 Corridor Project build alternatives, mitigation to address those impacts, and the level of significance under CEQA after mitigation. All of the avoidance, minimization, and mitigation measures cited in Chapter 4.0 are incorporated in the build alternatives and would be adapted in the Final EIR. Appendix F, Environmental Commitments Record, provides the language of each of the avoidance, minimization, and mitigation measures included in the build alternatives;

the party responsible for implementing each measure, and the timing/phasing of the implementation of each measure.

L-25-27

This comment requests that the EIR/EIS include a breakdown of land use impacts by jurisdiction. The CIA prepared for the proposed project and made available during public review included a breakdown of the land use impacts by jurisdiction within the I-710 Corridor Project Study Area. Table 3.1-1 in the RDEIR/SDEIS has been updated to provide land use impacts by jurisdiction.

L-25-28

The General Plan Elements (2007, 2014) of the City of Paramount were evaluated in the DEIR/DEIS (June 2012) and the RDEIR/SDEIS, in the consistency analysis in Section 3.1, Land Use. The RDEIR/SDEIS still identifies the two relevant policies from the Paramount General Plan that are relevant to the I-710 Corridor Project. These goals are specifically related to transportation infrastructure projects (consistent with the improvements proposed for I-710) that would provide regional circulation for the workers and residents of the City of Paramount. The conclusion for the consistency analysis for these polices is that the I-710 Corridor Project build alternatives would be consistent with the policies to support the development and expansion of public and mass transit system that would utilized the I-710 corridor and would contribute to improved circulation that would support business and residential development in the City of Paramount.

L-25-29

Caltrans acknowledges that the City of Paramount has specific traffic impact assessment thresholds (Table 3-3, City of Paramount General Plan, as provided in this comment) and that the TIAR for the I-710 Corridor Project did not use those thresholds. Because Caltrans is the Lead Agency for this project, it was determined that the HCM methodology was the appropriate analysis technique. While this is inconsistent with the ICU method employed for most of the Gateway City agencies, it is a more detailed method of performing operational analysis. For the updated TOAR, HCM 2010 was used, and for the updated TIAR (March 2017) SYNCHRO 8.0 (HCM 2010) was used.

L-25-30

This comment expresses a concern that Mitigation Measure LU-1 in the Draft EIR/EIS, which requires Caltrans to coordinate with local jurisdictions to update their General Plans to reflect any land use or transportation changes resulting from the proposed project, creates an

"unfunded mandate" for local jurisdictions to amend their General Plans. It is acknowledged that amending a General Plan requires a commitment of time and resources by the responsible local jurisdiction. To minimize the effect on local jurisdictions and to ensure that the affected local General Plans do, in the future, reflect the final I-710 Corridor Project, Measure LU-1 was written as a *request* of and not a requirement on local jurisdictions such as the City of Paramount because Caltrans has no authority to require a local jurisdiction to amend its General Plan. However, in the longer term, it is to a local jurisdiction's benefit for its General Plan to reflect actual land uses such as transportation facilities. To further minimize the effect of the request for affected local jurisdictions to amend their General Plans to reflect the I-710 Corridor Project, Measure LU-1 was revised to indicate that such an amendment could occur as part of a future cycle of amendments to the General Plan. As a result, amendments to the General Plan to reflect the I-710 Corridor Project could be made at the same time as other amendments to the General Plan, thereby minimizing the costs specific to the I-710 Corridor Project. Because local jurisdictions are required by law to regularly update their General Plans, including funding the preparation of those amendments, the incremental cost to include amendments related to the I-710 Corridor Project is not considered sufficient to require a local jurisdiction to divert funds from other commitments such as public services to pay for those amendments. As a result, Caltrans is not proposing to provide financial assistance to local jurisdictions for the preparation of amendments to their General Plans to reflect the I-710 Corridor Project.

Measure LU-1 (Section 3.1.2.4) of the RDEIR/SDEIS has been revised based on this comment.

L-25-31

Table 3.1-5 in the RDEIR/SDEIS has been updated to be consistent with the revised NSR (May 2016) and Section 3.14 of the RDEIR/SDEIS, to further clarify the resulting future traffic noise impacts to Ralph C. Dills Park after construction of the proposed sound barrier.

L-25-32

As stated in the *CIA,* (Sections 4.16 and 5.15) and the Draft EIR/EIS (Section 3.24), Los Cerritos Elementary School, Keppel Elementary School, and Zamboni Middle School are located within 0.5 mile of the proposed improvements. The proposed build alternatives would not result in direct impacts to these schools; however, during construction, the build alternatives have the potential to result in temporary impacts to traffic access to Zamboni Middle School along Alondra Blvd. A TMP would be prepared to minimize impacts and provide detours (refer to Mitigation Measure CON-TR-1), and potential impacts to access to and from this school from Alondra Blvd. would cease once construction was complete. Please refer to the revised *Community Impact Assessment* for an updated discussion of potential impacts to schools.

L-25-33

This comment requests that the EIR/EIS verify that the TMP will provide full mitigation for any temporary access impacts to Zamboni Middle School. If temporary access impacts occur at Zamboni Middle School, the TMP proposed under Measure CON-TR-1 will provide detours to maintain access.

L-25-34

This comment requests a mitigation measure to reconstruct the driveway at the Home Depot on Alondra Blvd. if it is affected by construction. Based on the revised build alternatives, there is no impact to the driveway at the Home Depot.

L-25-35

The build alternatives have been revised since this comment was made. The intersections at Alondra Blvd./Garfield Ave. and Alondra Blvd./Paramount Blvd. are included in the revised TIAR. The findings of this report are summarized in Section 3.5.

L-25-36

This comment requests mitigation at the intersections of Rosecrans Ave./Garfield Ave. and Rosecrans Ave./Paramount Blvd. Based on the revised intersection traffic impact analysis presented in Section 3.5 of the RDEIR/SDEIS, both intersections have been identified for improvements under Mitigation Measure TR-1.

L-25-37

This comment requests mitigation, specifically dual turn lanes in both directions at the following intersections: (1) Intersection 44 – Alondra Blvd./Garfield Ave., (2) Alondra Blvd./Paramount Blvd., (3) Rosecrans Ave./Garfield Ave., and (4) Rosecrans Ave./Paramount Blvd. Based on the revised intersection traffic impact analysis presented in Section 3.5 of the RDEIR/SDEIS, the intersections of Alondra Blvd./Garfield Ave. and Alondra Blvd./Paramount Blvd. are not impacted and not therefore considered for improvements. The intersections of Rosecrans Ave./Garfield Ave. and Rosecrans Ave./Paramount Blvd. have been identified for improvements under Mitigation Measure TR-1, which includes the addition of one left-turn lane under Alternative 5C only.

L-25-38

This comment requests analysis of the following intersections: (1) Downey Ave./Rosecrans Ave., and (2) Downey Ave./Alondra Blvd. These intersections have been included in the revised intersection traffic impact analysis; however these intersections are not included in Section 3.5 of the RDEIR/SDEIS because the intersection delay under the build alternatives (Alternatives 5C and 7) is less than that under the No Build Alternative (Alternative 1).

L-25-39

Refer to Response to Comment L-25-29, above, for the response to this comment.

L-25-40

This comment states that Chapter 4.0 (CEQA) of the Draft EIR/EIS fails to identify significant traffic impacts to local intersections and identify feasible mitigation measures. The discussion of intersection impacts in Chapter 4.0 (page 4-68) of the Draft EIR/EIS references the parallel discussion of traffic in Section 3.5 of the Draft EIR/EIS:

> "Based on the arterial intersection LOS analysis, along with the impact criteria listed above, 21 Study Area intersections have been identified as being adversely impacted by the project under the proposed build alternatives. Intersections impacted by each of the build alternatives are summarized in Section 3.5, Traffic, in Table 3.5-31. As this table shows, 13 intersections are projected to be impacted under Alternative 5A, 18 under Alternative 6A, and 19 under both Alternatives 6B and 6C. Twelve of these intersections will be impacted by all four build alternatives. Mitigation measures to improve these impacted locations are described in Section 3.5, Traffic."

Section 3.5 discusses each of the affected intersections and recommends mitigation measures for each intersection where mitigation is required and feasible (see Table 3.5-31). The reader is also referred to the TIAR for the detailed LOS calculations.

Chapter 4.0 (pages 4-68 and 4-69) then discusses four intersections that would be adversely affected by the project and for which mitigation has been deemed infeasible. Page 4-69 lists these intersections and the reasons their mitigation is infeasible. These intersections are described below.

ID	Intersection Name	Identified Reasons/Constraints/Limitations
10	Pico Ave./9th St.	Other ongoing project(s) in this area.
22	Pacific Coast Hwy./Atlantic Ave.	Right-of-way constraints. (Note that some improvements have been identified to minimize project impacts at this intersection.)
112	I-710 Northbound Ramps/Long Beach Blvd.	This intersection has been redesigned as part of I-710 freeway improvement. Right-of-way constraints limit further improvements to this ramp intersection.
155	Wilmington Ave./223rd St.	Right-of-way constraints.

The discussion then concludes:

> The four intersections listed above will be adversely impacted by the build alternatives and will not meet the LOS standard of LOS D or better. Mitigation could be provided in the form of additional lanes to add capacity at these intersections, but the land use and property acquisition impacts of this mitigation are not acceptable to the local jurisdictions. Therefore, the I-710 Corridor Project would have a potentially significant unavoidable impact on traffic at these four intersections.

The comment restates the requirements of Public Resource Code (PRC) §§ 21002 (Feasible Alternatives or Mitigation Measures) and 21081 (Findings). The Draft EIR/EIS complied with these requirements, as follows:

- Section 3.5 identifies adversely affected intersections.
- Proposed mitigation measures are also identified in Section 3.5.
- The four intersections where mitigation is infeasible are identified both in Section 3.5 and in Chapter 4.0.

As noted in the comment, and consistent with the requirements of PRC §§21002 and 21081, Caltrans will adopt a specific Statement of Overriding Considerations to address any intersections where mitigation is infeasible.

Please see the updated intersection traffic impact analysis presented in Section 3.5 of the RDEIR/SDEIS for an updated discussion of intersections within the City of Paramount.

L-25-41

This comment requests evaluation of damage to the pavement surface on local roadways that may occur due to project-related construction traffic. New pavement will be provided on local arterials that connect to or cross over (or under) I-710 where such roadways would be directly affected by project construction. For those roadways that may be used as temporary detour routes during construction, there is insufficient design and construction information at this time to identify the routing or duration of any such detours. A general discussion of potential damage to the pavement surface on local roadways that may occur due to project-related construction traffic has been added to Section 3.24.3.5. of the RDEIR/SDEIS. Measure CON-TR-2 has been added to Section 3.24.4.5 to evaluate damage to the pavement surface on local roadways that may occur due to project-related construction traffic. New pavement would be provided on local arterials that connect to or cross over (or under) I-710 where such roadways would be directly affected by project construction after project completion in the vicinity of each arterial

L-25-42

This comment requests construction of street and intersection improvements in the City of Paramount as an Early Action Project to provide an alternate route during construction. Caltrans and Metro encourage the City of Paramount to nominate these improvements as Early Action Projects through the existing Early Action Project nomination process.

L-25-43

This comment requests verification that local roadway bridges that are replaced or widened by the project will include proper shoulders and sidewalks. As described in Section 2.3.2.1 of the RDEIR/SDEIS, all local roadway sections modified by the project have been designed to meet applicable design standards. Bridge improvements within the City of Paramount are described in Sections 2.3.2.1 and 2.3.2.3 of the RDEIR/SDEIS.

L-25-44

This comment raises concerns about the impact of peak-period parking restrictions and requests identification of alternatives in lieu of such restrictions. The proposed peak-hour parking restrictions were part of the TSM/TDM alternative proposed during the MCS phase of this project. The only alternative to provide additional capacity on the arterials without restricting peak-period parking would be to widen the arterials. Widening the arterials would have a greater impact on the community due to the increased property acquisition; therefore, widening of local arterials was not carried forward into the alternatives analyzed in the Draft EIR/EIS or the RDEIR/SDEIS.

L-25-45

Although no specific impacts for the City of Paramount were discussed in the Draft EIR/EIS, the description of the project design features in the vicinity of Key View 11 is representative of what the City of Paramount would experience. Key View 11 is in the City of Compton looking east toward the City of Paramount. Alternative 5C proposes a new soundwall along the I-710 corridor. The proposed soundwall would have very minimal changes to the existing visual quality since it would replace the present soundwall, being just slightly higher than the original. Alternative 7 proposes a new soundwall in addition to an elevated freight corridor, which would be visible above the soundwall. The proposed soundwall would replace the existing soundwall and be slightly higher and would extend all the way to the left of the view. The elevated freight corridor in would be very prominent and encroach into the sky, but from Key View 11, it wouldn't appear to be higher than the horizon. The elevated freight corridor design characteristics would blend in well with the existing visual characteristics.

L-25-46

The alternatives represented in the "base condition" and "enhanced condition" are clearly marked on the visual simulations in Section 3.6. In areas where Alternatives 5A and 6A/B/C are shown, a hatch pattern is used with call-out boxes to distinguish between the build alternatives. In most cases, visual scores for Alternatives 6A/B/C showed a greater visual impact than Alternative 5A; however, in some circumstances (e.g., Key View 25), Alternatives 6A/B/C showed a lower visual impact than Alternative 5A because those alternatives would remove some of the overhead electric transmission lines from the view. The visual impact of the revised build alternatives is presented in Section 3.6 of the RDEIR/SDEIS.

L-25-47

In response to this comment, a more detailed summary of the *Urban Design and Aesthetics Toolbox Report* has been added to Section 3.6 of the RDEIR/SDEIS. Measure VIS-1 has been revised to include more specific information from the I-710 Corridor Project *Aesthetics Master Plan*. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-25-48

As stated in the I-710 Corridor Project *Aesthetics Master Plan*, soundwalls or screen walls will be provided along any elevated sections of the freight corridor to screen views of trucks on the freight corridor. Currently, under the I-710 Corridor Project revised build alternatives, a screen wall is not proposed at Shoemaker Bridge.

L-25-49

This comment asks about the potential for groundborne vibration to be generated during construction. Section 3.24.3.14 of the Draft EIR/EIS addressed construction noise and groundborne vibration. The Draft EIR/EIS, pages 3.24-25 through 27, stated, in part, that the proposed project may require the use of pile drivers and other heavy-tracked construction equipment, and that pile driving activities would occur in existing channel or tidal waters and within 50 feet of a nearest residence. The Draft EIR/EIS, on page 3.24-26, states that a residence within 50 feet of the pile driving would be subjected to a strongly perceptible vibration level. Implementation of mitigation measures in 3.24.4.14 would reduce potential adverse temporary vibration impacts. Figure 3.24-1 provides construction noise levels produced by commonly used construction equipment for roadway projects and noise level ranges produced by the construction equipment. Noise impacts from construction are anticipated to not be adverse as construction is required to be conducted in accordance with Caltrans Standard Specifications and would be short-term, intermittent, and dominated by local traffic noise (Draft EIR/EIS, page 3.24-17). The contractor must abide by all State, Federal, and local construction noise and vibration regulations per contract. Caltrans requires contractors to prepare a noise control plan prior to beginning construction on large projects such as the I-710 Corridor Project. This plan would identify not only the potential construction noise impacts, but the potential abatement measures as well. The above discussion is included in the referenced sections of the RDEIR/SDEIS.

L-25-50

In response to this comment, Table 3.14-2 in the RDEIR/SDEIS has been revised to note the local jurisdiction in which each receiver is located.

L-25-51

In response to this comment, the jurisdictional locations of the subject soundwalls have been added to Section 3.14.5.7 of the RDEIR/SDEIS.

L-25-52

The location of the figures within Section 3.14.5.7 in the RDEIR/SDEIS has been clarified. The updated text reads: "*The locations of acoustically feasible soundwalls for the build alternatives are shown in Figures 3.14-2 and 3.14-3."*

L-25-53

The NSR identifies only the acoustically feasible noise abatement measures. The construction cost of a sound barrier must be below its reasonable allowance (provided in the NSR). Financially feasible or cost-effective barrier heights are determined through the NADR process. If a decision is reached in the NADR that a barrier would not be "financially feasible," then the NADR would identify any substantial noise impacts at sensitive receptor locations without an abatement measure (sound barrier). Sound barriers that are deemed feasible and reasonable per the analysis included in the NADR will be built in accordance with the Caltrans Traffic Noise Protocol.

L-25-54

This comment requests an explanation as to why the soundwalls located in the Paramount area are proposed on the eastern side of the Los Angeles River as opposed to the western side. Please refer to the revised Section 3.14 of the RDEIR/SDEIS for the revised locations of proposed soundwalls. The second portion of this comment requests that the environmental document address whether soundwalls along the edge of the Los Angeles River will impact access to the river trail system or result in visual impacts. Although not specifically called out in the RDEIR/SDEIS, soundwalls along the edge of the Los Angeles River will not impact access to the river trail system and will not result in visual impacts. Aesthetic impacts related to soundwalls will be mitigated through Mitigation Measure VIS-1 which provides for incorporation of the *I-710 Corridor Project Aesthetics Master Plan* into the final design of the proposed project. Please refer to Section 3.6.4.1 for more detail on this plan. Additionally, please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

L-25-55

This comment asks why no information was provided in Section 3.15 (Energy) of the Draft EIR/EIS for the anticipated year 2035 electrical use in Los Angeles County. No information was provided for the anticipated year 2035 electrical use in Los Angeles County for two reasons: (1) because the existing electrical use was only presented as part of the energy use context and (2) because there is no officially published estimate of 2035 anticipated electrical use for the County. While SCE provides the majority of the electricity to the region surrounding the project, there is no information available regarding what portion of the total SCE consumption occurs in the project Study Area only. The I-710 freeway is outside the LADWP coverage area, but the project region would stretch into the LADWP coverage area. Information that is available includes the California Energy Demand 2012–2022 Final Forecast (California Energy Commission, June 2012), which includes an estimate that by 2022 the LADWP Planning Area

electricity consumption will reach between 27,447 and 29,207 GWh, based on an annual average electricity consumption growth rate between 2011 and 2022 of 0.92 to 1.49 percent. For the purpose of this analysis, the project regional electricity consumption is estimated by doubling the LADWP Planning Area electricity consumption.

Assuming that the overall project region will have a growth rate similar to that of the LADWP Planning Area, and applying this to the 2009 Los Angeles County annual electrical consumption from Table 3.15-1, Los Angeles County will use between 79,015 and 85,020 GWh in 2022. Assuming the same growth rate continues, the County will use between 89,005 and 103,045 GWh in 2035. Combining this information with the electrical usage rates in Table 3.15-7, Alternative 6B would represent approximately 0.2 percent and Alternative 6C would represent approximately 0.17 percent of the County's total electricity usage in 2035. Thus, the project build alternatives would not cause a substantial increase in regional electricity usage or cause a need for new or expanded electricity-generating facilities.

According to the California Energy Almanac (http://energyalmanac.ca.gov/electricity/s-1_supply_forms_2011/), LADWP will have a total electrical production capacity of 7,660 MW in 2020. Assuming power plant availability of 80 percent, 7,660 MW translates to approximately 53,680 GWh per year. As above, doubling this to estimate the electrical production capacity of the project region results in a capacity of approximately 107,000 GWh per year. Thus, project-related changes are substantially less than the regional electrical production capacity. The clarification provided above has been added in Section 3.15.3.1 of the RDEIR/SDEIS.

L-25-56

The VMT numbers in Table 3.15-5 for Automobile, Truck, and Truck (Freight Corridor) are correct and are consistent with the numbers in Table 3.5-32. However, one VMT number in the "Total" column of Table 3.15-5 was incorrect. The total for 2035 Alternative 6A should have been 84.5. Table 3.15-5 in the RDEIR/SDEIS has been updated to reflect the energy calculations for the revised build alternatives.

L-25-57

In response to this comment, Chapter 4.0 of the RDEIR/SDEIS has been revised to include references to subsections of Chapter 3.0 for each topical issue addressed in accordance with CEQA.

To further address the specific question raised in this comment regarding nonpetroleum mineral resources, the following information from the State DOC is now provided in Section 4.2.1.8 of

the RDEIR/SDEIS: “DOC maps of the areas surrounding the project Study Area do not indicate any mineral extraction zones (California DOC, 2001).”

L-25-58

This comment states that “conclusionary statements must be supported by analysis, or reference/citation to facts, reasonable assumptions predicated on facts, or expert opinion supported by facts.” While no specific examples are cited, the text in Chapter 4.0 has been reviewed and revised to add supporting analysis or reference/citation to facts, reasonable assumptions predicated on facts, or expert opinion supported by facts.

L-25-59

Section 4.4 of the Draft EIR/EIS (pages 4-40 to 4-69) provided the requested analyses. For example:

- The top bullets on page 4-41 explain why additional air quality mitigation measures are infeasible.
- Pages 4-41 and 4-42 explain why land use impacts are inherent to the project design.
- Additional noise mitigation measures are considered infeasible due to failure to meet the Federal Highway Administration (FHWA) feasibility criteria, as discussed on page 4-43 as well as in the NSR.
- Page 4-69 discusses potential mitigation measures to address the four intersections that will be adversely affected by the project alternatives and explains why such mitigation measures are not incorporated.

These measures have been updated consistent with the revised technical studies in Section 4.4 of the RDEIR/SDEIS.

L-25-60

This comment requests that Section 4.4 list mitigation measures, rather than referring the reader to various sections in Chapter 3.0. It should be noted that the document is written using Caltrans standard style (as specified at http://www.dot.ca.gov/ser/downloads/templates/ao/eir_eis.docx).

The second portion of this comment requests a comprehensive list of the mitigation measures, or a summary identifying “each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect,” per CEQA Guidelines Section 15123.

Appendix F, Environmental Commitments Record, contains the comprehensive list of mitigation measures.

L-25-61

Caltrans appreciates the City of Paramount's comments on the Draft EIR/EIS and looks forward to continuing to work with the City on the I-710 Corridor Improvement Project.

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City of Compton
PUBLIC WORKS DEPARTMENT

Office (310) 605-5505
Fax (310) 605-6326

November 8, 2012

Mr. Ronald Kosinski
CalTrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

RE: City of Compton Comments on the I-710 Corridor Project EIR/S

Dear Mr. Kosinski:

Thank you for the opportunity to provide comments on the proposed I-710 Corridor project Environmental Impact Report/Statement ("710 EIR/S"). It is our understanding that the I-710 corridor will be improved to increase its capacity; and, the project limits are from Ocean Boulevard (southerly limit) to Route 60 (SR-60, northerly limit). We recognize that the project alternatives are:

-No build.
-5A – two additional lanes north of 405 Freeway.
-6A – Same as 5A, plus a separated 4-lane freight corridor.
-6B – Same as 6A with the difference that only zero emission trucks can use the separated 4-lane freight corridor (and this option will include an automated guidance system).
-6C – same as 6B, except that the "freight corridor" will include tolling features.

We have examined the 710 EIR/S with respect to the potential impacts of all the improvement alternatives to the City of Compton and our comments follow for your consideration and project record. Our comments are divided into two groups: General and Specific.

General Comments

Project funding and timeline

The document does not clearly indicate if the project funding is in place and when the expected construction commencement and completion will be. L-26-1

Project right of way and property acquisitions within the City of Compton

The City would like to be included in the State efforts to acquire property in the City of Compton. The City will not be involved in negotiations; we would, however, would like to be kept abreast of property transfers and final transactions. Upon completion of the I-710 corridor, we request that remnant pieces of property be offered to the City for purchase initially. Should the City not be interested, the remnant pieces may be offered to the public to purchase. L-26-2

The City is concerned about the remnant pieces. These properties are usually irregularly shaped, very difficult to develop and meet the zoning code and typically have difficulty providing adequate street access.
Additionally since the CRA has been dissolved what is the ultimate plan for the lots. Cost to maintain these lots is another concern. L-26-2

It is requested that the CalTrans construction contractor will obtain a "no fee" permit from the City for any work on City streets. It is requested that CalTrans construction contractor submit detailed traffic control plans for each separate construction phase and obtain City approvals prior to installing any traffic control on City streets. L-26-3

It is requested that CalTrans construction contractor submit detailed construction traffic and haul route plans for each separate construction phase and obtain City approval prior to commencement of construction for any work that will impact any City street. All construction trucks must use the approved truck routes through the City. L-26-4

It is requested that during construction all necessary measures be taken to ensure that NPDES regulations are adhered to, that all applicable noise regulations are complied with and all air quality standards are met. Specially, how will the Air quality and Dust Impacts be mitigated, specifically particulate matter and carbon monoxide? These types of roadway projects typically generate construction dust for the abutting properties. How dust generation be minimized. L-26-5

The EIR needs to adequately discuss the impacts of any Right of Way takings that will create legal non conforming lots, land uses, inadequate access, inadequate parking and setbacks for existing buildings. The abutting property owners should be advised that their property may become legal non conforming and what that means for future development or expansion. L-26-6

Project timing

We request that all proposed capacity improvements on City streets be implemented prior to construction of I-710 enhancements. The additional City street capacity will help alleviate the I-710 construction induced congestion as well as the required traffic control at interchange construction (Rosecrans and Alondra). L-26-7

The project has not assessed the impact of the increased traffic on City streets and the resulting pavement deterioration. This issue needs to be addressed and appropriate measures taken to upgrade City street pavements. L-26-8

Construction Impacts

Construction impacts are discussed generally in Section 3.24.
The Draft EIR suggests that sufficient measures are being taken to mitigate temporary construction impacts on the City of Compton during the construction phases of the subject project. L-26-9

Traffic impacts during construction

Section 3.24.3.5 Discusses the potential temporary construction impacts on traffic in the generally. The detailed construction documents for each construction phase will include detailed transportation management plans to address local traffic impacts. In addition a project wide Transportation Management Plans will be implemented to address construction impacts on traffic in the affected areas. The City will require that all construction trucks use the approved truck routes through the City. L-26-10

Air quality impacts during construction

Per Table 3,24-4, Criteria Pollutant Mass Emissions for Construction, and the I-710 Corridor Project Air Quality and Health Risk Assessments Technical Study, February 2012, assuming a "worst case" scenario, emissions would be below SCAQMD thresholds except for NOx.

The construction minimization measures discussed in Section 3.24.13 suggest that air quality impacts will be mitigated to a reasonable degree with the implementation of the discussed mitigation measures. The City remains concerned how air quality and dust impacts will be mitigated, specifically particulate matter and carbon monoxide. L-26-11

Impacts on local drainage during construction

Section 3.24.3.9 discusses construction impacts on water quality and storm runoff. As described, there are proposed mitigation measures (Measures CON-15 and CON-16) that address the potential impacts during construction. In addition, each construction project will incorporate site-specific BMP's to minimize adverse impacts to water quality. L-26-12

Noise pollution during construction

Discussion of the construction noise levels suggest that the temporary construction noise impacts will be mitigated sufficiently.
During construction of the project, noise from construction activities may occasionally dominate the noise environment in the immediate project area.
Construction noise is regulated by Caltrans Standard Specifications, Section 7-1.01I, "Sound Control Requirements." These requirements state that noise levels generated during construction shall comply with applicable local, State, and Federal regulations. Any construction contractor should understand the City Noise Ordinance and comply with it. Additionally, the City restricts construction work to day light hours only. L-26-13

The City is concerned about the noise impacts to the residential land uses abutting the work areas. The contractor should understand the City Noise Ordinance and comply with it. Additionally, will work go on 24 hours a day? The City restricts construction work today light hours only.

Lighting Impacts

The City is concerned about the lighting impacts to the residential land uses abutting the work areas. How will off site glare / illumination be prevented? Will the construction project include a Batch Plant on-site? L-26-14

Impacts of the completed project

Impacts on City streets, and traffic circulation

On the I-710 mainline, the traffic LOS is generally maintained or improved in the morning, midday, and evening peak periods in both directions of I-710 when comparing the 2035 build alternative conditions (Alternatives 5A, 6A, 6B and 6C) to the 2035 No Build (Alternative 1) conditions. Implementation of the I-710 Corridor Project is projected to result in adverse impacts certain intersections in Compton. L-26-15
The City would like to request acceptable measures if any existing through streets will need to be closed and new cul-de-sacs created and how that would be accommodated with homes or business typically immediately adjacent to the streets.

The arterial intersection improvements proposed at Alondra Boulevard and Santa Fe Avenue, at Alondra Boulevard and Long Beach Boulevard, at Alondra Boulevard and Atlantic Avenue, at Rosecrans Avenue and Santa Fe Avenue, at Rosecrans Avenue and Long Beach Boulevard and at Rosecrans Avenue and L-26-16

Atlantic Avenue will mitigate the traffic impacts of the completed project at these already impacted intersections in the City of Compton. L-26-16

Impacts on City facilities

Impacts on Compton City facilities have been evaluated in the EIR and ongoing impacts appear to be sufficiently mitigated. The build alternatives would result in permanent indirect low visual impacts to the Compton Par 3 Golf Course.
However, community cohesion impacts do occur at a localized level within Compton due to relocations of existing cohesive communities. Mitigation for relocations within these communities is provided through implementation of Mitigation Measure C-1 described in Section 3.3.2.4. L-26-17
Community services within the Study Area, such as fire, police protection, and other emergency responders would be more readily available with the build alternatives since mobility within the Study Area would improve over existing conditions. The build alternatives have been developed through an extensive community outreach process that involves input from multiple public agencies and stakeholders in order to avoid impacts to human-made and natural environments, including existing and future communities.

Community concerns and comments have been expressed throughout the design process and the build alternatives have been refined as much as possible to address the community's concerns and to maintain community character and cohesion. Therefore, with the exception of a few locations where access to the highway system would be changed and relocations would occur, the community character and cohesion of most communities would remain intact with implementation of the build alternatives. L-26-18

It is understood that all build alternatives will result in the full acquisition of the Compton Hunting and Fishing Club. The Club is a historic part of Compton since the late 1940's. It is expected that the relocation of this historic facility will be made part of any project build alternative in a manner satisfactory to the City of Compton. L-26-19

Impacts on air quality

Impacts on air quality have been extensively evaluated and ongoing impacts appear to be sufficiently mitigated. Regional and project-level conformity analysis was conducted relative to conformity requirements under the Federal Clean Air Act. The I-710 Corridor Project is expected to demonstrate conformity with all Federal conformity requirements. L-26-20

Impacts on local drainage

Ongoing impacts on local drainage in the City appear to be minimal as project design and various mitigations measures will deal with modified drainage in ways to eliminate negative impacts. All build alternatives would add new impervious surfaces, thereby increasing the amount of storm- water runoff within the project limits and introducing additional amounts of water pollutants into the runoff in the area. However, detention basins and/or bioswales would be implemented to treat stormwater runoff prior to discharge to receiving water bodies and manage increased stormwater flows. Therefore, permanent impacts to the water quality of groundwater in the vicinity of the I-710 Corridor Project would be minimal following the completion of construction because there would not be any increase in the transport of pollutants into the groundwater through infiltration during the operational life of the new structures. L-26-21

Impacts on ambient noise

Traffic noise modeling results for the build alternatives compared predicted design-year traffic noise levels with the project to existing conditions and to design-year no-build conditions. The comparison to existing conditions was included in the analysis to identify traffic noise impacts. The comparison to the future no build condition indicates the traffic noise increase resulting from the project. Traffic noise impacts are predicted to occur throughout the I-710 Corridor, in addition to areas that already exceed Federal noise abatement criteria. Sound walls are proposed throughout the length of the project for all sensitive land uses categories including residential areas, schools, and parks. L-26-22

Visual Impact

Ongoing visual impacts on the City will be mitigated. Aesthetic enhancement of the I-710 Corridor is desired by the affected communities; this will be achieved through implementation of a Corridor Master Plan that will define aesthetic and landscaping treatment measures that will be incorporated into the final design of the I-710 Corridor Project. The Corridor Master Plan shall be developed based on the I-710 Urban Design and Aesthetic Toolbox Report in a context-sensitive design process in consultation with the affected local agencies and shall include involvement of local community members as determined by the local agencies. Texture treatments (for structures, median barriers, etc.), planting, irrigation, opportunities for community identification, and concepts from the I-710 Corridor Urban Design and Aesthetics Toolbox Report will be incorporated into the project design to mitigate the visual and community impacts of the increased scale of the project improvements. In addition to the structural or physical changes that the I-710 Corridor Project will create, viewers within the Study Area will experience L-26-23

increased night lighting from the addition of traffic lighting on the elevated freight corridor (under Alternatives 6A/B/C). Glare from all lanes is expected to be minimized by the construction of screen walls and sound walls and by distance of the viewer from traffic lighting and vehicular lights. L-26-23

Changes in Use of Property

If any property outside of the Right of Way will be used, that use will be subject to the Zoning Code. L-26-24

Specific Comments

Page 2-32, under Arterial Intersection Improvements, we request that improvement plans be developed with City participation and final City approval. L-26-25

Page 3.1-24, under Circulation Element, the City policy 1.14(S) is quoted to state, "minimize the impact of major and secondary street "spill over" traffic on residential neighborhoods by installing traffic diverters, restrictive channelization, additional signals, and other features which will discourage through traffic." When I-710 project improvements on Alondra and Rosecrans are under construction, how will the project protect the adjacent neighborhoods from the "spill-over" traffic? L-26-26

Pages 3.1-54 and 3.1-55 list Parks and Recreation Facilities within 0.5 mile of the I-710 improvements, we request that any direct or indirect impacts on City facilities be fully disclosed to the City's Parks and Recreation Department prior to construction activities and that any and all mitigation measures be fully implemented. L-26-27

Page 3.3-30, under Relocations by City, indicates potential loss of 105 residential and 31 non-residential properties. These relocations will impact the City in sales and property tax losses (the losses are summarized in Tables 3.3-13 and 3.3-14), we request a far more detailed analysis of the projected future sales and property tax losses to the City. The loss of 105 housing units will impact the overall housing stock in the City. We request and evaluation of the impact of that loss to the City's housing stock. L-26-28

The loss of 105 residential units is a very important concern for the City. Will any of these units be very Low or Low Income units? Did any of these units receive federal grant money to be built or are they receiving a monthly subsidy? The City's Housing Authority should also be contacted.

Page 3.4-1, under Emergency Services, it is indicated that Emergency Response may be impacted by the project. It is requested that the CalTrans contractor contact Fire and Police Services prior to start of the project. L-26-29

Page 3.5-84 lists Compton Intersections along Alondra that are slated for improvements. L-26-30

However, improvements along Rosecrans are not listed (Rosecrans improvements are shown on
Table 2.4-2 Arterial Intersection Improvements). L-26-30

Appendix F, page F-10, please note comment 6 above. L-26-31

Page 2-51 includes a discussion of arterial parking restrictions during peak hours on Long Beach Boulevard through the City. Evaluate the impact of those restrictions on affected businesses. L-26-32

Page 3.1-66 describes local bikeways in the City within the Study Area. Evaluate the impact of the project on the bikeways in the City. L-26-33

Appendix P – Changes in Access pages P-12 and P-13 describe changes in access to streets in the City. These streets include Gibson Avenue, Linsley Street, the Alondra Boulevard Interchange, Frailey Avenue and Lime Avenue. The new access shall in all cases be equal to or better than the existing access. The access to the senior apartment complex located at 15810 Frailey Avenue will be significantly impaired by the elimination of access to Alondra Boulevard. This property owner must be consulted to arrange an acceptable access pattern. Preservation of left turn access onto Frailey Avenue from Alondra needs to be preserved. The project needs to have a direct route for emergency vehicles from Alondra Boulevard. The City Public Works staff should be consulted concerning any change to any City street. Any change to any street in the City will require approval by the City. L-26-34

Appendix Q – Summary of On-Site Hazardous Waste Listings includes Tables 1, 2, 3, 4 and 5. –
There are a number of properties on each table located within the City. If the implementation of the project results in remediation of hazardous waste conditions, all information and the final abatement documentation concerning same should be provided to the City. L-26-35

Page 3.17-13 through 3.17-15 includes references to a property in the City at 4520 E Alondra Boulevard which is "...was determined by Caltrans to be eligible for listing in the National Register in the context of architecture". The project should be designed to minimize impacts on this property. L-26-36

Table L-1 Parcel Acquisitions, pages L-12 and 13 list several properties that have incorrect parcel addresses. Please clarify. L-26-37

Table L-1 Parcel Acquisitions, page L-12, lists several parcels that are on Assessor Map Book 6181, Page 32. As noted above, the addresses are not correct. It appears that the parcels involved are associated with the "Seasons Senior Apartments" which has 84 L-26-38

housing units. The chart lists 84 relocations required for 2 different parcels. Is the entire 84 unit apartment complex being acquired? The chart says partial take as does the map. Please clarify. L-26-38

The Seasons at Compton is a low income joint senior housing project between the City and Los Angeles County. The east side of the property contains the private park, parking lot and only connecting vehicle aisle way for the project. If the expansion encroaches into these improvements, how will the parking, aisle way and on-site park amenity be replaced? This project is less than a year old. L-26-39 Additionally the development is for seniors with potential health problems. The EIR must address the short and long term health impacts of bringing the roadway noise and air pollution closer to the units. L-26-40

It is requested that all existing overhead utility lines within the City of Compton impacted by the I-710 Project be undergrounded per Rule 20A and California Public Utilities Commission's requirements. L-26-41

Should you have any questions, please contact me at (310) 605-5505.

Sincerely,

Harold C. Williams, P.E.
Public Works Director/City Engineer
City of Compton

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L-26-1

Section 2.1 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) provides current information regarding funding and when the construction commencement and completion are expected to occur.

L-26-2

In response to this comment, the California Department of Transportation (Caltrans) will keep the City of Compton informed regarding property acquisition (including property transfers and final transactions) within the City. Caltrans will also coordinate with the City of Compton regarding City purchase of remnant property prior to public sale of these properties.

L-26-3

This comment requests three specific actions:

- **That the Caltrans construction contractor obtain a no-fee permit from the City of Compton prior to any work on City streets.** As part of its standard construction specifications, Caltrans requires all construction contractors to obtain permits from each applicable local jurisdiction, such as the City of Compton, prior to any construction or other activities within public rights-of-way under that agency's jurisdiction. Caltrans further requires all construction contractors to have such permits available for review at the construction site during the period when the work in that local jurisdiction's public rights-of-way is occurring.
- **That the Caltrans construction contractor submit detailed traffic control plans for each separate construction phase.** Caltrans will require the construction contractors for the Interstate 710 (I-710) Corridor Project to develop and implement detailed TMPs in consultation with the applicable local jurisdictions prior to any construction activities in those areas, as required in Measure CON-TR-1 (Section 3.24.4.5 and Appendix F of the Recirculated Draft EIR/Supplemental Draft EIS).
- **That the Caltrans construction contractor obtain approvals from the City of Compton prior to installing any traffic control devices on City streets.** As part of its standard construction specifications, Caltrans requires all construction contractors to obtain necessary approvals from each applicable local jurisdiction, such as the City of Compton, prior to the installation of any traffic control devices on that local jurisdiction's streets. Caltrans further requires all construction contractors to have such approvals available for review at the construction site during the period when those traffic control devices are being installed or are in place on the local jurisdiction streets.

L-26-4

In response to this comment, as part of its standard construction specifications, Caltrans requires all construction contractors to prepare and implement traffic and haul route plans for each construction phase and to obtain approval of those route plans from the jurisdiction(s) through which those routes pass. Caltrans further requires all construction contractors to have such approvals available for review at the construction site during the period when those route plans are in effect. Finally, Caltrans requires all construction contractors to ensure that vehicles hauling materials and other construction-related traffic use only the designated traffic and haul routes for trips to/from the construction sites. This clarification has been added in Section 3.24.4.4 of the RDEIR/SDEIS.

L-26-5

This comment requests information on several topics:

- **That during construction, all measures be taken to ensure that NPDES regulations are adhered to.** As described in Measure CON-WQ-1 (Section 3.24.4.9 and Appendix F**)** in the RDEIR/SDEIS), Caltrans will require the construction contractor to comply with the provisions of the NPDES permit, including submission of the Permit Registration Documents, including a Notice of Intent, risk assessment, site map, SWPPP, annual fee, and signed certification statement to the SWRCB at least 14 days prior to the start of construction. The SWPPP will meet the requirements of the Construction General Permit and will identify pollutant sources associated with construction activities; identify nonstorm water discharges; develop a water quality monitoring and sampling plan; and identify, implement, and maintain BMPs to reduce or eliminate pollutants associated with the construction site. Caltrans also requires all construction contractors to have such documentation and approvals available for review at the construction site throughout the construction period.
- **That all applicable noise regulations are complied with.** As discussed in Section 3.24.3.14, Noise, in the RDEIR/SDEIS, Caltrans will require the construction contractor to regulate construction-related noise based on implementation of and compliance with the Caltrans Standard Specifications, Section 7-1.01I, “Sound Control Requirements,” which requires that noise levels generated during construction comply with applicable local, State, and Federal regulations. As a result, the construction contractor will be required to comply with the Noise Ordinances in each local jurisdiction within or adjacent to project construction areas, including restrictions on hours and days of construction. As noted in the City’s Comment L-26-13, the City of Compton restricts construction to

daylight hours only. As a result, project construction in and near the City of Compton would be restricted to daylight hours only as required in the City's Noise Ordinance.

In addition, a number of avoidance, minimization, and mitigation measures identified in Section 3.24.4.14, Construction Impacts, of the RDEIR/SDEIS also address the control of construction-related noise. As noted in the discussion above regarding the NPDES permit requirements, compliance with the implementation of the noise avoidance, minimization, and mitigation measures will also be monitored and documented, thus ensuring that construction-related noise levels comply with applicable Federal, State, and local noise regulations.

- All air quality standards are met specifically related to mitigation of dust impacts (PM and CO) and minimization of dust generation. As shown in Table 3.24-4 (Section 3.24.3.14 in the RDEIR/SDEIS), under the worst-case construction scenario, construction-related equipment emissions (including CO) and fugitive dust without mitigation would be below the defined SCAQMD thresholds except NOx. Nonetheless, Caltrans will require the procedures outlined in Measures CON-AQ-1 through CON-AQ-17.

  As noted in the discussion above regarding the NPDES permit requirements, compliance with the implementation of the air quality avoidance, minimization, and mitigation measures will also be monitored and documented, thus ensuring that construction-related air quality emissions and fugitive dust levels are minimized.

  As part of the construction specifications, Caltrans will require the construction contractor to monitor and document the implementation of each measure required for the project, as listed in the Environmental Commitments Record in Appendix F of the RDEIR/SDEIS. As shown in Appendix F, the Environmental Commitments Record lists the complete language of each avoidance, minimization, and mitigation measure included in the I-710 Corridor Project build alternatives, the party/parties responsible for implementing each measure, the timing/phasing for the implementation of each measure, action taken to comply with each measure, and the date verifying the completed implementation of each measure. The Environmental Commitments Record will be used to document the implementation and monitoring of each measure in the Environmental Commitments Record. The Environmental Commitments Record also meets the requirements for a Mitigation Monitoring and Reporting Program under the California Environmental Quality Act (CEQA). Caltrans will require the construction contractor to provide regular status reports on the compliance with each measure.

  Compliance with the requirements to implement, and document the implementation of, each measure in the Environmental Commitments Record and to provide regular status reports to Caltrans will ensure that the construction contractor correctly implements the avoidance, minimization, and mitigation measures included in the I-710 Corridor Project.

L-26-6

The evaluation of the right-of-way acquisition effects for the build alternatives considered whether an individual parcel would be a sliver, partial, or full acquisition. The numbers of residential units, residents, and nonresidential uses displaced by the build alternatives are discussed in Section 3.3.2.3 of the RDEIR/SDEIS.

A sliver acquisition is a specific type of partial acquisition in which only a small part of the land on a parcel would be acquired for a project that would typically not affect the land use on that parcel. However, in rare cases, sliver acquisitions may result in parcels being nonconforming. In those cases, Caltrans Right-of-Way Agents would work with the property owner and the applicable local jurisdiction to assess whether the parcel would be a legal nonconforming use and whether a variance would be required. In the case of a sliver acquisition, the property owner would be paid fair market value for the part of the parcel acquired for the project and, possibly, compensation for change in the status of the parcel to legal nonconforming. Parcels from which sliver acquisitions are needed are considered to be partial acquisitions as documented in this RDEIR/SDEIS.

A partial acquisition would occur when only part of an individual parcel would be acquired and the land use on the remaining part of the parcel would be a legal conforming use (and, in the case of business uses, would result in an economically feasible use). A partial acquisition could result in the acquisition of part of the parcel occupied by parking spaces, landscaping, and/or structures and buildings; changes in access to/from the site; and changes in setbacks and other site characteristics. In limited cases, a partial acquisition may result in the remainder of the parcel being nonconforming. In those cases, Caltrans Right-of-Way Agents would work with the property owner and the applicable local jurisdiction to assess whether the remainder parcel would be a legal nonconforming use and whether a variance would be required. In the case of a partial acquisition, the property owner would be paid fair market value for the part of the parcel acquired for the project and, possibly, compensation for change in the status of the parcel to legal nonconforming.

A full acquisition would occur when an entire parcel is acquired for a project, including all the improvements on that parcel. The property owner would be paid fair market value for the land and the improvements on the land. In some cases, the partial acquisition of a parcel would render the remainder of the parcel unusable for the existing land use or would result in a nonconforming use for which the local jurisdiction would not provide a variance. In those cases, the parcel would likely be a full acquisition and the property owner would be paid fair market value for the land and the improvements on the land.

If a land use on a site subject to a partial acquisition is currently a legal nonconforming use, it is possible that the partial acquisition of land from that parcel may result in the land use no longer qualifying as a legal nonconforming use. In those cases, the parcel would likely be a full acquisition and the property owner would be paid fair market value for the land and the improvements on the land.

If no property acquisition (sliver, partial, or full) from adjacent or nearby parcels is needed, the project would have no effect on the land uses on those parcels and, therefore, would not change the status of the land uses on those parcels from legal or legal nonconforming uses. Therefore, it was not necessary to evaluate the potential for changes in property conditions for parcels adjacent to parcels affected by acquisition for the build alternatives.

L-26-7

This comment requests more details on project phasing. At this point in project development, it would be speculative to identify possible phasing for each of the build alternatives. Upon identification of a preferred alternative, phasing and staging concepts may be advanced to estimate construction duration, identify staging areas, identify required closures, and assess traffic access during construction. The City is encouraged to submit specific local street improvements as candidates for Early Action Projects through the Early Action Project approval process.

L-26-8

This comment requests evaluation of damage to the pavement surface on local roadways that may occur due to increased traffic. New pavement will be provided on local arterials that connect to or cross over (or under) I-710 where such roadways would be directly affected by project construction. For those roadways that may be used as temporary detour routes during construction, there is insufficient design and construction information at this time to identify the routing or duration of any such detours. A general discussion of potential damage to the pavement surface on local roadways that may occur due to project-related construction traffic has been added to Section 3.24.3.5 of the RDEIR/SDEIS. Measure CON-TR-2 has been added to Section 3.24.4.5 to evaluate damage to the pavement surface on local roadways that may occur due to project-related construction traffic. New pavement would be provided on local arterials that connect to or cross over (or under) I-710 where such roadways would be directly affected by project construction after project completion in the vicinity of each arterial.

L-26-9

This is a general statement regarding the potential construction-related impacts of the project and does not ask a specific question or make a specific comment. Refer to Responses to Comments L-26-5, above, and L-26-10 through L-26-14, below.

L-26-10

Refer to Response to Comment L-26-3, above, which indicates Caltrans will require the construction contractor to develop haul routes in consultation with affected local jurisdictions, such as the City of Compton, and will require the construction contractor to ensure that construction vehicles use the approved haul routes.

L-26-11

Refer to Response to Comment L-26-5, above, which indicates that, as shown in Table 3.24-4, the project-related construction CO emissions and fugitive dust (particulates) will be below the defined SCAQMD thresholds for the worst-case construction day scenario. Nonetheless, as noted in Response to Comment L-26-5, Caltrans will require the construction contractor to implement a number of measures that will further reduce CO emissions and fugitive dust. As a result, CO emissions and fugitive dust, already predicted to be below the SCAQMD thresholds, will be further reduced based on the implementation of those measures during construction of the I-710 Corridor Project if a build alternative is chosen.

L-26-12

This is a general statement regarding the potential effects related to water quality and storm water runoff during construction and does not ask a specific question or make a specific comment. No further response is necessary.

L-26-13

Refer to Response to Comment L-26-5, above, which indicates Caltrans will require the construction contractor to comply with the requirements of local noise ordinances, including the City of Compton Noise Ordinance, and specific requirements in those ordinances such as restrictions on construction hours and days.

L-26-14

Mitigation Measure VIS-7 states that during preparation of PS&E, a lighting plan will be prepared by Caltrans. The lighting fixtures will be designed to minimize glare on adjacent properties and into the night sky. Lighting will be shielded with nonglare hoods and focused within the I-710 Corridor Project right-of-way.

L-26-15

Caltrans acknowledges the concern raised in this comment regarding the potential permanent postconstruction impacts to City of Compton streets and traffic circulation associated with the build alternatives. The arterial intersection analysis has been updated for the RDEIR/SDEIS and Tables 2.3-1 and shows the local interchange and roadway modifications in the City of Compton. The design at both Frailey Ave. and Lime Ave. contains a cul-de-sac.

L-26-16

The City's concurrence that the proposed improvements at the arterial intersections cited in this comment will mitigate current and future deficiencies at those intersections is noted. No further response is needed.

L-26-17

This is a general statement regarding the potential effects related to community character and cohesion in the City of Compton; it does not ask a specific question or make a specific comment. No further response is necessary.

L-26-18

This is a general statement regarding the potential effects related to community character and cohesion in the City of Compton; it does not ask a specific question or make a specific comment. No further response is necessary.

L-26-19

Section 3.3.2.4 of the RDEIR/SDEIS includes mitigation for Caltrans to follow the Uniform Act, which includes relocating businesses (refer to Mitigation Measure C-1). The request for relocating the Compton Hunting and Fishing Club will be addressed through this process.

L-26-20

The comment states that the air quality impacts of the proposed project have been extensively evaluated and mitigated. In addition, the comment states that the project is expected to demonstrate conformity with all Federal conformity requirements. As the comment agrees with the conclusions of the Draft EIR/EIS, no response is required.

L-26-21

This comment summarizes information from the EIR/EIS regarding local drainage and water quality but does not ask a question or raise an issue regarding the analyses of those parameters in the Draft EIR/EIS. Therefore, no response is needed.

L-26-22

The comment summarizes the results of the traffic noise modeling for the proposed project. In addition, it states that the build alternatives will provide soundwalls to abate traffic noise impacts. As the comment agrees with the conclusions of the Draft EIR/EIS, no response is required.

L-26-23

The comment summarizes the visual impacts associated with the proposed build alternatives. In addition, it states that the affected communities desire aesthetic enhancement of the Study Area and that this will be achieved through the I-710 Corridor Project Aesthetics Master Plan. The comment further states that any impacts from light and glare will be reduced by the provision of screen walls. As the comment agrees with the conclusions of the Draft EIR/EIS, no response is required.

L-26-24

Caltrans acknowledges that if any property outside Caltrans right-of-way will be used as part of the proposed project, it will be subject to the Zoning Code of the applicable local jurisdiction. Impacts related to land use and zoning are discussed in Section 3.1.2, Land Use.

L-26-25

Many of the arterial intersections originally scoped in the 2012 Draft EIR/EIS have been removed from the project. As is stated in Section 3.5.4 of the RDEIR/SDEIS, any arterial intersection improvements proposed as project mitigation will be implemented via an agreement between Caltrans and the affected local jurisdiction.

L-26-26

Measure CON-TR-1 (Section 3.24.4.5 in the RDEIR/SDEIS) requires Caltrans to prepare and implement a TMP to address short-term traffic impacts during project construction. The TMP will be prepared during final design and will specifically address potential traffic circulation issues associated with construction, including potential spillover traffic from major arterials such as Alondra Ave. and Rosecrans Ave. to local residential streets, maintaining access to/from residential areas and businesses in the immediate vicinity of project construction activities. The preparation of the TMP will include consultation with affected cities, including the City of Compton, to review the various components of the TMP. Caltrans will require the construction contractor to implement the strategies and actions identified in the TMP prior to and during construction.

L-26-27

Any direct or indirect impacts to City of Compton facilities have been fully disclosed in this RDEIR/SDEIS. However, if new impacts are discovered during final design, Caltrans will fully disclose these new impacts to the City of Compton Parks and Recreation Department prior to construction activities. As part of the construction specifications, Caltrans will require the construction contractor to monitor and document the implementation of each measure required for the project, as listed in the Environmental Commitments Record in Appendix F of the Draft EIR/EIS. Compliance with the requirements to implement, and document the implementation of, each measure in the Environmental Commitments Record and to provide regular status reports to Caltrans will ensure that the construction contractor correctly implements the avoidance, minimization, and mitigation measures included in the project.

L-26-28

Acquisition of residential and nonresidential properties has been updated in the revised *Relocation Impact Report* and summarized in the RDEIR/SDEIS. Impacts with regards to relocations regarding future property tax and sales tax losses would be minimized to the greatest extent feasible by relocating affected residents and businesses within their jurisdictions where possible, in accordance with the Uniform Act.

L-26-29

If a build alternative is chosen, emergency vehicle access may have slightly lower response times during construction. These slightly lower response times will be minimized with the implementation of a work plan, as described in Mitigation Measure U&ES-2 of the RDEIR/SDEIS. This work plan will include a TMP that will require the designated contractor to

notify all police and fire departments servicing the area surrounding the project limits regarding potential delays and detours prior to the start of construction.

L-26-30

Improvements along Rosecrans have been reevaluated in the revised *Traffic Operations Analysis Report*. The results of the revised *Traffic Operations Analysis Report*, including any improvements to Rosecrans Ave., are discussed in Section 3.5.3.1 of the RDEIR/SDEIS.

L-26-31

The City's letter did not enumerate a Comment No. 6.

L-26-32

As requested in this comment, the RDEIR/SDEIS has been updated to include more detail regarding the analysis of proposed peak-period parking restrictions (see Section 3.3.1.3 of the RDEIR/SDEIS).

L-26-33

Section 3.5.3.1 of the RDEIR/SDEIS provides an updated discussion of impacts to the bikeways within the I-710 Corridor communities.

L-26-34

Impacts to access have been updated in the revised TIAR and summarized in Section 3.5.3.1 of the RDEIR/SDEIS. Caltrans will consult with City Public Works staff concerning changes to City streets. Caltrans acknowledges that changes to any City street will require approval by the City.

L-26-35

If a build alternative is selected for implementation, updated information on potential hazardous materials contamination at all properties to be acquired for the project will be developed from existing agency databases as part of the property acquisition process. Remediation of such contamination is typically the responsibility of the existing owner (i.e., the remediation typically occurs prior to the transfer of ownership of a parcel to a new owner), including any regulatory and oversight agencies' required coordination, reviews, documentation, and approvals. The documentation for the abatement activities would be filed by the property owners with the applicable regulatory and oversight agencies. Although there is no requirement that a property owner provide abatement documentation to local jurisdictions such as the City, that

documentation would be available on the regulatory and oversight agencies websites and in their databases.

L-26-36

The build alternatives have been designed to minimize impacts to the property at 4520 E. Alondra Blvd.

L-26-37

Addresses listed in Appendix L, pages L-12 and L-13, have been updated and corrected as needed based on the revised *Relocation Impact Report*.

L-26-38

Based on the revised build alternatives, Appendix L has been updated based on the revised *Relocation Impact Report*. The Seasons Senior Apartments are no longer impacted by the proposed project.

L-26-39

The design of the build alternatives has been revised to avoid the relocation of the Seasons Senior Apartments.

L-26-40

An assessment of the short- and long-term health impacts of bringing roadway noise and air pollution closer to sensitive receptors, including the Seasons Senior Apartments, is included in Sections 3.13.3.2 and 3.14.3 of the RDEIR/SDEIS.

L-26-41

High-voltage lines are usually considered any voltage over approximately 35,000 volts, such as the lines shown on Figure 3.4-2 in the RDEIR/SDEIS, cannot safely be undergrounded. Other lower-voltage lines that will be relocated as part of the project will be considered for undergrounding in consultation with the utility provider and other agencies as appropriate. Because of the preliminary nature of the project design at this time, it is not possible to commit that all existing aboveground lower-voltage lines that are affected by the project will be undergrounded.

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R.1.1 REGIONAL AGENCY COMMENTS

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R-1

GATEWAY CITIES
COUNCIL OF GOVERNMENTS

Artesia
Avalon
Bell
Bellflower
Bell Gardens
Cerritos
Commerce
Compton
Cudahy
Downey
Hawaiian Gardens
Huntington Park
La Habra Heights
La Mirada
Lakewood
Long Beach
Lynwood
Maywood
Montebello
Norwalk
Paramount
Pico Rivera
Santa Fe Springs
Signal Hill
South Gate
Vernon
Whittier
County of Los Angeles
Port of Long Beach

July 13, 2012

Mr. Michael Miles, District 7 Director
California Department of Transportation
100 S. Main Street
Los Angeles, CA 90012

Dear Mr. Miles:

On May 31, 2012, the I-710 EIR/EIS Project Committee voted to recommend that Caltrans extend the review period for the Draft Environmental Impact Report/Environmental Impact Statement for the I-710 Corridor Project to 120 days.

As you know, the current review period is scheduled to be completed after a total of 60 days. However, a majority of the Project Committee members feel that the impact on our communities, the complexity of the project, and the sheer volume of material to analyze warrant the longer review period. R-1-1

The I-710 Project Committee represents 14 cities as well as the unincorporated communities that make up the I-710 Corridor. We hope you will give strong consideration to this request from the Project Committee to extend the review period to 120 days.

Sincerely,

Gil Hurtado
Co-Chair, I-710 EIR/EIS Project Committee

Cc: Ron Kosinski, Caltrans District 7

16401 Paramount Boulevard ▪ Paramount, California 90723 ▪ phone (562) 663-6850 fax (562) 634-8216
www.gatewaycog.org

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R-1-1

The public review period was extended from the original 60 days to provide for an additional 30-day review.

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South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

October 3, 2012

Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

Review of the Draft Environmental Impact Report/Statement (Draft EIR/EIS) for the Proposed I-710 Corridor Project

The South Coast Air Quality Management District (AQMD) staff appreciates the opportunity to comment on the Draft EIR/EIS for the Proposed I-710 Corridor Project (proposed Project). The proposed Project would modernize and increase capacity of the I-710 between Ocean Boulevard in Long Beach and the SR-60, a distance of approximately 18 miles. This is a key freight corridor connecting the ports to railyards and warehouses, and is important for the economic vitality of our region. At the same time, truck traffic on the corridor is a significant source of air pollution impacting the health of local communities and the region as a whole. As is described below, the I-710 project can and should be designed to meet the long-term mobility, safety and air quality needs of this region. A key means to achieve these ends would be to include as an element of the project a freight corridor that would separate trucks from other traffic, and would be dedicated to zero-emission vehicles. We commend the lead agency for making improvement of air quality and public health an objective of the project, and for including a dedicated zero emission freight corridor as an option for consideration in the EIR/EIS. R-2-1

Our comments on the Draft EIR/EIS are set forth in the attachment. Our comments seek a Draft EIR/EIS which fully describes the project's air quality impacts and feasible mitigation measures, and which supports effective action by the lead agency to meet the project objectives to improve air quality and public health. The following is a summary of key comments.

Need for Zero Emission Freight Corridor. The region's air quality has improved with reductions in the total number of days that the South Coast Air Basin (Basin) experiences ozone and $PM_{2.5}$ particulate levels exceeding state and federal ambient air quality standards. Despite this progress, however, the region still has the most polluted air in the country, with substantial health impacts, including thousands of premature deaths per year.[1] Mobile sources are the major contributor to the ozone and PM2.5 levels in this region. Heavy-duty diesel trucks are the largest source of nitrogen oxides (NOx) R-2-2

[1] Draft 2012 Air Quality Management Plan, July 2012

emissions—which react in atmosphere to form ozone and particulates—and are the second largest source of directly emitted PM2.5. Diesel-powered equipment such as trucks traveling the I-710 corridor also contribute to significant local cancer risks. The District's Multiple Air Toxics Exposure Study (Mates III) completed in September 2008 concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter emissions, and that the area along the I-710 corridor is significantly impacted with some of the highest risks from air pollution in the region.[2]

Looking forward, emissions from new trucks are lower than from older model years, but even with broad deployment of relatively new trucks, the region will need substantial additional emission reductions to attain ambient air quality standards. AQMD modeling shows that, to attain federal ambient standards for ozone, the region must reduce NOx emissions by approximately two thirds by 2023, and three fourths by 2032. These needed reductions are particularly challenging because they are beyond the benefits of adopted rules and programs, and because they already assume broad deployment of new trucks meeting the latest emission standards. The challenge is made greater because it is projected that port cargo volume will almost triple by 2035 and, as noted in Table 1.2-1 of the Draft EIR/EIS, from 2008 to 2035, truck volumes along the I-710 will increase up to 75 percent (depending on the segment). R-2-2

To accommodate growth and to achieve the emission reductions needed to comply with federal law, the region will need to transition to broad use of zero emission technologies, particularly for trucks. A variety of zero emission technologies using on-road vehicles and fixed guideways are technically possible, and the Draft EIR/EIS includes zero emission trucks in project alternatives. Several types of zero emission trucks are beginning to be deployed or are on the horizon and expected to be feasible within the timeframe of the I-710 project. Ensuring deployment of such technologies will require collaborative efforts to establish requirements or incentives for their use—particularly on key transport corridors, and to create needed infrastructure such as for charging and fueling of vehicles powered by electricity, fuel cells or hybrid technologies with zero emission capability (e.g. natural gas/electric hybrids). The I-710, as a key truck corridor connecting to the region and nation, can and should be part of the solution. Indeed, the I-710 would be the initial segment of a sustainable regional freight transport system as described in the 2012 Update to the Regional Transportation Plan adopted by the Southern California Association of Governments. In short, deploying zero emission trucks on the I-710 will allow the corridor to accommodate economic growth, address local health risks, contribute to regional air quality attainment, and serve other policies such as energy security and climate.

Specificity of Zero-Emission Freight Corridor Component. In order to successfully implement a zero-emission freight corridor component to the proposed project, it is important that the lead agency provide added specificity regarding the schedule and process for development, deployment, selection, and implementation of the zero-emission truck technology in the Final EIR/EIS. The AQMD staff recommends that the following elements be incorporated in the Final EIR/EIS. Details of these elements are included in Attachment A. R-2-3

[2] Final Report, Multiple Air Toxic Exposure Study in the South Coast Air Basin, September, 2008

1. Establish a schedule for key actions to develop and deploy zero-emission technologies.
2. Determine zero-emission truck technology or technologies and determine any needed infrastructure before construction begins.
3. Develop requirements or incentives to ensure zero-emission freight corridor will be utilized.
4. Establish an I-710 steering committee to provide guidance on the development and implementation of the zero-emission freight corridor.

R-2-3

Final EIR/EIS Certification and Adoption Process. It is the AQMD staff's understanding that the selection of the preferred alternative and approval and certification of the Final EIR/EIS will be done at the staff level within the lead agency. Due to the major significance of this project, the AQMD staff strongly urges the lead agency to hold a public hearing at which the Final EIR/EIS would be presented and considered for approval and certification.

R-2-4

Additional Comments. Attachment A contains additional comments which seek an EIR/EIS that fully describes the project's air quality impacts and feasible mitigation measures. The attachment includes comments on the air quality analysis, mitigation measures, and significance determinations. Attachment B includes additional information regarding zero emission technologies.

R-2-5

In closing, we commend the lead agency for including a zero-emission component in project alternatives and for the commitment to air quality and public health as a project objective. Pursuant to Public Resources Code Section 21092.5, please provide the AQMD staff with written responses to all comments contained herein prior to adoption of the Final EIR/EIS. Further, AQMD staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact me, at (909) 396-3105, if you have any questions regarding the enclosed comments.

Sincerely,

Susan Nakamura

Susan Nakamura
Planning Manager

Attachments

ATTACHMENT A

Zero Emission Freight Corridor Component

The AQMD staff supports inclusion of a zero-emission freight corridor component as part of the proposed project. The AQMD staff believes that a zero-emission freight corridor component can be implemented with or without adding additional general flow lanes to the I-710. A zero-emission freight corridor is needed to meet air quality standards and reduce localized health impacts along the I-710. Mobile sources are a major contributor to ozone and PM2.5 levels in the region. Heavy-duty diesel trucks are the largest source category in the Basin for NOx emissions and the second largest for directly emitted PM2.5.

Zero-Emission Freight Corridor is Needed to Help Attain Air Quality Standards

A zero-emission freight corridor is needed to help attain ambient air quality standards. As shown in Table 1, a zero emission freight corridor will reduce NOx, PM10, and PM2.5 exhaust emissions on the I-710. Compared to the no-build Alternative 1, a zero emission freight corridor (Alternative 6B) will *reduce* NOx emissions by 2,000 pounds per day in 2035 while a freight corridor without zero-emissions (Alternative 6A) will *increase* NOx emissions by +2,000 pounds per day. Similarly, compared to the no-build Alterative 1, a zero emission freight corridor (Alternative 6B) will *reduce* PM2.5 emissions by -37 pounds per day in 2035 while a freight corridor without zero-emissions (Alternative 6A) will *increase* PM2.5 emissions by +210 pounds per day. The development of the I-710 freight corridor offers a unique opportunity to deploy zero-emission technologies on a major freight transportation corridor in time to help meet the federal ambient air quality standards for ozone.

Table 1
Comparison of Alternative 6A and 6B
Relative to 2035 Alternative 1 for NOx, PM10 and PM2.5 Exhaust

Pollutant	2035 Alternative 1 (No Build) Baseline Emissions (Pounds per day)	Alternative 6A (No Zero Ems) (Pounds per day)	Alternative 6B (With Zero Ems) (Pounds per day)
NOx (I710)	5,111	+2000	-2000
PM10 Exhaust (I710)	569	+290	-35
PM2.5 Exhaust (I710)	391	+210	-37

Source: I710 Corridor Project Draft EIR/EIS. Table 3.13-23.

Zero-Emission Freight Corridor Will Reduce Diesel Particulate Matter

A zero-emission freight corridor will reduce diesel particulate matter and cancer health risks. As shown in Table 2, compared to the no-build Alternative 1, the zero-emission freight corridor (Alternative 6B) *decreases* DPM emissions by 71 lbs/day while a freight corridor without the zero-emissions (Alternative 6A) *increases* DPM emission by +160 lb/day (Table 5.4b of the Air Quality and Health Risk Assessments (AQ/HRA) Technical Study for the I-710 Corridor Environmental Impact Report/Environmental Impact Statement).

Table 2
Comparison of Alternative 6A and 6B
Relative to 2035 Alternative 1 for NOx, PM10 and PM2.5 Exhaust

Pollutant	Alternative 6A (No Zero Ems) (Pounds per day)	Alternative 6B (With Zero Ems) (Pounds per day)
Diesel Particulate Matter (Comparison to No Build)	+160	-71

Automated Vehicle Movement System

The AQMD staff recommends that the Lead Agency separate the decision regarding whether to implement a zero-emission freight corridor component from the decision regarding whether to implement an automated vehicle movement system. The zero-emission freight corridor component 6B also includes an automated vehicle movement system. Draft EIR/EIS states that, "…the assumption that all trucks using the freight corridor will have an automated control system that will steer, brake, and accelerate the trucks under computer control while traveling on the freight corridor. This will safely allow for trucks to travel in "platoons" (e.g., groups of 6–8 trucks) and increase the capacity of the freight corridor." Zero-emission freight technologies are being developed and demonstrated and there is substantial evidence that they can be made commercially available by 2016, or sooner, and certainly within the timeframe of completion of the I-710 project. Automated vehicle movement systems show promise, however, by the time of I-710 project operation, they may not have progressed as far in development and demonstration as zero-emission technologies. The AQMD staff is concerned that linking zero-emission technologies with automated vehicle movement systems may unintentionally result in a slower deployment of zero-emission technologies. As a result, the AQMD staff recommends that implementation of a zero-emission truck component not be tied to an automated vehicle movement system. R-2-6

Specificity of Zero-Emission Freight Corridor Component

The AQMD staff believes that, in order to assure timely implementation of a zero emission freight corridor, it is essential that the process for development, deployment, selection, and implementation of the zero-emission truck technology be described with much greater specificity in the Final EIR/EIS. The AQMD staff recommends that the following four elements be incorporated in the Final EIR/EIS: R-2-7

1. **Establish schedule for key actions to develop and deploy zero-emission technologies.**

   The Final EIR/EIS must have a schedule that provides the timeframes in which key milestones will be achieved for the development and deployment of zero emission trucks (or other technologies). At a minimum, the schedule should include the timeframe for (1) vehicle technology development and demonstration; (2) determination of needed infrastructure, such as wayside power; (3) vehicle pre-production deployment and assessment; and (4) vehicle early production deployments. It is important that if different zero-emission technologies are being considered that the different technologies are evaluated in parallel. The lead agency

should establish and/or collaborate with other agencies or private entities to provide funding for these steps. R-2-7

2. Determine zero-emission truck technology or technologies and determine any needed infrastructure before construction begins.

The zero emission technologies should be determined as early as practicable, and no later than sufficiently before construction begins to design and construct any needed infrastructure in time for initial project operation. Selection of the zero-emission technology or technologies is critical to the project's success, i.e. to send a clear market signal to developers and manufacturers of the zero emission technologies to ensure selected technology is commercially available. In addition, any needed infrastructure, e.g. charging, fueling, wayside power such as overhead catenary, should be determined by 2015. Note: 2012 RTP adopted by SCAG includes a schedule for developing demonstrating and deploying zero emission truck technologies and states by 2015-2016 a decision on wayside power and technology direction including strategy, funding, and timeframe would be incorporated into the 2016 RTP update and SIP revisions. R-2-8

3. Develop requirements or incentives to ensure zero-emission freight corridor will be utilized.

As noted in the CALSTART report referenced in Attachment B to this letter, one of the key elements to the success of the zero-emission freight corridor will be to establish mechanisms to ensure it will be utilized. The lead agency can and should establish process for identifying, developing, and implementing mechanisms needed to accomplish this. It is important that a schedule with milestones also be developed, to ensure that the needed incentives, policies, and regulations are in place on opening day. The SCAQMD will work with the lead agency and other involved agencies to help develop these mechanisms. R-2-9

4. Establish an I-710 Steering Committee to Provide Guidance on the Development and Implementation of the Zero-Emission Freight Corridor.

The lead agency should establish a stakeholder working group that can provide guidance to ensure that key milestones are met. This working group can also help to secure necessary funding and establish mechanisms to ensure the zero emission freight corridor will be utilized. The Final EIR/EIS should include the partners the lead agency will work with to select, demonstrate, design, and fund the zero-emission freight corridor. R-2-10

Zero Emission Extension (ZEE) Design Option

The incremental cancer risk for the zero-emission freight corridor component in Alternatives 6B and 6C reduce the cancer risk on the majority of the I-710 corridor, but at the northern portion of the I-710 between the northern terminus of the freight corridor and the SR-60 freeway (see Figures 4.47 through 4.48 of the Draft EIR/EIS) there remains a significant increase in health risk where trucks exit the freight corridor and continue in a diesel-powered mode. However, extending the zero-emission freight component through this segment of I-710, sufficiently decreases the incremental cancer risk (see Figures 23 and 24 of Addendum 1 – Air Quality and Health Risk Technical Study for Zero Emission Extension Design Option). Table 2b of the Addendum 1 – Air R-2-11

Quality and Health Risk Technical Study for Zero Emission Extension Design Option shows that there are further benefits in criteria mass exhaust emissions reductions by including the ZEE design option 1 in Alternatives 6B and 6C. For instance, Table 2b shows that there is a nine and seven percent increase in NOx benefits by adding the ZEE design option in Alternatives 6B, and 6C, respectively. R-2-11

Air Quality Analysis

Interim Milestone Years Needed in Air Quality Analysis

The analysis years for the Draft EIR/EIS includes only two analysis years: 2008 and 2035. It is not clear that 2035 captures the peak daily emissions. By 2035, the project will be at full build and vehicle and truck fleets will meet the most stringent emission standards currently required. Although the proposed project may not be at peak capacity in earlier years, it is possible that due to higher emission rates of vehicles and trucks in earlier years, that peak daily emissions may occur before 2035. The overall emission rates of vehicles and trucks are higher in earlier years as more string emission standards have not been fully implemented and fleets have not fully turned over. The Final EIR/EIS must provide additional information to demonstrate that 2035 is the peak year, and if it is found that an earlier year is the peak year, that year should be presented in the air quality analysis. R-2-12

Inconsistencies Between Project Emissions Used in Tables 3.13-22 and 3.13-23

On pages 3.13-36 through 3.13-39 of the Draft EIR/EIS, there are inconsistencies in the project emissions used to develop the incremental emissions presented in Tables 3.13-22 and Table 3.13-23. In Table 3.13-22 the incremental criteria pollutant emissions for all alternatives as compared to the 2008 baseline levels are shown. Table 3.13-23 contains similar information except the incremental emissions are based on a comparison with Alternative 1 (no build).

Regardless of the baseline that is used, 2008 or Alternative 1, the "project emissions" for each alternative should be the same in both analyses. Project emissions can be back calculated from Tables 3.13-22 and 3.13-23 by adding the baseline and the increment for each alternative. For example, the project emissions relative to a 2008 baseline for PM10 exhaust for the AOI for Alternative 5A is 33,592 lbs/day (36,992 lbs/day + (-3,400 lbs/day)) (See Table 3 below). When compared to the Alternative 1 baseline, the project emissions are 23,023 lbs/day (49,400 lbs/day – 0 lb/day). The project emissions differ by 10,569 lbs/day (33,592 lbs/day-23,023 lbs/day). This is just one of many inconsistencies found between Table 3.13-22 and 3.13.23. The Final EIR/EIS should correct these inconsistencies and verify that the project emissions used in both tables are the same. In addition, the AQMD staff recommends that the Final EIR/EIS provides the project emissions so these values do not need to be "back calculated" and so it will be more apparent the project emissions that are used to calculate the increment for the different baseline scenarios. R-2-13

Table 3[a]
Example of Inconsistencies Between Project Emissions from Tables 3.13-22 and 3.13-23 for PM10 AOI Emissions

	2008	ALT 1	ALT 5A	ALT 6A	ALT 6B	ALT 6C
Project Emissions Compared to 2008 Baseline (Table 3.13-22)						
2008 Baseline	36,992	36,992	36,992	36,992	36,992	36,992
Incremental Emissions PM 10 Exhaust AOI		-3,400	-3,400	-3,300	-3,600	-3,600
Project Emissions (2008 +Incremental Emissions)		33,592	33,592	33,692	33,392	33,392
Project Emissions Compared to Alternative 1 Baseline (Table 3.13-23)						
Alternative 1 Baseline		10,569	10,569	10,569	10,569	10,569
Incremental Emissions PM 10 Exhaust AOI			0	0	-240	-170
Project Emissions (Alt 1 + Incremental Emissions)			10,569	10,569	10,329	10,397
Discrepancy			**23,023**	**23,123**	**23,063**	**22,995**

[a] Incremental and baseline emissions taken directly from Tables 3.13-22 and Table 3.13-23

AOI and SCAB Emissions

In Tables 3.13-22 and 3.13-23 of the Draft EIR/EIS, the criteria pollutant emissions are presented for each of the build alternatives relative to either the CEQA or NEPA baseline. Emissions are reported for the South Coast Air Basin (SCAB), the Area of Interest (AOI) encompassing approximately a 1 mile area around the I-710 project, and the I-710 freeway itself. Surprisingly, the AOI and SCAB emissions show no noticeable difference amongst alternatives. One would expect that as more vehicles make their way onto the freeway that the arterial congestion would be relieved and emissions would decrease with more efficient traffic flow because emission rates are higher for slower moving vehicles (See Figure 1 below). However, neither the Draft EIR/EIS nor the traffic modeling results included in the air quality calculation files given to AQMD staff show this. The two factors that should contribute to an expected difference in AOI and SCAB emissions are traffic volume and traffic speed.

R-2-14

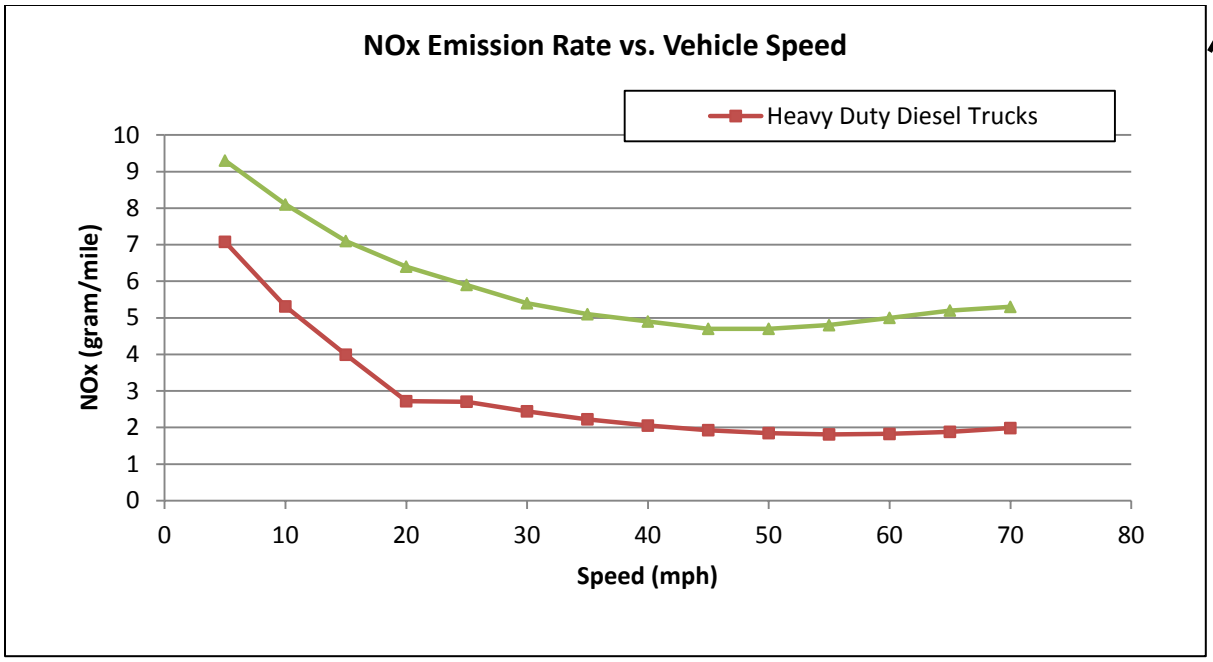

Figure 1: NOx Emission Rate vs. Vehicle Speed

Emission rates obtained from EMFAC 2011 for year 2035. The emission rate from cars has been multiplied by 100 to illustrate the difference in emission rates.

R-2-14

Traffic Volume. In Table 4 below AQMD staff has compiled the number of trips from the air quality calculation files along one of the primary parallel routes to the I-710, Alameda Street. As can be seen in the table, there are cumulatively almost 100,000 extra total trips and 40,000 extra heavy duty truck trips along Alameda Street in Alternative 1 compared to Alternative 6B. Presumably these same kinds of increases in arterial traffic volumes are captured throughout the travel demand model analysis. Because arterial traffic moves slower than freeway traffic, shifting traffic volume to arterials should increase overall emissions in the AOI. However, the total emissions in the AOI do not vary between any of the alternatives for either NOx or CO (see Table 5 below)

Table 4
Daily Trips and Average Vehicle Speed for Alternatives

	2008	Alt. 1	Alt. 5A	Alt. 6B
Total daily trips summed along entire length of Alameda St.	1,773,530	1,960,036	1,900,831	1,867,099
Total daily ***HHDT*** trips summed along entire length of Alameda St.	97,806	206,364	198,842	168,202
Average AM period link speed (mph) along entire length of Alameda St.	21.0	20.7	20.7	21.2

Table 5
Copy of Table 3.13-22 Showing No Change in Emissions Between Alternatives for NOx and CO for AOI

Table 3.13-22 Comparison of Incremental Criteria Pollutant Emissions for All Alternatives compared to 2008, for all Study Areas[1,2]

Pollutant	Study Area	2008 Baseline Emissions	Comparison with 2008 Baseline: 2035 Alt.1 vs. 2008 (lbs/day)	2035 Alt 5A vs. 2008 (lbs/day)	2035 Alt 6A vs. 2008 (lbs/day)	2035 Alt 6B vs. 2008 (lbs/day)	2035 Alt 6C vs. 2008 (lbs/day)	SCAQMD CEQA Mass Emission Thresholds[2] (lbs/day increase)
NO_x	SCAB	103,4982	-870,000	-870,000	-870,000	-880,000	-880,000	
	AOI	238,709	-200,000	-200,000	-200,000	-200,000	-200,000	55
	I-710	18,050	-13,000	-13,000	-11,000	-15,000	-14,000	
	I-710 Post	24,212	-18,000	-17,000	-16,000	-20,000	-20,000	
CO	SCAB	2,860,036	-2,000,000	-2,000,000	-2,000,000	-2,000,000	-2,000,000	
	AOI	688,363	-510,000	-510,000	-510,000	-510,000	-510,000	550
	I-710	26,234	-19,000	-17,000	-16,000	-18,000	-18,000	
	I-710 Post	26,939	-19,000	-17,000	-16,000	-18,000	-18,000	
PM_{10} (Total)	SCAB	154,589	23,000	23,000	24,000	23,000	23,000	
	AOI	36,992	1,800	1,900	2,100	1,800	1,800	
	I-710	1,993	230	580	1,300	1,000	920	
	I-710 Post	2,345	120	4[illegible]				
PM_{10} (Exhaust)	*SCAB*	*58,876*	*-9,500*					
	AOI	*36,992*	*-3,400*					
	I-710	*868*	*-300*					
	I-710 Post	*1,105*	*-470*					
PM_{10} (Entrained)	*SCAB*	*95,713*	*33,000*	*33,000*	*33,000*	*33,000*	*33,000*	
	AOI	*23,024*	*5,200*	*5,300*	*5,400*	*5,500*	*5,400*	
	I-710	*1,025*	*530*	*770*	*1,300*	*1,400*	*1,200*	
	I-710 Post	*1,240*	*590*	*800*	*1,300*	*1,300*	*1,200*	
$PM_{2.5}$ (Total)	SCAB	67,381	-2,300	-2,300	-2,200	-2,500	-2,400	
	AOI	16,115	-2,000	-1,900	-1,900	-2,100	-2,100	55
	I-710	942	-170	-40	230	0	0	
	I-710 Post	1,201	-320	-190	70	-190	-200	

No emissions change between alternatives for AOI

R-2-14

Arterial Traffic Speed. A further surprising result from the traffic modeling of arterial roads is that traffic speeds along Alameda Street are virtually identical between all of the alternatives and the 2008 baseline, with Alternative 6B showing an average speed increase of only about 0.5 miles per hour. It seems implausible that between 2008 and Alternative 6B there could be almost 100,000 extra total trips with a 170% increase of heavy duty truck trips on Alameda Street with a predicted increase in average vehicle speed.

AQMD staff requests that a more robust description of the travel demand modeling be included in the Final EIR/EIS. This description should include an explanation of how traffic on the freeways and arterials interact with each other, and how the speeds and traffic volumes vary with each of the different alternatives. There should also be a more thorough description about the emission estimates for the AOI and the SCAB and why there are very few differences seen between various alternatives and the CEQA baseline.

R-2-15

Vehicle Speed Averaging

In the Appendices to the Air Quality Health Risk Assessment Appendix, Tables C.3-1A through C.3-6D roadway characteristics such as speed, length, and volume are listed that are used to estimate vehicle emissions. These roadway characteristics are determined for each of four time periods including morning (6 am to 9 am), midday (9am to 3 pm), evening (3pm to 7pm), and night time (7pm to 6am). Average vehicle speeds are presented for each roadway link. AQMD staff requests clarification about how these average vehicle speeds were calculated. It is unclear if the averages are time weighted whereby average speeds are determined for each hour, than averaged across all hours in

R-2-16

the time period. For emission calculation purposes a more accurate method would use averages that are vehicle weighted that equally weight the speed of every vehicle during the time period. R-2-16

Inconsistencies of PM Re-Entrained Road Dust Emissions

The Draft EIR/EIS presents conflicting information for potential emissions from re-entrained road dust. Re-entrained road dust from paved roads is caused by the re-suspension of loose material on the road surface. For an individual project, re-entrained road dust is traditionally calculated using emission factors presented in EPA's AP-42 guidance. However, in Tables 3.13-14 and -15 of the Draft EIR/EIS, re-entrained road dust emissions are shown to be the same across all alternatives (See Table 6 below). As stated on page 3.13-18, the reason that the emissions are considered equal among each alternative is that emissions are grown according to growth in centerline miles of roadway, not growth in VMT. However in Tables 3.13-22 and -23 of the Draft EIR/EIS, and in the dispersion modeling calculation files submitted to AQMD staff, the re-entrained road dust emissions appear to be calculated using the AP-42 method, and vary across each alternative (See Table 7 below). The lead agency should consult with AQMD, CARB and EPA regarding the appropriate method for calculating road dust and address inconsistencies in the Final EIR/EIS. R-2-17

Table 6
Copy of Table 3.13-14 Showing No Change in PM2.5 Re-entrained Road Dust

Table 3.13-14 I-710 Freeway $PM_{2.5}$ Emissions (lbs/day)

Source	2008	2035				
		Alt 1	Alt 5A	Alt 6A	Alt 6B	Alt 6C
Exhaust	690	391	465	600	354	387
Re-entrained	252	252	252	252	252	252
Total	942	642	717	852	605	639
% Change from 2035 Alt 1	-	-	12%	33%	-6%	-1%

Source: Environ, 2012.
Note: Numbers in **bold** represent emission levels at or below the Alternative 1 (No Build) lev
Alt = Alternative
$PM_{2.5}$ = particulate matter less than 2.
lbs/day = pounds per day

PM2.5 same for all Alternatives.

Table 7
Copy of Table 3.13-22 Showing Variation in PM2.5 Re-entrained Road Dust

Table 3.13-22 Comparison of Incremental Criteria Pollutant Emissions for All Alternatives compared to 2008, for all Study Areas[1,2]

Pollutant	Study Area	2008 Baseline Emissions	Comparison with 2008 Baseline					SCAQMD CEQA Mass Emission Thresholds[2] (lbs/day increase)
			2035 Alt.1 vs. 2008 (lbs/day)	2035 Alt 5A vs. 2008 (lbs/day)	2035 Alt 6A vs. 2008 (lbs/day)	2035 Alt 6B vs. 2008 (lbs/day)	2035 Alt 6C vs. 2008 (lbs/day)	
$PM_{2.5}$ (Exhaust)	SCAB	43,888	-10,000	-10,000	-10,000	-11,000	-11,000	
	AOI	10,464	-3,200	-3,200	-3,200	-3,400	-3,400	
	I-710	690	-300	-230	-90	-340	-300	
	I-710 Post	895	-460	-390	-260	-520	-490	
$PM_{2.5}$ (Entrained)	SCAB	23,493	8,100	8,100	8,100	8,100	8,100	
	AOI	5,651	1,300	1,300	1,300	1,300	1,300	
	I-710	252	130	190	320	330	300	
	I-710 Post	306	150	200	320	330	290	
ROG	SCAB	23,4677	-170,000	-160,000	-170,000	-170,0		
	AOI	58,803	-43,000	-43,000	-44,000	-44,0		
	I-710	2,204	-1,500	-1,500	-1,300	-1,60		
	I-710 Post	2,482	-1,700	-1,700	-1,500	-1,80		
SO_2	SCAB	3,867	1,300	1,300	1,300	1,20		
	AOI	934	160	160	160	140	150	150
	I-710	39	15	23	36	13	15	
	I-710 Post	41	17	24	37	12	14	

Source: I-710 Corridor Project Air Quality and Health Risk Assessments Technical Study, February 2012.
1 Numbers rounded to two significant figures. Emission changes of 1 percent or smaller are presented as zero-emission changes.
2 The SCAQMD significance thresholds are presented for information only. Caltrans has not adopted these thresholds.

PM2.5 varies for Alternatives.

Localized PM Exhaust Impacts

The significance of PM impacts are caveated in the Draft EIR/EIS by concluding that the localized increases in PM concentrations are due solely to re-entrained road dust and that since road dust is conservatively calculated, that these potential PM impacts could be less than significant (page 3.13-55 of the Draft EIR/EIS). However, AQMD staff has looked through the electronic files provided by the lead agency and determined that exhaust emission on their own, without road dust, would also exceed AQMD thresholds (see Table 8 below) for many alternatives. Table 8 below shows PM10 and PM2.5 exhaust emissions for each alternative for option 1. Results for option 2 are similar. AQMD staff requests that the Final EIR/EIS include a table for each Alternative and Option with information below (including any updates after new modeling). R-2-18

Table 8
Incremental Localized PM10 and PM2.5 Exhaust for Option 1 (µg/m^3)

		5A	6A	6B	6B ZEE	6C	6C ZEE	Significance Threshold
PM10 Exhaust	24-hour	**3.05**	**6.25**	2.35	0.58	2.17	0.58	2.5
	Annual	**1.90**	**3.57**	**1.55**	0.38	**1.42**	0.36	1.0
PM2.5 Exhaust	24-hour	0.90	**3.95**	1.15	0.15	1.00	-0.43	2.5

Bold values in shaded boxes are above AQMD significance thresholds.

PM2.5 Annual Impacts

Tables 3.13-25 through -28 show the incremental impacts of PM2.5 for the 24-hour averaging period, however they do not show the impacts for the annual averaging period. Because there are Ambient Air Quality Standards at the federal and state level for annual average PM2.5 concentrations, the Final EIR/EIS should also show this incremental impact in these tables. Further, this annual average incremental impact should be added to the background monitored data (i.e. the maximum concentration from the most recent three years of local monitored data) to determine if the project will cause or contribute to an air quality violation. This method for determining background for the CEQA analysis should also be used for any interim years that might be added to the EIR/EIS (e.g., construction years). R-2-19

Operational Mitigation Measures

Air Quality Mitigation Measure AQ-1

The Draft EIR/EIS contains only one mitigation measure for operational impacts from the proposed Project. Mitigation Measure AQ-1 calls for Caltrans to make a funding contribution to the AQMD for the design and construction of four new air quality monitoring stations within the I-710 Corridor. Since information about new monitoring stations was not discussed prior to the release of the Draft EIR/EIS, the AQMD staff suggests that Caltrans staff schedule a meeting to discuss funding, monitoring protocol/plan, siting, pollutants, measured, duration and overall design of this mitigation measure. R-2-20

Zero-Emission Freight Corridor is a Feasible Mitigation Measure

When compared to the future no-build Alternative 1, the cancer risk for build Alternatives 5A and 6A show significant levels of increased risk all along the I-710 corridor (see Figures 4.45 through 4.46). On page 4-40 of the Draft EIR/EIS, the lead agency concluded that "while the mobile source air toxics (MSAT) analysis showed that there would be an overall reduction of MSAT emissions in the South Coast Air Basin (SCAB) and the I-710 area of interest (AOI), the build alternatives would result in near-roadway incremental emissions concentrations in a few areas very near I-710. Therefore, the project's long-term impacts are potentially significant and unavoidable at these near-roadway locations." The Draft EIR/EIS provides *one* mitigation measure which is to provide monitoring. A zero-emission freight corridor is a feasible mitigation measure as discussed in either Alternative 6B or 6C. To mitigate significant cancer risk impacts under Alternatives 5A and 6A, the Final EIR/EIS should include a zero-emission freight corridor mitigation measure for Alternatives 5A and 6A. R-2-21

CEQA Baseline

Establishing a proper baseline is fundamental to accurately assessing a project's impacts. The function of the baseline is to set conditions against which project impacts are compared to determine whether an environmental impact is significant. As such, the baseline should not be established in a way that understates project impacts. The baseline in this Draft EIR/EIS is the 2008 emissions levels. While conditions at the time the NOP is released, normally constitutes the baseline for analysis of project impacts, a future conditions baseline (similar to the baseline used here for NEPA purposes) is the more appropriate baseline to evaluate the impacts from this proposed project. This is because use of a current conditions baseline underestimates project impacts by taking credit for projected improvements to air quality that are unrelated to the proposed project. These improvements include the future air quality benefits from currently adopted and enforceable vehicle emission standards. Crediting the project with such benefits does not disclose the impacts *of the project*. Therefore, in order to ensure that the impacts of this project are accurately described, the AQMD staff believes the impacts of the proposed Project should be measured against future conditions without the proposed Project. R-2-22

Significance Determination

While CEQA permits an agency to apply a qualitative threshold to determine significance, an agency may not apply a threshold of significance in a manner that precludes consideration of other substantial evidence demonstrating that there may be a significant effect on the environment. Evaluation of air quality impacts, unlike some other impact areas, easily lends itself to quantification. Not only does quantification make it easier for the public and decision-makers to understand the breadth and depth of the potential impact, but it also provides clarity on the extent of mitigation required to reduce project impacts. The South Coast Air Basin is recognized as having the worst air pollution in the nation. The AQMD has adopted thresholds of significance that were developed specifically with the intent to reduce emissions from sources that exacerbate the South Coast Air Basin's ability to achieve the federal and state ambient air quality standards, and to provide a clear benchmark as to when the impacts of the project will no longer be considered significant. For this reason, and consistent with CEQA, most public agencies with projects within our jurisdiction apply our quantitative thresholds to R-2-23

determine a project's impacts on air quality. As we have routinely cautioned, failure to do so has the potential to ignore impacts to air quality. R-2-23

We recognize that the Draft EIR/EIS presents the AQMD's significance thresholds for regional operational criteria pollutant impacts (Table 3.13-22), localized operational criteria pollutant impacts (Tables 3.13-24 through 3.13-28), health risk impacts (Table 3.13-29), and regional construction criteria pollutant impacts (Table 3.24-4). We ask that Caltrans take the analysis a step further and make a determination of significance based on the AQMD's significance thresholds. As stated, applying the AQMD's significance thresholds would clearly identify whether the proposed Project would result in significant air quality impacts, identifies the magnitude of the impact, and also clearly identifies the effectiveness of mitigation. For this reason, the AQMD staff recommends that the Final EIR contain tables that clearly identify the significance threshold and indicate if the project exceeds the significance threshold. If the project exceeds the significance threshold, the impact would be deemed "significant." Attachment C contains the significance determination for Tables 3.13-22, Tables 3.13-24 through 3.13-28, and Table 3.24-4.

As identified in Table 9, by applying the AQMD's significance thresholds, all alternatives exceed regional criteria pollutant thresholds for PM10 and SO2 and localized criteria pollutant concentrations for PM10. All but Alternative 1 exceed the localized criteria pollutant threshold for PM2.5 and Alternative 6A exceeds thresholds for regional PM2.5 and localized annual NO2. This is in contrast to what is stated in the Draft EIR/EIS, which identifies that the project does not violate any air quality standard or contribute substantially to an existing or projected air quality violation. (Page 4-15) As discussed, this conclusion relies on inclusion of the project within the current Regional Transportation Plan (RTP) to state that the project will not cause any additional local exceedences for CO and particulates. While this conclusion fails to consider increased emissions from SO2 and NO2, it also fails to comply with the agreement made by Caltrans on October 29, 2009, in which the agency agreed to use the AQMD significance thresholds to analyze impacts on air quality and the I710 EIR/EIS Corridor Project Committee voted unanimously to use the AQMD significance thresholds. For the reasons identified here, we continue to believe that the use of our thresholds provides a more accurate analysis of project impacts. R-2-24

Table 9
Summary of Significant Impacts for Alternatives Based on Information Reported in Draft EIR/EIS

	Alternative 1	Alternative 5A	Alternative 6A	Alternative 6B	Alternative 6C
Regional Criteria Pollutants – Operational					
NOx	No	No	No	No	No
CO	No	No	No	No	No
PM10	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
PM2.5	No	No	**Yes[1]**	No	No
ROG	No	No	No	No	No
SO2	**Yes[2]**	**Yes[2]**	**Yes[2]**	**Yes[3]**	**Yes[2]**

Table 9 *(Continued)*
Summary of Significant Impacts for Alternatives Based on Information Reported in Draft EIR/EIS

	Alternative 1	Alternative 5A	Alternative 6A	Alternative 6B	Alternative 6C
Localized Criteria Pollutants - Operational					
NO2 1 (Hr)	No	No	No	No	No
NO2 (Annual)	No	No	**Yes**	No	No
CO (1-Hr)	No	No	No	No	No
CO (8-Hr)	No	No	No	No	No
PM10 (24 Hr)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
PM10 (Annual)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
PM2.5 (24 Hr)	No	**Yes**	**Yes**	**Yes**	**Yes**
Health Risk Impacts					
Cancer Risk	No	No	**Yes**	No	No
Chronic HI	No	No	No	No	No
Acute HI	No	No	No	No	No
Regional Criteria Pollutants – Construction (All Segments)					
NOx	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
CO	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
PM10	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
PM2.5	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
ROG	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
SOx	**MISSING FROM ANALYSIS**				
Localized Criteria Pollutants - Construction					
NO2 1 (Hr)	**MISSING FROM ANALYSIS**				
NO2 (Annual)					
CO (1-Hr)					
CO (8-Hr)					
PM10 (24 Hr)					
PM10 (Annual)					
PM2.5 (24 Hr)					

[1] Significant for I710 only
[2] Significant for AOI and SCAB
[3] Significant for SCAB only
[4] Table 3.13-29 states that "Only 15 grid points show incremental increases above ten in a million. These grid points are not in residential areas and are generally located very near the freight corridor. The incremental cancer risk and incremental hazard indices decreased at all sensitive receptors in the modeling domain."

R-2-24

Greenhouse Gas Emissions

Page 4-84 of the Draft EIR/EIS states that "it is too speculative to make a determination regarding significance of the project's direct impact and its contribution on the cumulative scale to climate change." This explanation is contrary to the requirements of CEQA (§15126.2) that a lead agency must make a determination of significance. Without making this determination, it is unclear if the project would need to adopt all feasible mitigation to reduce the impact and to what extent mitigation is required. Further, it is unclear if the lead agency must adopt a statement of overriding consideration for this impact. In the Final EIR/EIS the lead agency must make this significance determination and include all feasible mitigation measures if found significant.

R-2-25

Non-Port Truck Emission Factors

Year 2035 on road emission factors used in the Draft EIR/EIS to estimate emissions are based on the EMFAC 2007 model with some post-processing. For non-port trucks, a control factor was developed to account for the 2008 ARB Truck and Bus Rule (Table C.2-1D). This control factor is used to adjust all of the emission factors derived from EMFAC 2007. In September, 2011 ARB released the updated EMFAC 2011 model. Included in this update are the 2008 Truck and Bus Rule and later updates to that rule and other adjustments. Table 10 shows how the control factors from Table C.2-1D would be modified using EMFAC 2011.

Table 10
Control factors for the 2035 Calendar Year for Non-Port Trucks

Vehicle Class	EMFAC 2007 (g/mi)	Target (g/mi)	Control Factor	EMFAC 2011 (g/mi)	Updated Control Factor
NOx					
HHD	3.44	1.6	0.47	**2.44**	**0.71**
MHD	1.51	0.8	0.53	**1.02**	**0.67**
PM10					
HHD	0.11	0.11	0.97	**0.07**	**0.61**
MHD	0.12	0.06	0.52	**0.04**	**0.34**

R-2-26

As can be seen in the table above, non-port HHD and MHD truck NOx emissions in the Draft EIR/EIS using the updated control factor would be approximately 51% and 26% higher, respectively using EMFAC 2011. PM10 emissions would be 37% and 35% lower for HHD and MHD trucks, respectively. AQMD staff requests that the lead agency revise its non-port truck emission estimates taking into account the more current values from EMFAC 2011.

Passenger Car Equivalents

Since large trucks take up more space on a roadway than automobiles, Passenger Car Equivalents (PCEs) are used to more accurately represent the effect of trucks on the utilization of roadway capacity, especially in relation to congestion. Differentiating PCEs for autos and trucks is important to properly represent the impacts of freeway congestion. If heavy heavy-duty trucks used the same PCE value as autos, the forecasts would underestimate the levels of traffic congestion, particularly for these freeway and arterial segments with high volumes of HHDTs. Congestion levels play a significant role in determining pollutant emissions as vehicle emission factors vary with speed, and congestion patterns can determine route choice and volume of traffic flow. The PCE values used for the I-710 traffic analysis (and hence the air quality analysis) are shown below as reported in the Final Technical Memorandum for the I-710 Corridor Project EIR/EIS Travel Demand Modeling Methodology report (February 26, 2010).

R-2-27

Table 11
Table 4 from the Draft EIR/EIS
Table 4. Systemwide Passenger Car Equivalents by Vehicle Class

Vehicle Class	Passenger-Car Equivalents
Autos and light trucks	1.0
Light Heavy-Duty Trucks (Nonport Trucks)	1.2
Medium Heavy-Duty Trucks (Nonport Trucks)	1.5
Heavy Heavy-Duty Trucks (Nonport Trucks)	2.0
Port of Long Beach/Los Angeles Trucks	2.0

R-2-27

Table 11 shows that Heavy Heavy-Duty Trucks (HHDT) are equivalent to two passenger cars. However these values appear to be lower than values used in other recent transportation analysis reports. For example, in Table 7-15 of the SCAG Regional Travel Demand Model and 2008 Model Validation report[3], the PCE for HHDT is no lower than 2.5, and can reach much higher values depending on grade and the percentage of trucks. In addition, in several recent EIR's for warehouse projects that will serve trucks that travel along the I-710 freeway, PCE's for HHDT are typically assigned a value of 3 and MHDTs are assigned a value of 2.[4] AQMD staff requests that the Final EIR include additional explanation for its choice of PCE values. If it is determined that higher values are more appropriate, the traffic analysis and air quality analysis may need revision. Lastly, Tables 6-1 through 6-5 of the Traffic Operations Analysis Report are stated to show PCE traffic counts in the text (page 6-8), however it appears that these traffic and truck counts are all unadjusted actual traffic counts. The Final EIR should clarify if these traffic counts are indeed adjusted to PCE counts.

Near Roadway Air Quality Impacts

This proposed project will widen the mainline of the I-710 freeway by adding general purpose lanes, in addition to adding a freight corridor for Alternative 6 A/B/C. By widening the freeway, this project will bring a significant source of emissions in closer proximity to nearby communities. Despite this fact, the Draft EIR/EIS does not address the widely cited recommendation to maintain a buffer zone of at least 500 feet between freeways and sensitive receptors such as homes and schools.[5]

R-2-28

Although two of the alternatives for this project include a zero emission component for trucks, the majority of traffic on the mainline freeway is assumed to include traditional internal combustion engine passenger vehicles. Ultrafine particles are a recognized pollutant[6] that are generated from internal combustion engines, and are suspected to have potentially significant health impacts on communities within 500 feet of a freeway,

[3] http://scag.ca.gov/modeling/index.htm
[4] See for example Starcrest Distribution Center (city of Perris), VIP Moreno Valley (city of Moreno Valley), ProLogis Eucalyptus Industrial Park (city of Moreno Valley), Stratford Ranch Industrial (city of Perris)
[5] For example, see the Air Quality and Land Use Handbook from CARB (2005) (http://www.arb.ca.gov/ch/landuse.htm)
[6] See Chapter 9 of the Draft 2012 AQMP for a more complete discussion of ultrafine particles. (http://www.aqmd.gov/aqmp/2012aqmp/index.htm)

primarily due to their very high concentration in this environment. The Draft EIR/EIS concludes that the concentration of ultrafine particles in the near roadway environment will mimic that of PM2.5 (page 3.13-57). Monitoring studies do not appear to support this assumption. For example, in AQMD's recent monitoring study of pollutants near the I-710 freeway[7], PM2.5 concentrations at 50 feet from the freeway are no higher than about 30% higher than background concentrations, whereas ultrafine concentrations at the same distance are approximately 275% higher than background. Ultrafine particles appear to have substantially higher relative concentrations in the near roadway environment than other pollutants such as PM2.5. Further, in the absence of existing regulation on ultrafine particles, it is unclear how new engine technologies designed to meet tightening emissions standards will affect ultrafine particle emissions.

R-2-28

Recent research has revealed that pollutants (such as ultrafine particles) found in close proximity to freeways are associated with a variety of adverse health effects, independent of regional air quality impacts[8]. These can include reduced lung capacity and growth[9]; cardiopulmonary disease[10]; increased incidence of low birth weight, premature birth, and birth defects[11]; and exacerbation of asthma[12], especially among children[13]. Despite the potential for public health impacts to sensitive receptors within the 500-foot buffer of the project, the lead agency has not included mitigation measures other than providing funding for near roadway pollutant monitoring. As this 'mitigation measure' for monitoring does not do anything to lessen the significance of the impact, the lead agency should investigate other possible ways to reduce this public health exposure. This could include various measures to alleviate community exposures such as design considerations to maximize buffer zones wherever possible, installing enhanced filtration in ventilation systems for buildings, schools, and residences, purchasing and/or funding asthma programs such as asthma vans, etc.

Air Dispersion Modeling

Receptors Used to Determine Impacts

R-2-29

Dispersion modeling was used to determine potential pollutant concentrations after construction of the various project alternatives. The dispersion modeling represents the roadways with volume sources and overlays a receptor grid on top of these sources. Pollutant concentrations are calculated by the dispersion model at each receptor. In some instances, because a receptor grid was used, some of the receptors lay directly on the freeway and inside the volume sources. Because these receptors are located so close to

[7] Ambient Concentrations Of Criteria And Air Toxic Pollutants In Close Proximity To A Freeway With Heavy-Duty Diesel Traffic, SCAQMD (2012) (http://www.aqmd.gov/tao/AQ-Reports/I710Fwy_Study.pdf)
[8] "Special Report 17. Traffic-related air pollution: A critical review of the literature on emissions, exposure, and health effects". Health Effects Institute, May 2009; 394 p.
[9] "Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study". Gauderman WJ et al., Lancet, February 2007; 369 (9561): 571-7
[10] "Exposure to traffic and the onset of myocardial infarction". Peters A et al., The New England Journal of Medicine, 351(17):1721-1730
[11] "Ambient air pollution and risk of birth defects in Southern California". Ritz B, et al. 2002. Am J Epidemiology, 155:17-25
[12] "Traffic, susceptibility, and childhood asthma". McConnell R, et al. 2006. Environ Health Perspectives 114(5):766-72
[13] "Near-Roadway Pollution and Childhood Asthma: Implications for Developing "Win-Win" Compact Urban Development and Clean Vehicle Strategies". Perez et al., 2012 Environ. Health Perspect. doi:10.1289/ehp.1104785

the source of emissions (i.e., directly on top of the freeway), the predicted concentrations are too high. The receptors used to determine potential pollutant concentrations from all project alternatives, including the baseline scenario, should be revisited in the Final EIR/EIS. AQMD staff notes that while the maximum reported concentrations are from receptors that should be excluded from analysis, other receptors that are not on the freeway and should not be excluded still exceed AQMD significance thresholds. In a meeting between AQMD staff and the air quality consultant on August 22, we requested the GIS files that were used to determine source placement and elevations relative to the freeway and surrounding areas. To date, AQMD staff has not received these files. R-2-29

Dispersion Modeling Parameters

Dispersion modeling was used to determine potential pollutant concentrations of the various project alternatives. The dispersion modeling represents the roadways with volume sources and overlays a receptor grid on top of these sources. Pollutant concentrations are calculated by the dispersion model at each receptor. In some instances, because a receptor grid was used, some of the receptors lay directly on the freeway and inside the volume sources. Because these receptors are located so close to the source of emissions (i.e., directly on top of the freeway), the predicted concentrations are too high. The receptors used to determine potential pollutant concentrations from all project alternatives, including the baseline scenario, should be revisited in the Final EIR/EIS. AQMD staff notes that while the maximum reported concentrations are from receptors that should be excluded from analysis, other receptors that are not on the freeway and should not be excluded still exceed AQMD significance thresholds. In a meeting between AQMD staff and the air quality consultant on August 22, we requested the GIS files that were used to determine source placement and elevations relative to the freeway and surrounding areas. To date, AQMD staff has not received these files. Without the ability to review the GIS files in conjunction with the dispersion modeling files, AQMD staff is unable to verify if the volume sources are appropriately treated in the model. AQMD staff requests that the lead agency facilitate further discussion between our staff, the project modeling team, and any other relevant parties or agencies to ensure that the dispersion modeling parameters are appropriate for this exercise. R-2-30

Option 3 Described, But Does Not Appear in Modeling Files

The Draft EIR/EIS includes a description of Option 3 for Alternatives 6B that differs from Options 1 and 2 by removing ramp access to Washington Blvd. and providing direct access into the rail yards. AQMD staff was provided the electronic modeling files for all alternatives of the project, however Option 3 was not included. The lead agency should explain how the analysis of Option 3 was conducted and how the impacts may differ from other modeling analyses conducted for the project. R-2-31

Modeling Off Freeway Mainline

The dispersion modeling analysis for this project appears to have only included constructed portions of the project, including the mainline freeway, the freight corridor (for Alt‘s 6 A/B/C), and some freeway on- and off-ramps. Because this project has the potential to significantly alter traffic patterns in adjacent communities, especially diesel truck traffic patterns, the modeling analysis should be expanded off the mainline freeway. While there are net benefits from the project that are demonstrated for some pollutants R-2-32

and some alternatives, it is difficult to determine if these benefits may be negated by the increased flow of diesel truck traffic that this project facilitates. While modeling the entire roadway network presents substantial logistical challenges, AQMD staff believes that it is possible to include key roadway segments with an acceptable level of certainty in the dispersion modeling analysis. At a minimum, the roadways that should be added include those that are predicted to have substantial volumes of diesel truck traffic (e.g., any roadway in the study area with greater than 5,000 trucks/day), especially those that traverse through or adjacent to residential neighborhoods. R-2-32

Construction

Localized Criteria Pollutant Analysis During Construction

The Final EIR/EIS should analyze localized criteria pollutant impacts for NO_2, CO, PM10, and PM2.5 during construction, and if impacts are found to be significant, should provide mitigation measures. A localized air quality analysis would quantify potential air quality impacts that would occur near the proposed project during construction. This analysis is important for the proposed Project because of the long duration of construction and the extent of demolition and construction activities. The construction period of the proposed project is "expected to take place over several years (eight to 15)" (Page 3.24-24 of the Draft EIR/EIS). In addition, according to the project schedule, "some of the construction phases are expected to take more than five years to complete" (Page 3.24-24 of the Draft EIR/EIS). The localized criteria pollutant analysis is also important due to the proximity of the proposed Project to residential neighborhoods, schools, and other sensitive populations. R-2-33

Construction Overlap with Operations

In the Draft EIR/EIS (Chapters 3.13 and 3.24), the lead agency presents the air quality impacts from construction of the proposed Project. However, the construction air quality impacts are analyzed and presented separately, even though construction impacts would occur during operation of the I710. This method of separately evaluating the construction air quality impacts from operational air quality impacts does not capture the peak daily emissions which would occur during the overlapping construction and operation of the I-710 freeway. The Final EIR/EIS should reevaluate air quality impacts from construction and operations during the overlapping years, compare the impacts to the AQMD's operational significance thresholds to base the determination of significance. R-2-34

Air Quality Impacts from Delays, Closures, and Detours During Construction

Based on a review of the construction emissions impact analysis (Appendix B), it appears the lead agency did not include the emission impacts from construction related delays, detours, or closures. During construction operations of the proposed Project there will be various sections of the existing mainline, bridges, arterials, as well as on- and off-ramps to the I710 that will be closed. Incremental increases in congestion will result from delays, closures, and detours during construction. Such effects will result in increased emissions from vehicles on the I710 mainline and adjacent arterials and intersections. The Final EIR/EIS must account for these emissions and include them in construction emissions. R-2-35

SOx Emissions Missing from Construction Air Quality Analysis

Table 3.24-4 - *Criteria Pollutant Mass Emissions for Construction* of the Draft EIR/EIS does not list regional emissions for SOx. SOx emissions for construction should be evaluated and reported in the Final EIR/EIS, along with the AQMD construction significance SOx threshold of 150 lbs/day. R-2-36

Additional Construction Mitigation Measures

Table 3.24-4 of the Draft EIR/EIS shows that construction emissions exceed the AQMD CEQA Regional Significance Thresholds for NOx, CO, PM10, PM2.5, and ROG, when all mainline construction segments are combined. In addition, to the air quality construction mitigation measures in the Draft EIR/EIS, the following construction mitigation measures are feasible and should be included in the Final EIR/EIS. The lead agency has a responsibility under CEQA to mitigate the impacts from construction of the proposed Project, and both on-road trucks and construction equipment contribute to those impacts. It is important to note that the lead agency need not only rely on existing regulations (e.g., CARB on-road and off-road construction equipment fleet rules) to mitigate emissions from on-road trucks or construction equipment. In mitigating impacts under CEQA, Caltrans' can go beyond existing regulations and require additional controls. R-2-37

On-Road Trucks Used During Construction

The Final EIR/EIS should contain mitigation for on-road heavy-duty diesel trucks used during construction, consistent with Metro's Green Construction Policy and the Ports of Los Angeles' LAHD Sustainable Construction Guidelines. Both Metro and the Port of Los Angeles are part of the I-710 Funding Partnership. Their guidelines call for on-road trucks used in construction to meet EPA's 2007 on-road emission standards beginning in either 2012 or 2014, for Metro's Green Construction Policy and the Ports of Los Angeles' LAHD Sustainable Construction Guidelines, respectively. Because the construction will begin in 2020, 2010 trucks will be widely available and should be used for the proposed Project mitigation. The AQMD staff recommends that the lead agency go beyond the guidelines laid out by its funding partners and adopt mitigation measures for on-road trucks used during construction that operate on engines with the lowest certified NOx and PM emissions levels, and at a minimum meet the 2010 EPA on-road emission standards. R-2-38

Off-Road Equipment Used During Construction

Similarly to on-road trucks used during construction, the Final EIR/EIS should contain mitigation for off-road construction equipment used during construction. As with the lack of mitigation for on-road trucks, this fail to adequately reduce the impacts of exhaust emissions from these sources, and it is again inconsistent with the guidelines and policies for Caltrans' I-710 funding partners. Both Metro's Green Construction Policy and the Ports of Los Angeles' LAHD Sustainable Construction Guidelines call for construction equipment to meet EPA's non-road Tier 4 on-road emission standards beginning in 2015. Construction equipment meeting Tier 4 non-road emission standards became available beginning 2011, so ensuring that this equipment be available during the construction phase of the Proposed Project is technically feasible, and warranted due to magnitude of R-2-39

peak day construction emissions. To address this lack of mitigation and consistency, the lead agency should add a mitigation measure in the Final EIR/EIS which requires all construction equipment to meet EPA's Tier 4 non-road emission standards. R-2-39

Construction Equipment Idling Restriction

Mitigation Measure CON-23 specifies that "The construction contractor will establish Environmentally Sensitive Areas (ESAs) for sensitive air receptors within which construction activities involving extended idling of diesel equipment will be prohibited to the extent feasible." This mitigation measure is insufficient to adequately reduce idling emissions from off-road construction equipment and on-road trucks used in construction. The lead agency should amend the measure by limiting idling from these sources to be to a maximum of 5 minutes when not in use. This is consistent with CARB's Heavy-duty Vehicle Idling Emission Reduction Program and Off-road In-Use Off-Road Diesel Vehicle Regulation. It is also consistent with Metro's Green Construction Policy. R-2-40

PM Transportation Conformity

A qualitative PM10/PM2.5 Transportation Conformity analysis (dated January 2012) is contained in Appendix I of the Air Quality and Health Risk Assessment Technical Study. The report concludes that the project meets transportation conformity hot-spot requirements and will not worsen or cause any new PM10/PM2.5 ambient air quality standard violations. The Air Quality chapter of the Draft EIR/EIS also concludes that the project meets transportation conformity hot-spot requirements, however different air quality values are presented here than are contained in Appendix I. Both Appendix I and the Air Quality chapter rely on projections of recent air quality monitoring data out to 2035 to determine the baseline concentrations. As reported in Appendix I, the year 2035 PM2.5 annual average is predicted to be reduced to 3.6 $\mu g/m^3$ compared to a value of 13.9 $\mu g/m^3$ in 2008. This approach is not substantiated as there are no programs in place to ensure this continued reduction in monitored PM values. For example, as shown in the most recent 2012 Draft Air Quality Management Plan (Appendix V), the latest predicted annual average in 2030 is 9.5 $\mu g/m^3$ at the South Long Beach station. R-2-41

Further, both predicted PM concentrations and daily emission levels show increases in the future as shown in Tables 3.13-23 to 3.13-28. The Final EIR/EIS should explain how the project meets transportation conformity requirements in light of these reported air quality impacts. We note that the project's transportation conformity consultant met with AQMD staff during the Draft EIR/EIS comment period (August 22) and stated that the version of the conformity analysis contained within the Draft EIR/EIS is outdated. However, Caltrans has not provided an updated transportation conformity analysis to AQMD staff.

Early Action Projects Cumulative Impacts

The Draft EIR does not contain a description of any "Early Action Projects" that have been discussed in several meetings of the I-710 Technical Advisory Committee. It would appear that these projects are either a part of the proposed I-710 project or are at least cumulatively considerable pursuant to CEQA Guidelines §15130. The Final EIR should include a description of these "Early Action Projects", how they relate to the I-710 project, and how these projects are being evaluated pursuant to CEQA. Without this R-2-42

description and a cumulative analysis, it appears that these projects may be 'piecemealed' without sufficient review pursuant to CEQA requirements. R-2-42

Cumulative Projects (SCIG)

The Cumulative chapter in Section 3.25 of the Draft EIR/EIS incorrectly states that the Southern California International Gateway (SCIG) Project was certified and approved by the Los Angeles Board of Harbor Commissioners in September 2010. Construction started in 2011 and will be completed by 2015. The Final EIR has not been approved for this project, and it is still under review. Please correct this error in the Final EIR/EIS. R-2-43

ATTACHMENT B
ZERO-EMISSION TRUCK TECHNOLOGIES

Overview

AQMD comments regarding the proposed Draft Environmental Impact Report/Statement (Draft EIR/EIS) for the Proposed I-710 Corridor Project strongly support the inclusion of a zero-emission component into the proposed project. The specific technology or technologies used to implement this component would be determined by the lead agency.

Zero emission technologies for transport applications, including heavy trucks, are developing rapidly and can, with appropriate actions by the lead agency and other entities, be deployed by the time the I-710 project becomes operational. Any of several types of zero-emission truck technologies could be used. As is described below, these include, but are not limited to, on-road technologies such as battery-electric trucks, fuel cell trucks, hybrid-electric trucks with all-electric range (which could be coupled with natural gas or other power for range extension), and zero-emission hybrid or battery-electric trucks with "wayside" power (such as electricity from overhead wires).

Several recent analyses have supported the technical feasibility of implementing zero emission truck technologies in the I-710 corridor. For example, AQMD and LA Metro co-funded preparation by CALSTART of a report titled, "Technologies, Challenges & Opportunities I-710 Corridor Zero Emission Freight Corridor Vehicle Systems." The report was released in June and examines whether a Class 8 truck could be developed that would meet the zero-emission needs of the I-710 project alternatives described in the Draft EIR/EIS. CALSTART prepared the report with input from a wide range of industry experts. Among the findings are the following:

> "The development of a vehicle or vehicle system (truck and infrastructure power source) that can move freight through the I-710 Corridor with zero emissions has no major technological barriers. In fact, there are several technical approaches that can achieve the desired outcome. Solutions can be developed based on existing designs and technical knowledge, and require no fundamental research or technology breakthroughs. Small-scale demonstrations can begin immediately and commercialization of proven designs can certainly be achieved by 2035, the horizon year of the I-710 Corridor Project. Provided there is a strong focus on the commercialization process, this assessment finds commercial viability could occur well before 2035, indeed within the next decade." [14]

The report also noted an unprompted and "particularly striking" degree of consensus by experts around the most promising and commercially viable approaches. The report states:

> "A 'dual mode' or 'range extender' Hybrid Electric Vehicle (HEV) with some EV-only capability was seen as the most feasible solution, particularly if combined with an infrastructure power source such as catenary or in-road, which would allow for smaller battery packs aboard the vehicles." [15]

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[14] http://www.metro.net/projects_studies/zero_emission/images/CALSTART_I-710_TCO_Report.pdf, pg.2
[15] http://www.metro.net/projects_studies/zero_emission/images/CALSTART_I-710_TCO_Report.pdf, pg.4,7

The report concluded by stating:[16]

- "A ZE truck to serve the I-710 freight corridor (in Alternatives 6B or 6C) is fully technically feasible and can be based on vehicle architectures and designs already in prototype status.
  - Several manufacturers and suppliers have existing systems and prototype trucks ranging from near-zero- to full zero-emissions. These include dual-mode hybrids; plug-in hybrids; range-extender battery electrics; hydrogen fuel cell EVs, and battery electric trucks.
- "A zero-emissions freight truck can be developed for potential production well within the proposed timing of the corridor project. Indeed, such a truck could be developed in advance of the corridor's actual construction.
- There is a high degree of agreement on the near-term technical approaches that are most promising for a zero-emissions truck over the next five years to meet the stated requirements of the I-710 freight corridor alternatives 6B & 6C.
  - A dual-mode hybrid or range-extended hybrid (possibly using a natural gas engine) with some engine-off driving capability (hence zero tailpipe emissions) coupled with corridor-supplied electrical power (lowest risk is believed to be a catenary system) was overwhelmingly identified as the most feasible system in the 5-year time frame.
- Other possible less likely near-term solutions included in-road power, all-battery trucks with fast charge or battery swap, zero-emission equivalent engines (virtually zero NOx and PM) and exotic fuel engines.
- A single-purpose truck is considered less likely to be successful, while a multiple purpose truck is considered much more likely. Manufacturers in particular believe a successful system must be useful beyond the corridor or its production cannot be justified or sustained.
- Based on interview responses, technology is not considered a barrier to a zero-emission freight truck. Fundamental research and development is not required. Additional development and demonstration of systems and system integration, and on fielding and validating prototype vehicles, would be valuable.
- Development timelines run from near term demonstrations within eighteen months to three years, to the potential for production in as few as five years, assuming market demand was sufficient to justify moving to production. Funding assistance will be needed to speed development, validation and deployment. It will also be likely needed to support purchase. Longer-term solutions were not examined here, as the 5-year time frame best fit the I-710 project."

The report also noted the need to establish an economic case for a zero-emission corridor and its vehicles, including incentives, inducements and potential regulations. CALSTART recommended that developing this structure for a zero-emission freight corridor should be conducted in parallel with technology demonstration as soon as practicable. (Page 33).

The AQMD also funded and provided input to a study titled Zero-Emission Catenary Hybrid Truck Market Study. This study was prepared by Gladstein, Neandross & Associates and was

[16] http://www.metro.net/projects_studies/zero_emission/images/CALSTART_I-710_TCO_Report.pdf, pg.31

released in late March 2012, and presented at the ACT Expo in May. The study explores the potential market for zero-emission trucks, including hybrid electric trucks with all electric range, that receive wayside power, such as from overhead electric catenary wires. Potential markets include the I-710, transport between the ports and near-dock railyards, and a potential east-west freight corridor. The report concludes that such technologies could provide standard operating range for local or regional trucks and could have similar or lower cost compared to other zero-emission technologies.[17]

The Zero-Emission Catenary Hybrid Truck Market Study[18] states "As the I-710 expansion project moves forward, decisions will be made about the best technologies to reduce truck related emissions and traffic congestion from the corridor. In 2004, the local communities along the I-710 identified their preferred strategy, an expansion of the I-710 including the addition of a four lane dedicated roadway for trucks. Since that time, much work has been done to evaluate the feasibility of zero emission trucks on the proposed dedicated roadway. The concept of zero emission trucks has gathered significant support by some I-710 project committee members and the concept looks very promising for inclusion in the ultimate project recommendation, due in 2012. Whether the recommendation would specify catenary systems, other wayside power options, or opportunity charging, the truck platform considered in this market study would be easily adapted to suit the selected zero emission system. The zero emission system selected by the I-710 project committee could be strongly influenced by a working system serving the near-dock rail yards at the ports. The benefits of using the same system for the CA-47/103 and the I-710 are significant."

Additional Information: Types of Zero-Emission Trucks

Zero-emission trucks can be powered by grid electricity stored in a battery, by electricity produced onboard the vehicle through a fuel cell, or by "wayside" electricity from outside sources such as overhead catenary wires, as is currently used for transit buses and heavy mining trucks (discussed below). All technologies eliminate fuel combustion and utilize electric drive as the means to achieve zero emissions and higher system efficiency compared to conventional fossil fuel combustion technology. Hybrid-electric trucks with all electric range can provide zero emissions in certain corridors and flexibility to travel extended distances (e.g. outside the region) powered from fossil fuels (e.g. natural gas) or fuel cells.

Vehicles employing electrified drive trains have seen dramatic growth in the passenger vehicle market in recent years, evidenced by the commercialization of various hybrid-electric cars, and culminating in the sale of all-electric, plug in, and range extended electric vehicles in 2011. A significant number of new electric light-duty vehicles will come on the market in the next few years. The medium- and heavy-duty markets have also shown recent trends toward electric drive technologies in both on-road and off-road applications, leveraging the light-duty market technologies and component supply base. Indeed, the California-funded Hybrid Truck and Bus Voucher Incentive Project (HVIP) website currently lists more than 75 hybrid-electric on-road trucks and buses available for order from eight manufacturers.

[17] http://www.gladstein.org/tmp/ZETECH_Market_Study_FINAL_2012_03_08.pdf
[18] http://www.gladstein.org/tmp/ZETECH_Market_Study_FINAL_2012_03_08.pdf

Battery-Electric Trucks

Battery-electric vehicles operate continuously in zero-emissions mode by utilizing electricity from the grid stored on the vehicle in battery packs. Battery-electric technology has been tested, and even commercially deployed for years in other types of heavy-duty vehicles (e.g., shuttle buses). Technologically mature prototypes have recently become available to demonstrate in drayage truck applications. (TIAX, *Technology Status Report - Zero Emission Drayage Trucks*, 1 (June 2011)). Battery electric trucks can be connected to "wayside power" (such as overhead catenary wires) to extend range.



Figure 1 Balqon Electric Battery Truck

Fuel Cell Battery-Electric Trucks

Fuel cell vehicles utilize an electrochemical reaction of hydrogen and oxygen in fuel cell "stacks" to generate electricity onboard a vehicle to power electric motors. Fuel cells are typically combined with battery packs, potentially with plug-in charging capability, to extend the operating range of a battery-electric vehicle. Because the process is combustion free, there are no emissions of criteria pollutants or CO_2.

Fuel cell vehicles are less commercially mature than battery-electric technologies, but have been successfully deployed in transit bus applications, are beginning to be deployed in passenger vehicles, and are beginning to be demonstrated in heavy duty truck port applications.



Figure 2 Vision Zero-Emission Fuel Cell Battery Electric Truck

Hybrid-Electric with All-Electric Range (AER) Trucks

Hybrid vehicles combine a vehicle's traditional internal combustion engine with an electric motor. Hybrid-electric heavy-duty trucks that improve fuel mileage are in commercial operation today. Hybrid-electric technologies can also be designed to allow all electric propulsion for certain distances, similar to the Chevrolet Volt passenger automobile which is currently being marketed. For example, the large vehicle drive-train manufacturer Meritor has developed such a heavy-duty truck and it has been demonstrated by Walmart Inc. in the Detroit area. This "dual mode" vehicle was developed as part of a U.S. Department of Energy program. Besides the advantages of increased range flexibility, dual-mode hybrid trucks can incorporate smaller battery packs as compared to those for all-battery electric trucks. This saves weight and cost while increasing range. The Meritor truck is powered solely by battery power (i.e. produces zero emissions) at speeds less than 48 mph.



Figure 3: Dual-Mode Hybrid (Meritor)

Trucks With Wayside Power (e.g. "Trolley Trucks")

One largely existing technology that could be used to move trucks regionwide is wayside power to power motors and/or charge vehicle batteries. Wayside power from overhead catenary wires is commonly provided to on-road transit buses, and has been used for heavy mining trucks. An example of how wayside power is feasible would be to outfit a battery-electric or hybrid AER truck with a connection to overhead catenary wires. Many cities operate electric transit buses that drive on streets with overhead wires, as well as streets without them. In such cities, "dual-mode" buses have capability to disconnect from the overhead wire and drive like a conventional bus. In Boston and other cities, such buses are propelled "off wire" by diesel engines. In Rome, such buses are propelled off wire by battery power to the same electric motors used on wire. The batteries are charged as the bus operates on the wired roadways. Figure 4 shows a dual-mode electric and battery-electric transit bus with detachable catenary connection in Rome, Italy.[19]

[19] Other proposals have been evaluated and awarded by the SCAQMD and the CEC to develop catenary trucks and hybrid trucks with AER. Similarly, in 2010, Volvo announced an award by the Swedish Energy Agency to develop a "slide in" technology for both automobiles and trucks which would provide wayside power from the road to the vehicle using a connection from the bottom of the vehicle to a slot in the roadway (http://www.energimyndigheten.se/en/Press/Press-releases/New-initiatives-in-electrical-vehicles/).



Figure 4 Dual-Mode Battery Electric Transit Bus (Rome)

The global technology manufacturer Siemens has developed a prototype truck to catenary wire connection for this purpose. Figure 5 shows a photo of this system on a prototype roadway in Germany. The truck is a hybrid electric with zero emission all electric operation when operated under the overhead wire. The truck automatically senses the wire which allows the driver to raise the pantograph connection while driving at highway speeds. The pantograph automatically retracts when the truck leaves the lane with catenary power. The powered lane can be shared by cars and traditional trucks. The truck may be operated off the powered lane propelled by a diesel engine, or could be configured with battery or fuel cell power sources.



Figure 5 Truck Catenary (Siemens)

As applied to hybrid AER trucks, wayside power could provide zero-emission operation and battery charging on key transport corridors, allowing the vehicle to operate beyond such corridors in zero-emission mode. As the battery is depleted, the vehicle would have the flexibility for extended operation on fossil fuel power.

ATTACHMENT C
AIR QUALITY TABLES WITH SIGNIFANCE DETERMINATIONS

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Table 3.13-22 Comparison of Incremental Criteria Pollutant Emissions for All Alternatives Compared to 2008, for all Study Areas [1,2]

Pollutant	Study Area	Comparison with 2008 Baseline: 2008 Baseline Emissions	2035 Alt. 1 vs. 2008 (lbs/day)	2035 Alt 5A vs. 2008 (lbs/day)	2035 Alt 6A vs. 2008 (lbs/day)	2035 Alt 6B vs. 2008 (lbs/day)	2035 Alt 6C vs.2008 (lbs/day)	SCAQMD CEQA Mass Emission Thresholds[2] (lbs/day	Alt. 1 Significance	Alt 5A Significance	Alt 6A Significance	Alt 6B Significance	Alt 6C Significance
NOx	SCAB	1,034,982	-870,000	-870,000	-870,000	-880,000	-880,000	55	No	No	No	No	No
	AOI	238,709	-200,000	-200,000	-200,000	-200,000	-200,000		No	No	No	No	No
	I-710	18,050	-13,000	-13,000	-11,000	-15,000	-14,000		No	No	No	No	No
	I-710 Post	24,212	-18,000	-17,000	-16,000	-20,000	-20,000		No	No	No	No	No
CO	SCAB	2,860,036	-2,000,000	-2,000,000	-2,000,000	-2,000,000	-2,000,000	550	No	No	No	No	No
	AOI	688,363	-510,000	-510,000	-510,000	-510,000	-510,000		No	No	No	No	No
	I-710	26,234	-19,000	-17,000	-16,000	-18,000	-18,000		No	No	No	No	No
	I710 Post	26,939	-19,000	-17,000	-16,000	-18,000	-18,000		No	No	No	No	No
PM_{10} (Total)	SCAB	154,589	23,000	23,000	24,000	23,000	23,000	150	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
	AOI	36,992	1,800	1,900	2,100	1,800	1,800		**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
	I-710	1,893	230	580	1,300	1,000	920		**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
	I-710 Post	2,345	120	400	1,100	800	680		No	**Yes**	**Yes**	**Yes**	**Yes**
PM_{10} (Exhaust)	*SCAB*	*58,876*	*-9,500*	*-9,400*	*-9,400*	*-9,800*	*-9,700*						
	AOI	*36,992*	*-3,400*	*-3,400*	*-3,300*	*-3,600*	*-3,600*						
	I-710	*868*	*-300*	*-190*	*-10*	*-330*	*-290*						
	I-710 Post	*1,105*	*-470*	*-360*	*-190*	*-540*	*-500*						
PM_{10} (Entrained)	*SCAB*	*95,713*	*33,000*	*33,000*	*33,000*	*33,000*	*33,000*						
	AOI	*23,024*	*5,200*	*5,300*	*5,400*	*5,500*	*5,400*						
	I-710	*1,025*	*530*	*770*	*1,300*	*1,400*	*1,200*						
	I-710 Post	*1,240*	*590*	*800*	*1,300*	*1,300*	*1,200*						
$PM_{2.5}$ (Total)	SCAB	67,381	-2,300	-2,300	-2,200	-2,500	-2,400	55	No	No	No	No	No
	AOI	16,115	-2,000	-1,900	-1,900	-2,100	-2,100		No	No	No	No	No
	I-710	942	-170	-40	230	0	0		No	No	**Yes**	No	No
	I-710 Post	1,201	-320	-190	70	-190	-200		No	No	**Yes**	No	No
$PM_{2.5}$ (Exhaust)	*SCAB*	*43,888*	*-10,000*	*-10,000*	*-10,000*	*-11,000*	*-11,000*						
	AOI	*10,464*	*-3,200*	*-3,200*	*-3,200*	*-3,400*	*-3,400*						
	I-710	*690*	*-300*	*-230*	*-90*	*-340*	*-300*						
	I-710 Post	*895*	*-460*	*-390*	*-260*	*-520*	*-490*						
$PM_{2.5}$ (Entrained)	*SCAB*	*23,493*	*8,100*	*8,100*	*8,100*	*8,100*	*8,100*						
	AOI	*5,651*	*1,300*	*1,300*	*1,300*	*1,300*	*1,300*						
	I-710	*252*	*130*	*190*	*320*	*330*	*300*						
	I-710 Post	*306*	*150*	*200*	*320*	*330*	*290*						
ROG	SCAB	234,677	-170,000	-160,000	-170,000	-170,000	-170,000	55	No	No	No	No	No
	AOI	58,803	-43,000	-43,000	-44,000	-44,000	-44,000		No	No	No	No	No
	I-710	2,204	-1,500	-1,500	-1,300	-1,600	-1,600		No	No	No	No	No
	I-710 Post	2,482	-1,700	-1,700	-1,500	-1,800	-1,800		No	No	No	No	No
SO_2	SCAB	3,867	1,300	1,300	1,300	1,200	1,300	150	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
	AOI	934	160	160	160	140	150		**Yes**	**Yes**	**Yes**	No	**Yes**
	I-710	39	15	23	36	13	15		No	No	No	No	No
	I-710 Post	41	17	24	37	12	14		No	No	No	No	No

Source: I-710 Corridor Project Air Quality and Health Risk Assessments Technical Study, February 2012.

[1] Numbers rounded to two significant figures. Emissions changes of 1 percent or smaller are presented as zero-emission changes.

[2] The SCAQMD significance thresholds are presented for information only. Caltrans has not adopted these thresholds.

Alt = Alternative

AOI = Area of Interest

CEQA = California Environmental Quality Act

CO = Carbon Monoxide

I-710 = Interstate 710

I-710 Post = Post-Processed Traffic Data

lbs/day = pounds per day

No_x = nitrogen oxide

$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter

PM_{10} = particulate matter less than 10 microns in diameter

ROG = reactive organic gases

SCAB = South Coast Air Basin

SCAQMD = South Coast Air Quality Management District

SO_2 = sulfur dioxide

Table 3.13-24 Incremental Concentration Impacts from the I-710 Freeway Mainline for Alternative 1 as Compared to 2008

Project Increment + Background[a]						
Pollutant	**Averaging Time**	**Incremental Impact ($\mu g/m^3$)**	**Maximum (Incremental & Background) Concentration Impact ($\mu g/m^3$)**	**SCAQMD CEQA Threshold[b] ($\mu g/m^3$)**	**National Ambient Air Quality Standards[b] ($\mu g/m^3$)**	**Significant**
NO_2	1-hour	-81.2	145	339	188	No
	Annual	-0.6	55.6	56	100	No
CO	1-hour	-211	8,950	23,000	40,000	No
	8-hour	-36	7,300	10,000	10,000	No
Project Increment Impact[a]						
Pollutant	**Averaging Time**	**Maximum Incremental Impact ($\mu g/m^3$)**		**SCAQMD CEQA Threshold[b] ($\mu g/m^3$)**		**Significant**
PM_{10}	24-hour	19.6 [b]		2.5		**Yes**
	Annual	13.9 [b]		1		**Yes**
$PM_{2.5}$	24-hour	0.036		2.5		No

Source: I-710 Corridor Project Air Quality and Health Risk Assessments Technical Study, February 2012.

Notes:

[a] Incremental impacts from the project plus background pollutant concentrations are presented. PM10 are incremental impacts, consistent with the SCAB's nonattainment status and, therefore, only the incremental impacts from the project are presented. PM2.5 and PM10 emissions include AP 42 estimates of entrained road dust; actual incremental impacts would be lower using the recent SCAQMD/ARB methodology.

[b] SCAQMD thresholds presented for information purposes only; see Chapter 4 for the CEQA air quality analysis Impacts above the SCAQMD's threshold levels are in areas close (300 meters or less) to the mainline and/or freight corridor. Maximum impacts occur within 50 meters

CEQA = California Environmental Quality Act
CO = Carbon monoxide
I-710 = Interstate 710
$\mu g/m^3$ = micrograms per cubic meter
NO_2 - nitrogen dioxide
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
PM_{10} = particulate matter less than 2.5 microns in diameter
SCAB = South Coast Air Basin
SCAQMD = South Coast Air Quality Management District

Table 3.13-25 Incremental Concentration Impacts from the I-710 Freeway Mainline for Alternative 5A as Compared to 2008

Project Increment + Background[a]						
Pollutant	**Averaging Time**	**Incremental Impact ($\mu g/m^3$)**	**Maximum (Incremental & Background) Concentration Impact ($\mu g/m^3$)**	**SCAQMD CEQA Threshold[b] ($\mu g/m^3$)**	**National Ambient Air Quality Standards[b] ($\mu g/m^3$)**	**Significant**
NO_2	1-hour	-79.4	146	339	188	No
	Annual	-0.6	55.7	56	100	No
CO	1-hour	-203	8,960	23,000	40,000	No
	8-hour	-34	7,300	10,000	10,000	No
Project Increment Impact[a]						
Pollutant	**Averaging Time**	**Maximum Incremental Impact ($\mu g/m^3$)**		**SCAQMD CEQA Threshold[b] ($\mu g/m^3$)**		**Significant**
PM_{10}	24-hour	60.5[b]		2.5		**Yes**
	Annual	35.6[b]		1		**Yes**
$PM_{2.5}$	24-hour	15.5		2.5		**Yes**

Source: I-710 Corridor Project Air Quality and Health Risk Assessments Technical Study, February 2012.

Notes:

[a] Incremental impacts from the project plus background pollutant concentrations are presented. PM10 are incremental impacts, consistent with the SCAB's nonattainment status and, therefore, only the incremental impacts from the project are presented. PM2.5 and PM10 emissions include AP 42 estimates of entrained road dust; actual incremental impacts would be lower using the recent SCAQMD/ARB methodology.

[b] SCAQMD thresholds presented for information purposes only; see Chapter 4 for the CEQA air quality analysis Impacts above the SCAQMD's threshold levels are in areas close (300 meters or less) to the mainline and/or freight corridor. Maximum impacts occur within 50 meters.

CEQA = California Environmental Quality Act
CO = Carbon monoxide
I-710 = Interstate 710
$\mu g/m^3$ = micrograms per cubic meter
NO_2 - nitrogen dioxide
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
PM_{10} = particulate matter less than 2.5 microns in diameter
SCAB = South Coast Air Basin
SCAQMD = South Coast Air Quality Management District

Table 3.13-26 Incremental Concentration Impacts from the I-710 Freeway Mainline for Alternative 6A as Compared to 2008

Project Increment + Background[a]						
Pollutant	**Averaging Time**	**Incremental Impact ($\mu g/m^3$)**	**Maximum (Incremental & Background) Concentration Impact ($\mu g/m^3$)**	**SCAQMD CEQA Threshold[b] ($\mu g/m^3$)**	**National Ambient Air Quality Standards[b] ($\mu g/m^3$)**	**Significant**
NO_2	1-hour	-70.1	156	339	188	No
	Annual	4.8	62.4	56	100	**Yes**
CO	1-hour	-241	8,920	23,000	40,000	No
	8-hour	-37	7,300	10,000	10,000	No
Project Increment Impact[a]						
Pollutant	**Averaging Time**	**Maximum Incremental Impact ($\mu g/m^3$)**		**SCAQMD CEQA Threshold[b] ($\mu g/m^3$)**		**Significant**
PM_{10}	24-hour	78.7[b]		2.5		**Yes**
	Annual	44.4 [b]		1		**Yes**
$PM_{2.5}$	24-hour	21.0		2.5		**Yes**

Source: I-710 Corridor Project Air Quality and Health Risk Assessments Technical Study, February 2012.

Notes:

[a] Incremental impacts from the project plus background pollutant concentrations are presented. PM10 are incremental impacts, consistent with the SCAB's nonattainment status and, therefore, only the incremental impacts from the project are presented. PM2.5 and PM10 emissions include AP 42 estimates of entrained road dust; actual incremental impacts would be lower using the recent SCAQMD/ARB methodology.

[b] SCAQMD thresholds presented for information purposes only; see Chapter 4 for the CEQA air quality analysis Impacts above the SCAQMD's threshold levels are in areas close (300 meters or less) to the mainline and/or freight corridor. Maximum impacts occur within 50 meters.

CEQA = California Environmental Quality Act
CO = Carbon monoxide
I-710 = Interstate 710
$\mu g/m^3$ = micrograms per cubic meter
NO_2 - nitrogen dioxide
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
PM_{10} = particulate matter less than 2.5 microns in diameter
SCAB = South Coast Air Basin
SCAQMD = South Coast Air Quality Management District

Table 3.13-27 Incremental Concentration Impacts from the I-710 Freeway Mainline for Alternative 6B as Compared to 2008

Project Increment + Background[a]						
Pollutant	**Averaging Time**	**Incremental Impact ($\mu g/m^3$)**	**Maximum (Incremental & Background) Concentration Impact ($\mu g/m^3$)**	**SCAQMD CEQA Threshold[b] ($\mu g/m^3$)**	**National Ambient Air Quality Standards[b] ($\mu g/m^3$)**	**Significant**
NO_2	1-hour	-84.5	141	339	188	No
	Annual	-0.7	55.6	56	100	No
CO	1-hour	-254	8,910	23,000	40,000	No
	8-hour	-40	7,290	10,000	10,000	No
Project Increment Impact[a]						
Pollutant	**Averaging Time**	**Maximum Incremental Impact ($\mu g/m^3$)**		**SCAQMD CEQA Threshold[b] ($\mu g/m^3$)**		**Significant**
PM_{10}	24-hour	74.4[b]		2.5		**Yes**
	Annual	42.5 [b]		1		**Yes**
$PM_{2.5}$	24-hour	15.3		2.5		**Yes**

Source: I-710 Corridor Project Air Quality and Health Risk Assessments Technical Study, February 2012.

Notes:

[a] Incremental impacts from the project plus background pollutant concentrations are presented. PM10 are incremental impacts, consistent with the SCAB's nonattainment status and, therefore, only the incremental impacts from the project are presented. PM2.5 and PM10 emissions include AP 42 estimates of entrained road dust; actual incremental impacts would be lower using the recent SCAQMD/ARB methodology.

[b] SCAQMD thresholds presented for information purposes only; see Chapter 4 for the CEQA air quality analysis Impacts above the SCAQMD's threshold levels are in areas close (300 meters or less) to the mainline and/or freight corridor. Maximum impacts occur within 50 meters.

CEQA = California Environmental Quality Act
CO = Carbon monoxide
I-710 = Interstate 710
$\mu g/m^3$ = micrograms per cubic meter
NO_2 - nitrogen dioxide
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
PM_{10} = particulate matter less than 2.5 microns in diameter
SCAB = South Coast Air Basin
SCAQMD = South Coast Air Quality Management District

Table 3.13-28 Incremental Concentration Impacts from the I-710 Freeway Mainline for Alternative 6C as Compared to 2008

Project Increment + Background[a]						
Pollutant	**Averaging Time**	**Incremental Impact ($\mu g/m^3$)**	**Maximum (Incremental & Background) Concentration Impact ($\mu g/m^3$)**	**SCAQMD CEQA Threshold[b] ($\mu g/m^3$)**	**National Ambient Air Quality Standards[b] ($\mu g/m^3$)**	**Significant**
NO_2	1-hour	-83.9	142	339	188	No
	Annual	-0.7	55.6	56	100	No
CO	1-hour	-254	8,910	23,000	40,000	No
	8-hour	-39	7,290	10,000	10,000	No
Project Increment Impact[a]						
Pollutant	**Averaging Time**	**Maximum Incremental Impact ($\mu g/m^3$)**		**SCAQMD CEQA Threshold[b] ($\mu g/m^3$)**		**Significant**
PM_{10}	24-hour	64.2[b]		2.5		**Yes**
	Annual	34.9[b]		1		**Yes**
$PM_{2.5}$	24-hour	13.1		2.5		**Yes**

Source: I-710 Corridor Project Air Quality and Health Risk Assessments Technical Study, February 2012.

Notes:

[a] Incremental impacts from the project plus background pollutant concentrations are presented. PM10 are incremental impacts, consistent with the SCAB's nonattainment status and, therefore, only the incremental impacts from the project are presented. PM2.5 and PM10 emissions include AP 42 estimates of entrained road dust; actual incremental impacts would be lower using the recent SCAQMD/ARB methodology.

[b] SCAQMD thresholds presented for information purposes only; see Chapter 4 for the CEQA air quality analysis Impacts above the SCAQMD's threshold levels are in areas close (300 meters or less) to the mainline and/or freight corridor. Maximum impacts occur within 50 meters.

CEQA = California Environmental Quality Act
CO = Carbon monoxide
I-710 = Interstate 710
$\mu g/m^3$ = micrograms per cubic meter
NO_2 - nitrogen dioxide
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
PM_{10} = particulate matter less than 2.5 microns in diameter
SCAB = South Coast Air Basin
SCAQMD = South Coast Air Quality Management District

Table 5.5 Comparison of Incremental MSAT Health Risk Impacts for All Alternatives Compared to 2008

(All analyses based on worst-case residential scenario impacts)

Health Impact	Alt 1. vs. 2008	Alt 5A. vs. 2008	Alt 6A. vs. 2008	Alt 6B. vs. 2008	Alt 6B. vs. 2008	SCAQMD CEQA Threshold[b] ($\mu g/m^3$)	Significant
Cancer Risk (Risk in 1 million)	-6	-6	462**	-7	-7	10 in 1 million	**Yes**
Chronic Non-Cancer Hazard Index (unitless)	-.004	-.004	0.279	-0.005	-0.005	1.0 (Hazard Index)	No
Acute Non-Cancer Hazard Index (unitless)	-0.017	-0.016	0.079	0.102	-0.0001	1.0 (Hazard Index)	No

* The SCAQMD significance thresholds are presented for information only. Caltrans has not adopted them but has stated that it will use them as part of its significance determination.

** Only 15 grid points show incremental increases above 10 in a million. These grid points are **NOT** in residential areas and are generally located very near the freight corridor. The incremental cancer risk and incremental hazard indices decreased at all sensitive receptors in the modeling domain.

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R-2-1

This comment provides introductory information regarding the Interstate 710 (I-710) Corridor Project and South Coast Air Quality Management District (SCAQMD) concerns regarding air quality and public health effects but does not make specific comments or ask specific questions. Please refer to individual Responses to Comments R-2-2 through R-2-43 in the SCAQMD comment letter and to the responses to those comments below.

R-2-2

A more detailed description of the zero emissions/near zero emissions (ZE/NZE) freight corridor, its commercial viability, and its importance as a key element in ZE/NZE freight movement in the South Coast Air Basin (Basin) is provided in Section 2.3.2.3 in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

R-2-3

Section 2.3.2.1 in the RDEIR/SDEIS provides more specificity regarding the process of developing and deploying ZE/NZE truck technology (including the schedule, technology, and incentives for such deployment) based on the zero emission truck commercialization study conducted by the Gateway Cities Council of Governments (Gateway Cities COG). Caltrans and Metro will continue to actively coordinate with AQMD and other agencies in developing and implementing the ZE/NZE truck deployment program proposed by the I-710 Corridor Project. The need for a steering committee can be revisited after a Record of Decision is approved for a preferred alternative.

R-2-4

The California Department of Transportation (Caltrans) will conduct three public hearings during the public review period for the RDEIR/SDEIS, which will provide agencies and the public with opportunities to comment on the revised range of alternatives for the I-710 Corridor Project. Caltrans respectfully declines the request to hold an adoption hearing for the certification of the Final EIR.

R-2-5

Refer to Responses to Comments R-2-6 through R-2-43 below, which address the additional comments provided in Attachment A and the information provided in Attachment B.

Thank you for acknowledging the incorporation of a zero emission component in the project alternatives and the overall project commitment to air quality and public health. Caltrans looks forward to continuing to work with the Air Quality Management District (AQMD) in the delivery of the I-710 Corridor Project.

R-2-6

The viability of an Automated Vehicle Control System (AVCS) is described in the commercialization plan for the zero emission freight corridor discussed in the I-710 Project Zero-Emission Truck Commercialization Study Final Report (CALSTART, 2013) and is referenced in Section 2.3.2.1 in the RDEIR/SDEIS. The details of implementation of any automated vehicle movement systems have yet to be determined; the assumption that these systems will be operational has been made within the modeling performed for the project. If Alternative 7 is selected as the preferred alternative, Caltrans will conduct periodic environmental reevaluations as necessary and as design progresses, consistent with 23 CFR 771.129 for NEPA and Section 15162-15164 of the CEQA Guidelines, as changes occur.

R-2-7

Section 2.3.2.1 in the RDEIR/SDEIS provides more specificity regarding the schedule of key actions for developing and deploying zero emission truck technology based on the zero emission truck commercialization study conducted by the Gateway Cities COG.

R-2-8

Section 2.3.2.1 in the RDEIR/SDEIS provides more specificity regarding the determination of specific zero emission truck technology based on the zero emission truck commercialization study conducted by the Gateway Cities COG.

R-2-9

Section 2.3.2.1 in the RDEIR/SDEIS provides more specificity regarding the incentives and implementing mechanisms for developing and deploying zero emission truck technology based on the zero emission truck commercialization study conducted by the Gateway Cities COG.

R-2-10

Section 2.3.2.1 in the RDEIR/SDEIS provides more specificity regarding the public agency coordination necessary for developing and deploying zero emission truck technology based on the zero emission truck commercialization study conducted by the Gateway Cities COG. Caltrans and Metro will continue to actively coordinate with AQMD and other agencies in

developing and implementing the ZE/NZE truck deployment program proposed by the I-710 Corridor Project. The need for a steering committee can be revisited after a Record of Decision is approved for a preferred alternative.

R-2-11

As described in Section 2.3.2.3 in the RDEIR/SDEIS, Alternative 7 includes a ZE/NZE freight corridor. As shown in Section 3.13.3.2, cancer risk decreases in residential areas and at sensitive receptors (e.g., schools, hospitals, daycare and elder care centers, etc.) for all 2035 alternatives when compared to the 2012 Baseline, with the greatest reductions generally occurring in Alternative 7. Both 2035 build alternatives predominantly display decreases in cancer risk with some increases within 100 meters of the I-710 when compared to the 2035 Alternative 1 (No Build). For Alternative 7, the increase in risk is less than one in one million. For Alternative 5C, the maximum increase in risk is approximately three in one million. However, even with the ZE Design Option for Alternative 7 as compared to the 2012 Baseline and Alternative 1. there is little change in maximum incremental heath risk impacts of 2035 Alternative 7-ZE when compared to 2035 Alternative 7.

In the RDEIR/SDEIS, the ZE/NZE trucks are not based on a catenary electric system. However, there are emission benefits from these trucks when they are operating on roadways beyond the freight corridor such as the portion of the I-710 between the northern terminus of the freight corridor and SR-60. Therefore, there is no need to extend the freight corridor beyond its current northern terminus.

R-2-12

It is not possible to conduct an interim year analysis because a determination on project phasing has not been made. Project phasing will be determined once a preferred alternative has been selected, based on what level of funding can reasonably be made available for the project and when. No funding for construction has been identified at this time. In addition, Port (Port of Long Beach and Port of Los Angeles) trucks dominate the I-710 corridor and their trips are expected to approximately triple between 2008 and 2035. The Port trucks are also the current cleanest fleet of trucks because of the Ports' Clean Air Action Plan (CAAP) Clean Trucks Program. Thus, it would be expected that 2035 would have greater emissions than interim years because the emissions would increase due to vehicle miles traveled (VMT) increases and not be substantially affected by fleet turnover. It should also be noted that the early adoption of the Ports' CAAP Clean Trucks Program results in higher emissions in 2035 (compared to other trucks complying with California Air Resources Board [CARB] regulations) because the deterioration factor would be higher.

R-2-13

It appears as if an error has occurred while transferring data from the *Air Quality Health Risk Assessment* (AQ/HRA) to the Draft EIR/EIS. This has been corrected in Section 3.13 of the RDEIR/SDEIS based on the revised *Air Quality/Greenhouse Gas/Health Risk Assessment Technical Study* (AQ/GHG/HRA) (February 2017).

R-2-14

The emissions may differ but not within the applicable significant figures; thus, the results were rounded to the appropriate number of significant figures, and differences below the number of significant figures would be presented as “0.”

In the case of emission comparisons in the Basin and Area of Interest (AOI), it is important to remember that the vehicles affected by the project are a relatively small percentage of the overall number of vehicles in the Basin, and even in the AOI. They include obviously a much bigger percentage of those that travel along the I-710, and thus, there is a greater effect of speed and volume on the freeway emissions. For example, using SCAQMD's Table 4 and assuming that Alameda St. is approximately 20 miles long, the difference in VMT, to which emissions are directly proportional, between the 2035 alternatives and the 2008 figures for Alameda St. is 1 percent of the 2008 Basin VMT and 5 percent of the 2008 AOI VMT. The difference among the alternatives (incremental emissions) is less than 0.5 percent of the 2008 Basin VMT (less than 2 percent of the 2008 AOI VMT). Other roadways would have an even smaller effect. Thus, any emission change for that small portion of the fleet that is shifting roadways would be negligible when compared with the overall change in emissions in those regions, resulting in what appears to be no difference among the alternatives.

The emission maps (Appendix R in the RDEIR/SDEIS and in the revised AQ/GHG/HRA technical report) show the differences in emissions along these roadways, resulting in the effects that SCAQMD has mentioned (traffic shifting and speed changes).

R-2-15

Detail regarding the traffic forecasting methodology can be found in the updated *Traffic Operations Analysis Report* (March 2017) and the *Intersection Traffic Impact Analysis Report* (March 2017).

With regard to why the emissions estimates show little variation between the No Build and the build alternatives for the AOI and the Basin, clarifying text was added to Section 3.13.3.3 of the RDEIR/SDEIS. Emissions associated with on-road vehicles are generally a function of the vehicle miles traveled (VMT). Since there is no significant change (less than 5 percent) in VMT

across the 2035 alternatives for the AOI and Basin, emission estimates for various criteria air pollutants for the 2035 alternatives as compared to the 2012 baseline are similar. Furthermore, the apparent lack of variation can be partially attributed to the rounding of the emission estimates to two significant digits.

R-2-16

This comment requests clarification on how the average vehicle speeds used for the air quality modeling were calculated. Average speeds by facility by time period were derived from the I-710 traffic forecasting model, which estimates speed based upon empirical data relating average travel speed to the ratio of volume to capacity.

R-2-17

Tables 3.13-14 and 3.13-15 are used for conformity purposes in which the entrained dust emissions were kept constant at 2008 levels. Caltrans believes these to be the most appropriate methods/assumptions to calculate paved road dust because they are consistent with the latest CARB methodology (which was used by SCAQMD in the 2012 Air Quality Management Plan [AQMP]). The AQ/GHG/HRA consultant team did meet with SCAQMD and CARB staff in February 2012 to discuss this issue, which was first discussed publicly in the 2012 AQMP working groups in December 2011/January 2012. In addition, there were phone conferences with CARB/United States Environmental Protection Agency (EPA) staff and the Project Team to discuss this (and other issues). The Lead Agency decided to present emission/modeling results with the standard AP-42 guidance and assumptions (with growth in entrained dust) and use only “exhaust” emissions (without growth in entrained dust consistent with the recent CARB methodology used in the SCAQMD's 2012 AQMP). (Note that “exhaust” emissions include brake and tire wear emissions, which increase with increasing VMT.) Thus, there is no inconsistency, only disclosure of impacts using different assumptions. This analysis has been updated and is included in 3.13.3.

R-2-18

We agree with SCAQMD that related figures for "exhaust-only" concentration impacts in the AQ/HRA technical report indicate that there are receptors directly next to the freeway with incremental impacts greater than the SCAQMD significance threshold. These maps were provided because in many ways the tabular presentation of the maximum increases does not provide a complete comparison among alternatives. Notwithstanding this, tables of maximum incremental impacts for the "exhaust-only" analyses have been provided in the RDEIR/SDEIS (Table 3.13-17).

R-2-19

The annual average particulate matter less than 2.5 microns in size ($PM_{2.5}$) results are presented in detail in the AQ/HRA. These were also used in the qualitative analyses of premature mortality and ultrafine particles (UFPs). SCAQMD has not established any significance threshold for annual average $PM_{2.5}$. Caltrans disagrees that these results should be added to the background, which would be a quantitative PM conformity analysis, for a number of reasons. First, the project only requires a qualitative particulate matter (PM) conformity analysis. Second, the modeling was done before EPA/Federal Highway Administration (FHWA) finalized their quantitative PM conformity guidance and is not consistent enough with that guidance for the purposes of a project-level conformity determination. Project-level conformity will be determined through a quantitative analysis that will be conducted once a preferred alternative has been identified following the public review of the RDEIR/SDEIS.

R-2-20

[Response will be provided after Caltrans and Metro meet with the AQMD on 6/28/17 re: new monitoring stations.]

R-2-21

As described in Section 2.3.2.1 in the RDEIR/SDEIS, based on updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been evaluated in the revised AQ/GHG/HRA technical report. Project-funded ZE/NZE trucks along the I-710 are included in both Alternative 5C and 7, and a dedicated ZE-only freight corridor is a design option for Alternative 7. Based on the revised AQ/GHG/HRA report, both build alternatives show the air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for nitrogen oxides (NO_X) and diesel particulate matter (DPM). $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 Baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (an over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake and tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please note that the proposed project also includes a Community Health Benefits Grant Program, which can be used to fund improvements that would reduce pollutant exposure in areas along I-710. To address these impacts to those areas near the roadway, an expanded program of mitigation measures is provided in Section 3.13.4 of the RDEIR/SDEIS. Also, an expanded program of construction-related air quality mitigation measures is provided in Section 3.24.4.13 of the RDEIR/SDEIS.

R-2-22

As stated on page 4-1 of the Draft EIR/EIS, the determinations of significance under CEQA were analyzed relative to baseline conditions that were the existing conditions in the I-710 Corridor at the time the Notice of Preparation was issued in 2008. However, Section 3.13 of the Draft EIR/EIS and RDEIR/SDEIS also includes comparisons to the 2035 Alternative 1 (No Build) conditions. The RDEIR/SDEIS baseline conditions have been updated to 2012. This is stated on page 4-1 of the RDEIR/SDEIS.

In accordance with CEQA guidelines, the CEQA baseline for the project consists of actual, existing physical conditions, and impacts are determined by comparison to that baseline, as a matter of law. Approved plan conditions or expectations of the future do not define the baseline, and there is not substantial evidence supporting use of a different CEQA baseline than existing conditions. However, impacts under NEPA (specifically, comparison to the 2035 No Build Alternative) are included within the body of the document, so that decision-makers have both comparative scenarios at hand. By presenting the comparison to the existing conditions as well as the future No Build scenario, the PDT feels that the impacts of the project are neither under- nor overestimated.

The revised AQ/GHG/HRA analysis only includes the effects of adopted regulations and uses air agency emissions models to calculate future emissions. These are the same projections used in State Implementation Plans approved by ARB and EPA.

R-2-23

With regard to SCAQMD's thresholds of significance, page 4-41 of the Draft EIR/EIS included the following statement:

> While not adopting them, Caltrans has considered the SCAQMD CEQA significance thresholds in this analysis. While the measures listed in Section 3.24.4.13 reduce temporary air quality impacts, the short-term construction emissions would continue to exceed the SCAQMD's CEQA thresholds.

Although Caltrans has not adopted the SCAQMD's thresholds as a matter of statewide policy, the Draft EIR/EIS did include a reference to them. The short-term construction emissions would exceed the SCAQMD's thresholds and the environmental document determined that these emissions would result in a significant impact after mitigation. Caltrans has continued to reference (but not adopt) SCAQMD's thresholds of significance in the RDEIR/SDEIS. The short-term construction emissions analysis contained in Section 4.2.4.1 of the RDEIR/SDEIS also concludes that the emissions would result in a significant impact after mitigation, due in part to

the existing conditions within the project area (non-attainment for one- and eight-hour ozone standards, annual and 24-hour $PM_{2.5}$ standards, and PM_{10} and annual CAAQS, and attainment/maintenance for NO_2 and CO NAAQS and CAAQS, and $PM_{2.5}$ 24-hour NAAQS).

R-2-24

This comment requests that the EIR/EIS include a determination of significance based on the SCAQMD's thresholds. Contrary to the statements made in this comment, Caltrans did reference the SCAQMD's thresholds of significance in evaluating the results of the AQ/HRA analysis; however, it did not (and did not ever commit to) use these thresholds to make determinations of significance under CEQA.

R-2-25

The comment requests that Caltrans include a determination of significance for the Climate Change section of Chapter 4.0. CEQA requires a lead agency to make a good faith effort to identify impacts and gives the lead agency discretion on the approach to analyze impacts. Caltrans has used the best available modeling data to estimate and analyze greenhouse gas emissions related to the project and has disclosed those projected emissions for both construction and operations activities within this RDEIR/SDEIS. While it is challenging to link the direct impacts of the proposed project to the global greenhouse gas effects on a cumulative scale to climate change, Caltrans is committed to reducing GHG emissions as outlined in the RDEIR/SDEIS.

R-2-26

These adjustments for non-Port trucks were made as per the rule/guidance available in 2008–2009, long before EMFAC 2011 was released, Caltrans has used EMFAC 2014 in the analysis of the revised range of build alternatives in the RDEIR/SDEIS.

R-2-27

This comment requests clarification on how the Passenger Car Equivalent (PCE) values used for the air quality modeling were calculated. PCE values were determined for this study based upon consensus of the Travel Forecasting Working Group, which included representatives from Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), the Ports, and Caltrans.

R-2-28

The first part of this comment questions why the Draft EIR/EIS does not address the widely cited recommendation from the CARB Land Use guidance to maintain a buffer zone of at least 500 feet between freeways and sensitive receptors such as homes and schools. The CARB Land Use guidance (and other guidance documents) addresses land use decisions by agencies with land use approval authority in placing sensitive receptors within 500 feet of a freeway (not the other way around). Many sensitive receptors are currently in this 500-foot zone from the I-710 freeway. Build alternative 7 in the RDEIR/SDEIS includes a ZE/NZE freight corridor with an option for a zero emissions-only freight corridor. Therefore, it would not be adding a significant source of emissions closer to sensitive receptors.

The second part of this comment addresses UFPs, citing a number of studies documenting the health risks and the near roadway dispersion characteristics of UFPs. Caltrans agrees with SCAQMD that $PM_{2.5}$ is not an exactly comparable surrogate for UFPs. That is one reason that carbon monoxide (CO) as well as exhaust PM was included as surrogates in the qualitative analysis. In the absence of any other quantitative model, these were the pollutants chosen to be the best of the available surrogates for UFPs.

With regard to possible UFP mitigation measures listed by SCAQMD (e.g., larger buffers, enhanced building filtration, asthma programs), Measures AQ-1 and AQ-2 in Section 3.13.4 of the RDEIR/SDEIS have been added for the project to establish a grant funding program for these types of measures, similar to measures adopted for recent projects by the Ports.

R-2-29

Caltrans agrees with SCAQMD's statement that model receptors should not be excluded solely because of high impacts and that some model receptors have impacts greater than the SCAQMD's significance thresholds. For the revised AQ/GHG/HRA technical report, a freeway-following receptor grid was used starting at a distance of 50 meters from the edge of right of way with a grid spacing of 50 meters up to a distance of 250 meters from the right of way, followed by coarser grid with a spacing of 250 meters up to a distance of three kilometers from the right of way. Descriptions of the revised receptor grid have been documented in Appendix D of the revised AQ/GHG/HRA report.

The geographic information system (GIS) files requested by SCAQMD have been superseded in the revised AQ/GHG/HRA report. These files along with the other model input files will be provided along with the release of the RDEIR/SDEIS.

R-2-30

Proposed dispersion modeling parameters were included in the revised protocol for the AQ/GHG/HRA report, which was submitted for agency comment on October 12, 2015, and comments were received from the SCAQMD on November 13, 2015. See also Response to Comment R-2-29 for more detail on receptor grid updates and GIS files.

R-2-31

There was no new traffic modeling for Option 3, because the changes in Option 3 were not expected to perceptibly change traffic volumes or speeds. Thus, there would be no differences in the air quality inputs compared to Option 1.

R-2-32

This comment requests that the emissions analysis should include modeling of any arterials with over 5,000 trucks per day. Emissions information on arterials was presented in the emission figures in Appendix R of the Draft EIR/EIS and Figures 4-1a through 4-2c and 4-5a through 4-5c in the AQ/HRA. Consistent with FHWA interim guidance (October 2016 *FHWA Updated Interim Guidance on Mobile Source Air Toxics Analysis in NEPA Documents*) and with USEPA PM conformity guidance (November 2015 USEPA Transportation Conformity Guidance for Quantitative Hot-spot Analyses), we believe that modeling the differences among project alternatives on arterials with truck traffic as low as 5,000 trucks per day is not technically advisable.

R-2-33

The construction phasing, daily equipment, daily haul trucks, and duration (eight to 15 years) needed to conduct the construction-related analysis of criteria pollutants and Mobile Source Air Toxics (MSATs) are currently unknown. Therefore, as stated in the AQ/HRA technical report and Section 4.13 of the Draft EIR/EIS, the worst-case construction emissions were estimated using the Sacramento Metropolitan Air Quality Management District (SMAQMD) Construction Emission Model (Version 6.3.2). Any estimate of the health risk, PM mortality/morbidity, or daily construction impacts would be speculative, inaccurate, and misleading.

R-2-34

See Response to Comment R-2-33. Since construction impacts cannot be modeled, the modeling of operations and construction impacts together is not possible. As stated previously, it is not possible to conduct an interim year analysis because a determination on project phasing has not been made. Project phasing will be determined once a preferred alternative has been

selected, based on what level of funding can reasonably be made available for the project and when. No funding for construction has been identified at this time.

R-2-35

The construction emissions were calculated using the SMAQMD spreadsheet and is the standard approach used by Caltrans for estimating constructions from roadway projects. Specific project-related data regarding delays and closures is not available and cannot be estimated because traffic modeling of delays/closures would be subject to great uncertainties.

R-2-36

The SMAQMD tool used for calculating the construction emissions does not calculate oxides of sulfur (SO_X). All diesel fuel in the SCAQMD jurisdiction is ultra-low sulfur diesel and no other sulfur-reducing mitigations for construction would be available (www.aqmd.gov/ceqa/handbook/mitigation/offroad/Off-Road_MM_Overview.pdf). In addition, construction impacts have already been determined to be above the SCAQMD's significance criteria as shown in Section 3.24.3.13 of the RDEIR/SDEIS.

R-2-37

This comment requests the addition of several construction mitigation measures. Please refer to Section 3.24.4.13 of the RDEIR/SDEIS for an expanded list of air quality mitigation measures during construction.

R-2-38

This comment requests the addition of several construction mitigation measures related to on-road trucks, specifically referencing Metro’s Green Construction Policy. Please refer to Section 3.24.4.13 of the RDEIR/SDEIS for an expanded list of air quality mitigation measures during construction. Measure CON-AQ-15 in Section 3.24.4.13 of the Recirculated Draft EIR/Supplemental Draft EIS has been added and, dependent upon the responsible agency that administers the construction contract, construction equipment may meet equivalent emissions performance to that of United States Environmental Protection Agency (EPA) Tier 4 standards and California Air Resources Board (ARB) requirements for non-road engines, if such construction equipment is available. Metro’s Green Construction Policy would be utilized if Metro administers the construction contract.

R-2-39

This comment requests the addition of several construction mitigation measures related to off-road trucks, specifically referencing Metro's Green Construction Policy, specifically requesting a measure that requires all construction equipment to meet EPA's Tier 4 non-road emission standards. Please refer to Section 3.24.4.13 of the RDEIR/SDEIS for an expanded list of air quality mitigation measures during construction. Measure CON-AQ-15 in Section 3.24.4.13 of the Recirculated Draft EIR/Supplemental Draft EIS has been added and, dependent upon the responsible agency that administers the construction contract, construction equipment may meet equivalent emissions performance to that of United States Environmental Protection Agency (EPA) Tier 4 standards and California Air Resources Board (ARB) requirements for non-road engines, if such construction equipment is available. Metro's Green Construction Policy would be utilized if Metro administers the construction contract.

R-2-40

This comment requests the addition of a construction mitigation measure related to reducing construction equipment idling to a maximum of five minutes. Please refer to Section 3.24.4.13 of the RDEIR/SDEIS for an expanded list of air quality mitigation measures during construction.

R-2-41

A quantitative project-level "hot-spot" analysis will be performed at selected locations along the I-710 Corridor (per the latest conformity guidance) for the preferred project alternative, which will be chosen after public comments on the RDEIR/SDEIS. The future $PM_{2.5}$ and particulate matter less than 10 microns in size (PM_{10}) background concentrations are no longer projected beyond the 2014/2015 data listed in the 2007 AQMP.

R-2-42

Generally, early action projects are projects that conceptually originated as part of the larger I-710 Corridor Project but have since been advanced, in part because they have independent utility and logical termini. Each individual early action project is required to undergo individual environmental review, at which time any potential cumulative impacts have been or will be addressed. To provide the public with a better understanding of the early action projects, Section 2.2 has been added to Chapter 2 of the RDEIR/SDEIS, which provides a description of the early action projects.

R-2-43

The existing text the Southern California International Gateway (SCIG) project in Table 3.25-1 was revised to provide the most recent update for the project.

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U.1.1 UTILITY PROVIDER COMMENTS

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Subject:	I-710 Corridor Project Feedback
From:	wfong@mwdh2o.com (wfong@mwdh2o.com)
To:	info.i710@mbimedia.com;
Cc:	I710@LSA-Assoc.com; info.i710@yahoo.com;
Date:	Tuesday, July 10, 2012 3:18 PM

U-1

From: William Fong
Organization: Metropolitan Water District of Southern California
Phone: 213-217-6899
Mailing Address: 700 N. Alameda Street
City, State: Los Angeles, CA
Zip: 90012

Comment/Question:
Please provide me with a copy of the DEIR for our review. We are a protentially affected public agency. U-1-1

*You received this message because William Fong submitted feedback regarding the I-710 Corridor Project.

Regards,
System Administrator

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U-1-1

A compact disc of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was provided to the Metropolitan Water District of Southern California (MWDSC) on June 28, 2012, and MWDSC has been added to the project's distribution list.

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THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

U-2

Office of the General Manager

August 22, 2012

Mr. Ron Kosinski
Deputy District Director Environmental Studies
California Department of Transportation
100 South Main Street Mail Stop 16A
Los Angeles, California 90012

Dear Mr. Kosinski:

Interstate-710 Corridor Project Draft EIR/EIS

The Metropolitan Water District of Southern California (Metropolitan) has received the I-710 Corridor Project Draft Environmental Impact Report/Environmental Impact Statement. The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), the Gateway Cities Council of Governments, the Southern California Association of Governments, the Ports of Los Angeles and Long Beach, and the Interstate 5 Joint Powers Authority, are proposing to improve Interstate 710 (I-710) in Los Angeles County between Ocean Blvd. and State Route 60 (SR-60). Major features include widening I-710 up to ten general purpose lanes (five lanes in each direction), modernize and reconfigure the I-405, SR-91 and a portion of the I-5 interchanges with I-710, modernize and reconfigure most local arterial interchanges along I-710, and provision of a separated four-lane freight corridor to be used by conventional or zero-emission trucks. This letter contains Metropolitan's response to the Draft EIR/EIS as a responsible agency.

Our review of the Draft EIR/EIS indicates Metropolitan owns and operates several pipelines and facilities that cross or are adjacent to your project:

- The Middle Cross Feeder is a 72- to 78-inch welded steel pipe that runs east and west along Southern Avenue and crosses the I-710 just south of the Firestone intersection.

U-2-1

- The Rio Hondo Pressure Control Structure and Power Plant is located near Miller Way and Frontage Road East, adjacent to the I-710.

- The West Coast Feeder is a 60-inch welded steel pipe that runs east and west along the I-105 and crosses the I-710 at the I-105 intersection.

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: P.O. Box 54153, Los Angeles, California, 90054-0153 • Telephone: (213) 217-6000

- The Middle Feeder is a 72-inchwelded steel pipe that runs east and west along Greenleaf Blvd and crosses the I-710 at Greenleaf Blvd.

- The Second Lower Feeder is a 78-inch pre-stressed pipe that runs east and west along Carson Street and crosses the I-710 at Carson Street.

- The Long Beach Lateral is a 37-inch welded steel pipe that runs east and west along Baker Street and crosses the I-710 at Baker Street.

- The Victoria-223rd Street Cross Feeder is a 45-inch precast concrete pipe that runs north and south along Alameda Street on the west side of your project U-2-1

Metropolitan is concerned with the potential impacts to the pipeline that may result from the construction and implementation of the proposed Project.

Development and redevelopment associated with the proposed Project must not restrict any of Metropolitan's day-to-day operations, and/or access to it facilities. Metropolitan must be allowed to maintain its rights-of-way and requires unobstructed access to its facilities and properties at all times in order to repair and maintain its system. Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist in preparing plans that are compatible with Metropolitan's facilities, easements, and properties, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and /or easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

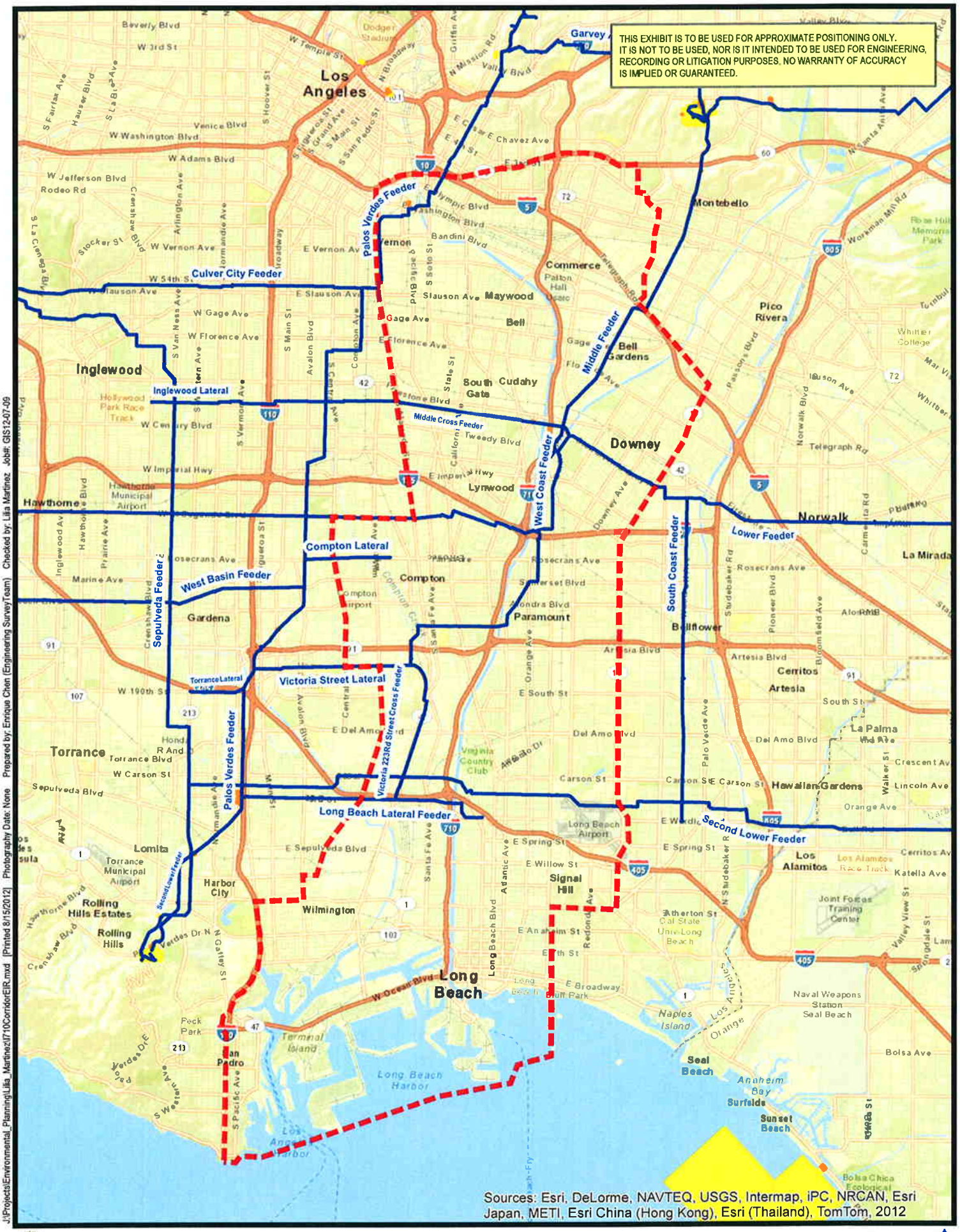
We appreciate the opportunity to provide input to your planning process. If you have any questions, please contact Mr. William Fong at (213) 217-6899.

Very truly yours,

Deirdre West
Manager, Environmental Planning Team

WF/wf
(I-710)
2012-0622105

Enclosures: Map
Guidelines



J:\Projects\Environmental_Planning\Lilia_Martinez\I710CorridorEIR.mxd [Printed 8/15/2012] Photography Date: None Prepared by: Enrique Chen (Engineering Survey Team) Checked by: Lilia Martinez Job#: GIS12-07-09

The Metropolitan Water District of Southern California
Engineering Services Group

I-710 Corridor Project

MWD Interests

Miles
0 0.5 1 2

Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-feet-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

6. Fencing

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

7. Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alinement as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

g. Overhead electrical and telephone line requirements:

1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.

2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.

3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.

4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.

h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of- way.

i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assists others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

l. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolitan in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. _____ of Metropolitan's Operations Services Branch, telephone (213) 250-____, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must restricted to that which

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

14. CEQA Requirements

a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

2) In order to ensure compliance with the regulations implementing CEQA where Metropolitan is not the Lead Agency, the following minimum procedures to ensure compliance with the Act have been established:

a) Metropolitan shall be timely advised of any determination that a Categorical Exemption applies to the project. The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

b) Metropolitan is to be consulted during the preparation of the Negative Declaration or EIR.

c) Metropolitan is to review and submit any necessary comments on the Negative Declaration or draft EIR.

d) Metropolitan is to be indemnified for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

b. <u>When Environmental Documents Have Been Prepared</u>

If environmental documents have been prepared for your project, please furnish us a copy for our review and files in a timely manner so that we may have sufficient time to review and comment. The following steps must also be accomplished:

1) The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

2) You must agree to indemnify Metropolitan, its officers, engineers, and agents for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

15. <u>Metropolitan's Plan-Review Cost</u>

a. An engineering review of your proposed facilities and developments and the preparation of a letter response

giving Metropolitan's comments, requirements and/or approval that will require 8 man-hours or less of effort is typically performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. If an engineering review and letter response requires more than 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

16. Caution

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.

17. Additional Information

Should you require additional information, please contact:

Civil Engineering Substructures Section
Metropolitan Water District
of Southern California
P.O. Box 54153
Los Angeles, California 90054-0153
(213) 217-6000

JEH/MRW/lk

Rev. January 22, 1989

Encl.

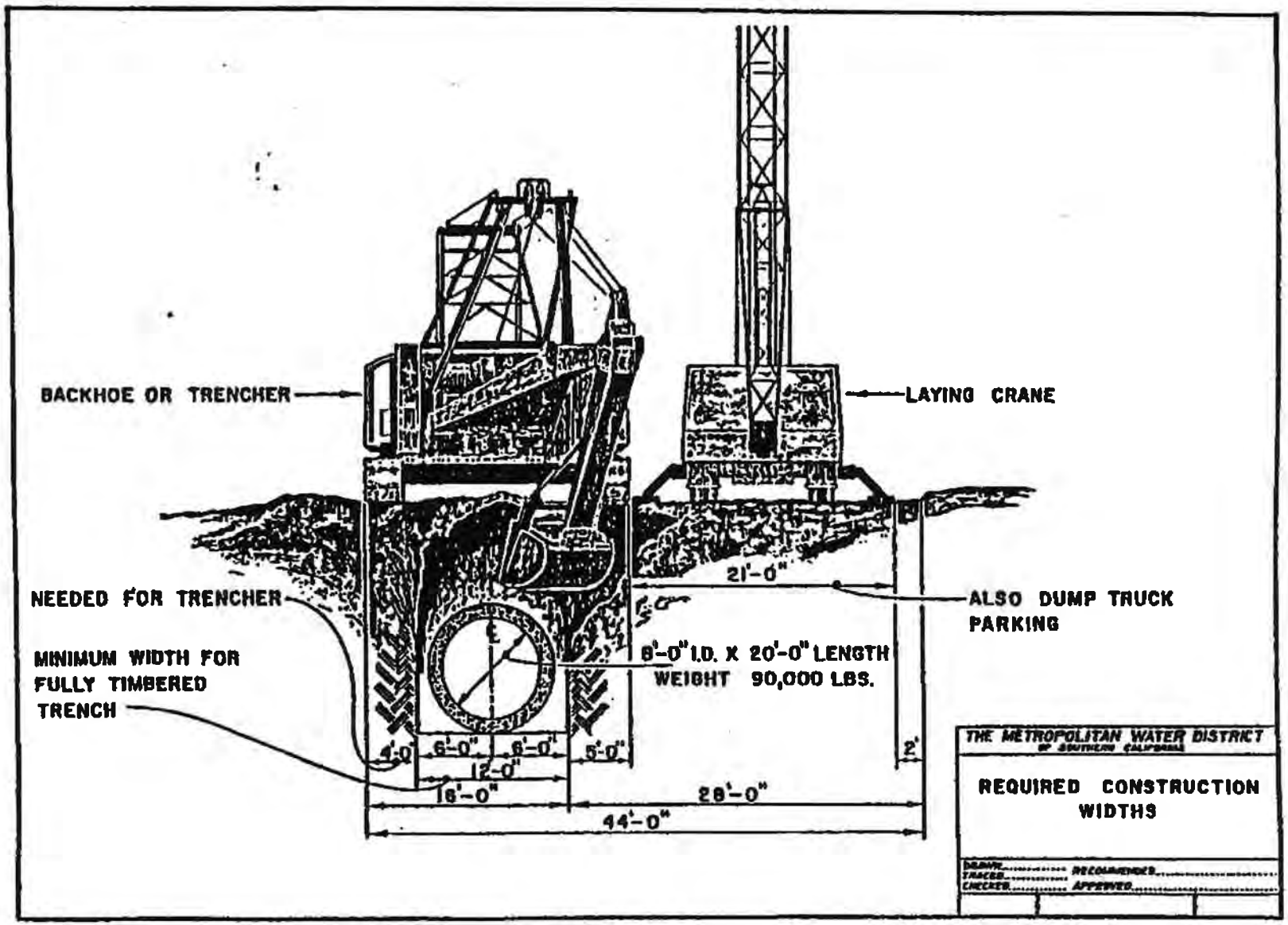
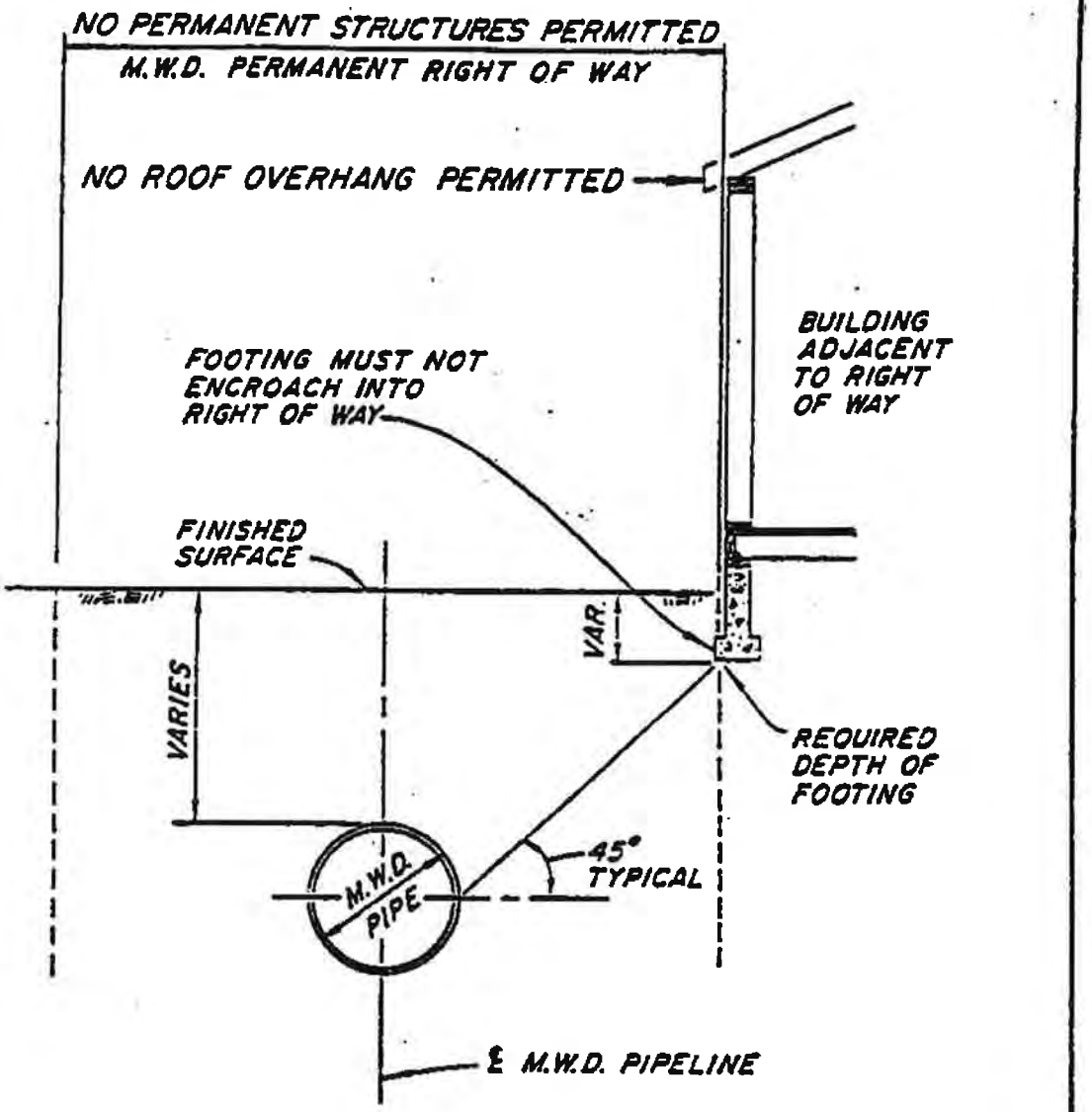

BACKHOE OR TRENCHER
LAYING CRANE
NEEDED FOR TRENCHER
MINIMUM WIDTH FOR FULLY TIMBERED TRENCH
8'-0" I.D. X 20'-0" LENGTH
WEIGHT 90,000 LBS.
21'-0"
ALSO DUMP TRUCK PARKING
4'-0"
6'-0"
6'-0"
5'-0"
2'
12'-0"
16'-0"
28'-0"
44'-0"
THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA
REQUIRED CONSTRUCTION WIDTHS
DESIGN
TRACED
CHECKED
RECOMMENDED
APPROVED

FIGURE 1



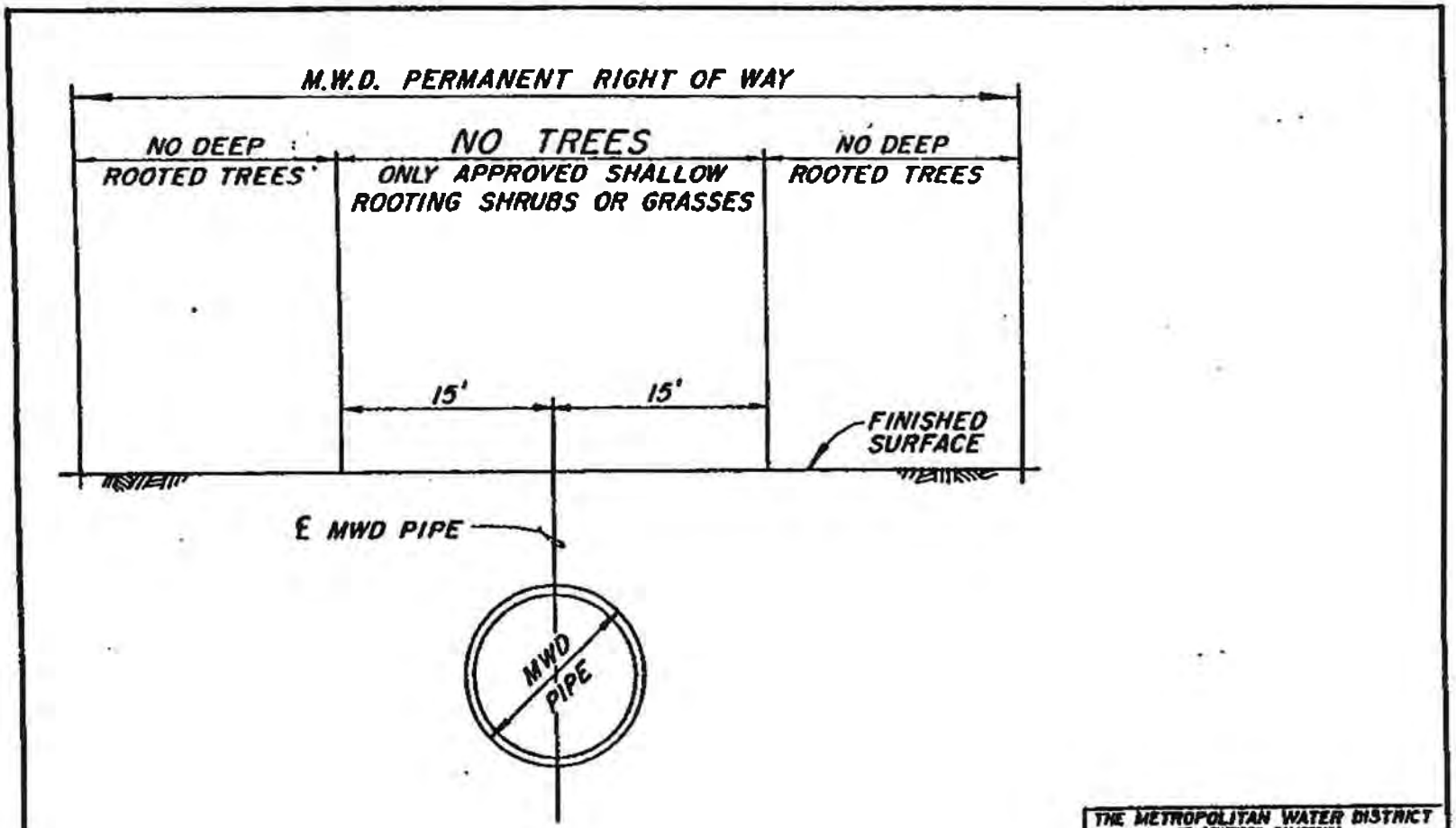
NOTE: M.W.D. PIPELINE SIZE, DEPTH, LOCATION AND WIDTH OF PERMANENT RIGHT OF WAY VARIES.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

REQUIREMENTS FOR BUILDINGS AND FOOTINGS ADJACENT TO M.W.D. RIGHT OF WAY

DRAWN _____ RECOMMENDED _____
TRACED _____
CHECKED _____ APPROVED _____

FIGURE 2



THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

LANDSCAPE GUIDELINES FOR M.W.D. RIGHT OF WAY

DRAWN ..... RECOMMENDED .....
TRACED ..... APPROVED .....
CHECKED .....

FIGURE 3

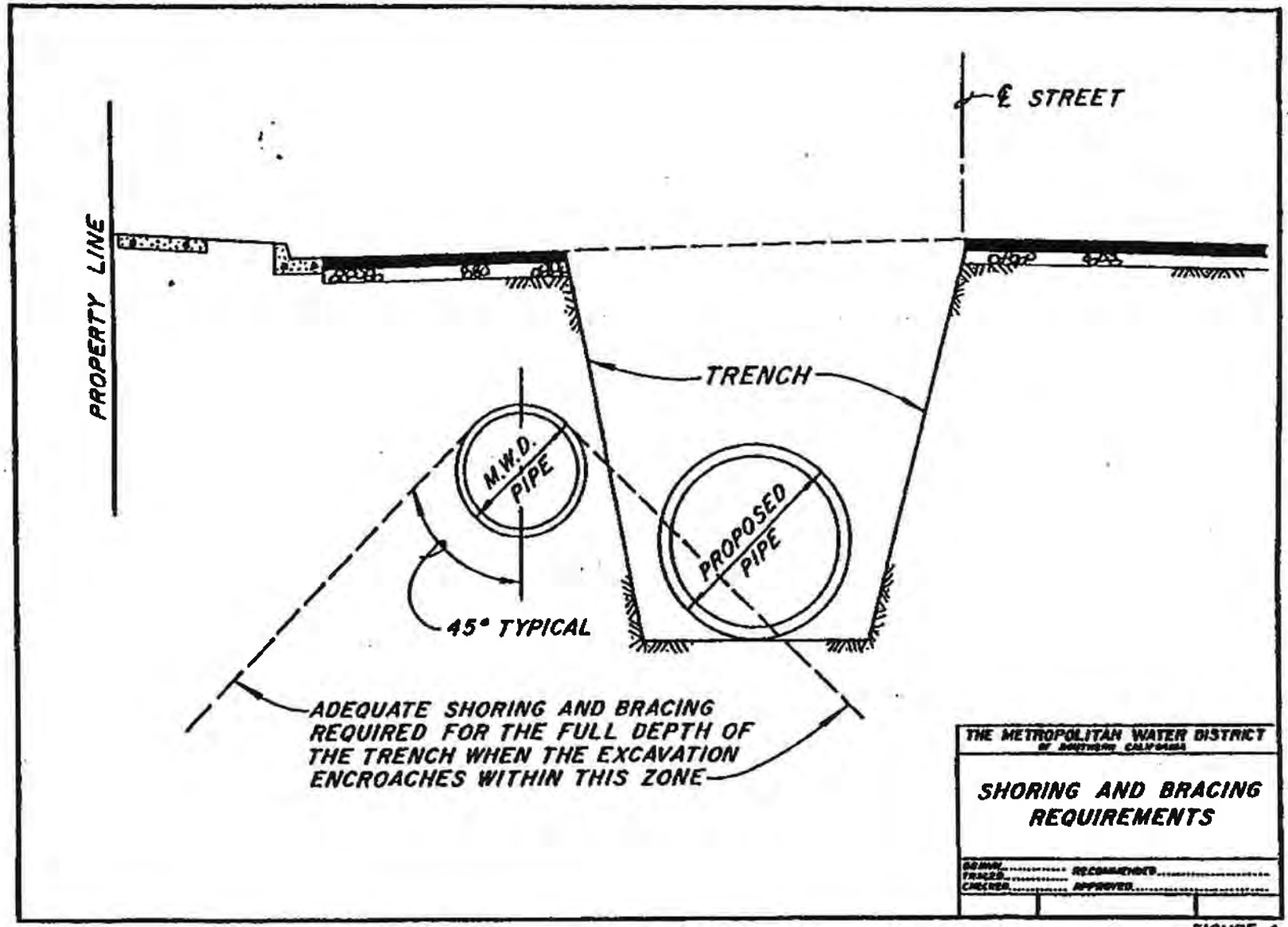
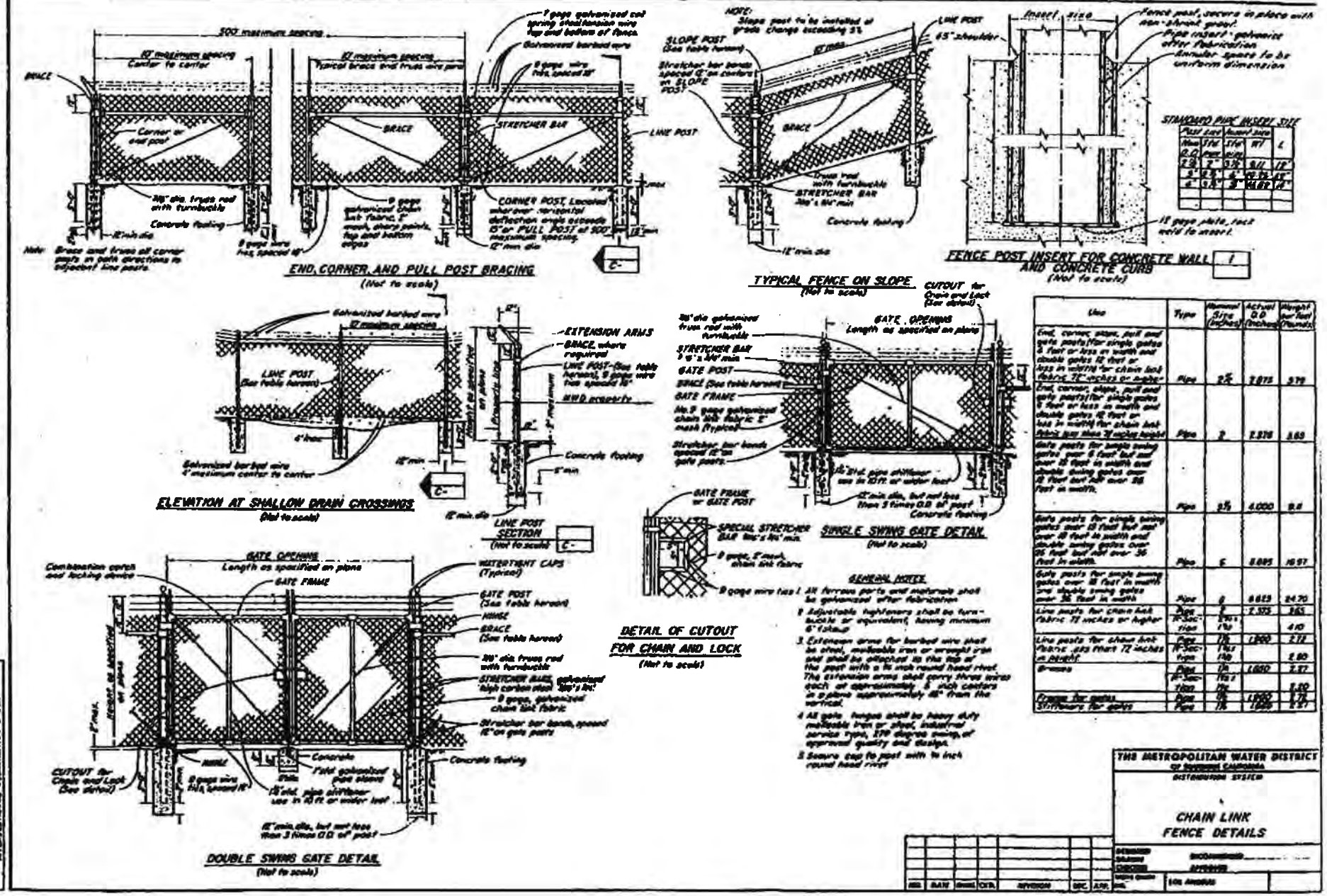

℄ STREET
PROPERTY LINE
TRENCH
M.W.D. PIPE
PROPOSED PIPE
45° TYPICAL
ADEQUATE SHORING AND BRACING REQUIRED FOR THE FULL DEPTH OF THE TRENCH WHEN THE EXCAVATION ENCROACHES WITHIN THIS ZONE
THE METROPOLITAN WATER DISTRICT
SHORING AND BRACING REQUIREMENTS
RECOMMENDED
APPROVED

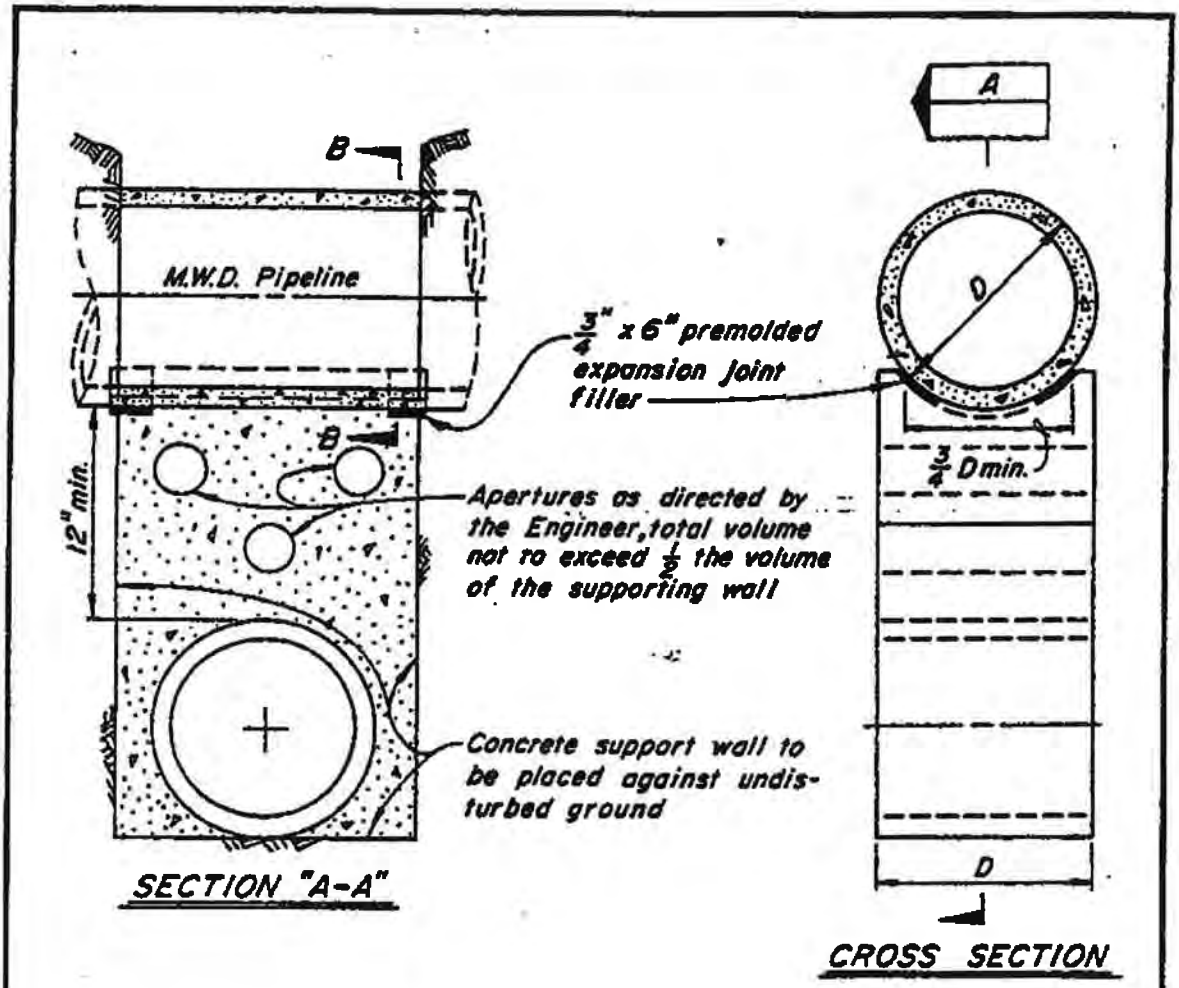
FIGURE 4

SPECIFICATIONS NO. SHEET NO.

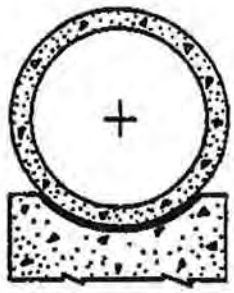


Use	Type	Nominal Size (Inches)	Actual O.D. (Inches)	Weight per foot (Pounds)
End, corner, slope, pull and gate posts (for single gates 6 feet or less in width and double gates 12 feet or less in width) for chain link fabric 72" inches or higher	Pipe	2½	2.875	5.79
End, corner, slope, pull and gate posts (for single gates 6 feet or less in width and double gates 12 feet or less in width) for chain link fabric less than 72 inches height	Pipe	2	2.375	3.65
Gate posts for single swing gates over 6 feet but not over 12 feet in width and double swing gates over 12 feet but not over 36 feet in width.	Pipe	3½	4.000	9.4
Gate posts for single swing gates over 12 feet but not over 18 feet in width and double swing gates over 36 feet but not over 36 feet in width.	Pipe	6	6.625	16.97
Gate posts for single swing gates over 18 feet in width and double swing gates over 36 feet in width	Pipe	8	8.625	24.70
Line posts for chain link fabric 72 inches or higher	Pipe	2	2.375	3.65
	H-Section	2¾ x 1¾		4.10
Line posts for chain link fabric less than 72 inches in height	Pipe	1½	1.900	2.72
	H-Section	1¾ x 1¾		2.80
Braces	Pipe	1½	1.650	2.27
	H-Section	1¾ x 1¾		2.20
Frame for gates	Pipe	1½	1.900	2.72
Stiffeners for gates	Pipe	1½	1.650	2.27

FIGURE 5



1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand backfill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.



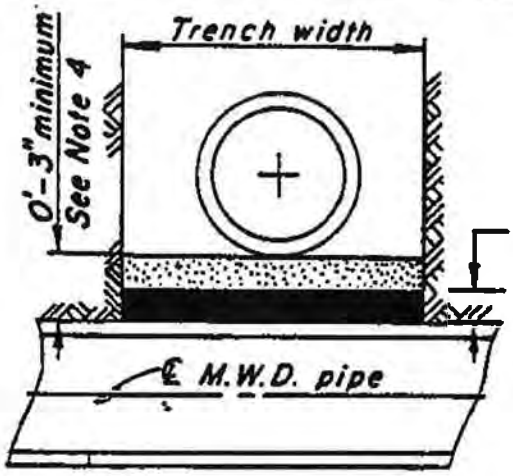
SECTION "B-B"

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

TYPICAL SUPPORT FOR M.W.D. PIPELINE

DRAWN _____ RECOMMENDED _____
TRACED _____
CHECKED _____ APPROVED _____

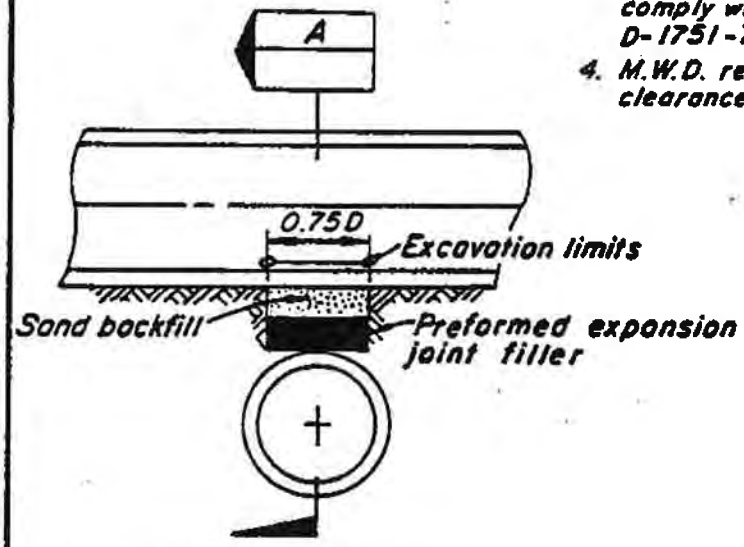
C-9547



SECTION A

NOTES

1. This method to be used where the utility line is 24" or greater in diameter and the clearance between the utility line and M.W.D. pipe is 12" or less.
2. Special protection may be required if the utility line diameter is greater than M.W.D. pipe or if the cover over the utility line to the street surface is minimal and there is 12" or less clearance between M.W.D. pipe and the utility line.
3. Preformed expansion joint filler to comply with ASTM designation D-1751-73.
4. M.W.D. requests 12" minimum clearance whenever possible.



CROSS SECTION

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

TYPICAL EXPANSION JOINT FILLER PROTECTION FOR OVERCROSSING OF M.W.D. PIPELINE

DRAWN ..... RECOMMENDED .....
TRACED ..... APPROVED .....
CHECKED .....

C-11632

U-2-1

The information regarding specific Metropolitan Water District of Southern California (MWDSC) facilities in the Interstate 710 (I-710) Corridor Project area provided in this comment letter is noted. A complete list of utility facilities in the Study Area, including MWDSC facilities, is provided in the various utility reports as cited in Section 3.4, and this information is summarized in Section 3.4.2 of the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (EIS). MWDSC's requirements regarding access to its facilities are acknowledged. If a build alternative is selected for implementation, the California Department of Transportation (Caltrans) will coordinate closely with MWDSC during final design to ensure that all MWDSC facilities are properly identified and mapped, and that any needed easements for, and protection in place, and/or relocation of, those facilities are noted in detail on the project plans.

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GATEWAY WATER MANAGEMENT AUTHORITY
Los Angeles Gateway Region
Integrated Regional Water Management
Joint Powers Authority
16401 Paramount Blvd., Paramount, CA 90723 • 562.663.6850 phone 562-634-8216 fax • www.gatewayirwmp.org

14 September 2012

U-3

Ronald Kosinski RK
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

Subject: Comments on Draft Environment Impact Report/Environmental Impact Statement (EIR/EIS) for the Interstate 710 (I-710) Corridor Project

Dear Mr. Kosinski:

I am writing on behalf of the Gateway Water Management Authority (Los Angeles Gateway Region Integrated Regional Water Management Joint Powers Authority), or "GWMA," a growing coalition currently comprised of 20 cities and government entities. The GWMA is responsible for the regional water planning needs of approximately 2 million people in the 26 cities of the Gateway Region. It was designated by the State of California as an Integrated Regional Water Management Group – a collaborative effort to manage all aspects of water resources in a region and involves multiple agencies, stakeholders, and groups across jurisdictional boundaries.

The GWMA member cities and agencies will both benefit from and be impacted by the Caltrans I-710 Corridor Project. We appreciate the opportunity to present our comments and concerns about how water quality is treated in the Project's Draft EIR/EIS.

Caltrans Partnership with Local Governments in the Watershed

Caltrans has been an active partner with the local agencies in the Los Angeles River watershed in addressing surface water quality impairments. Fifteen of our member cities, along with Los Angeles County and Caltrans, are regulated under multiple TMDLs for the Los Angeles River and Estuary watershed. Additional TMDLs are contemplated as shown on Table 3.9-2 of the EIR/EIS.

Caltrans is currently participating in two watershed-level Memoranda of Agreement (MOAs) with the Gateway Cities Council of Governments, our sponsoring entity. One MOA assists the local agencies monitoring metals in the Los Angeles River and its tributaries, and the other is for the completion of two scientific studies on the impacts of lead and copper in the watershed. Caltrans is also participating in the development of implementation plans for the Metals TMDLs in the region.

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hope that Caltrans will continue to partner with our communities in planning for comprehensive water quality improvements throughout the development and implementation of the I-710 Project. U-3-1

More Emphasis Should be Given to Water Quality Improvements in the I-710 Corridor Project

Although Caltrans has been a valued partner in several regional projects to improve the science of water quality in TMDL implementation planning, water quality improvement has been given insufficient emphasis in the I-710 Corridor Project. Section 1.2.2.1 of the Draft EIR/EIS specifies five important project purposes, including to "Improve air quality and public health." We think water quality improvement should also be listed as a project purpose since the corridor project runs along the Los Angeles River for several miles, and the river is listed as impaired for many pollutants. Furthermore, as mentioned above, municipal dischargers, including Caltrans, are subject to the requirements of several TMDLs that have been approved or established by EPA. Water quality-based effluent limitations in the new stormwater permits about to be adopted are being drafted to be consistent with the assumptions and requirements of the waste load allocations in the applicable TMDLs. A new water quality purpose could be expressed as "Improve water quality and aquatic health." U-3-2

Need for Improved Cooperative Watershed Planning between Caltrans and the Adjacent Communities

Implementation of the I-710 Corridor Project will likely be the largest and most significant construction project along the Estuary, Reach 1, and lower Reach 2 of the Los Angeles River in the next several decades. It should be viewed as an opportunity to make significant improvements in the quality of stormwater and urban runoff to the river and the estuary. Unfortunately, the I-710 project appears to be a "stand alone" project in terms of dealing with water quality impacts to the Los Angeles River. The draft EIR/EIS fails to recognize the need for watershed planning and outreach to the surrounding communities. U-3-3

For example, the project may require the removal and replacement of the West Basin of the Dominquez Gap project. The Draft EIR/EIS is the first time we have been made aware of this. A cooperative watershed approach to the project would examine the ability to reconstruct the basin to provide additional benefits not only to the project, but to surrounding communities. The same situation exists with respect to the construction of Austin sand filters at various sites in the project. The Draft EIR/EIS should explore opportunities to work with the surrounding communities by increasing the size of the sand filters to accommodate water quality from the immediate vicinity of the project. U-3-4 U-3-5

The Water Quality Technical Report that formed the basis for part of the Draft EIR/EIS states, "Upon selection of a preferred alternative and prior to design, it is recommended that a new Corridor Stormwater Management Study be prepared for the project." However, we have been U-3-6

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unable to find a commitment to prepare a new Corridor Stormwater Management Study in the Draft EIR/EIS itself. We strongly urge Caltrans to make such a commitment. The GWMA also recommends that Caltrans establish a Water Quality Working Group that would include representatives of the GWMA, the cities within the I-710 study area, the ports, stormwater quality consultants, and, potentially, the Construction Industry Coalition for Clean Water and environmental organizations, to advise Caltrans on how to most effectively make use of the opportunities presented by the I-710 Corridor Project to improve water quality in the Los Angeles River. U-3-6

Improved coordination of watershed planning between Caltrans and cities within in I-710 study area could be especially useful if the County's proposed Water Quality Funding Initiative is approved next year by property owners. Several millions of dollars would be available to cities, the unincorporated county, and Watershed Authority Groups over many years to potentially help fund joint water quality improvement projects with Caltrans within or near the I-710 Corridor Project. U-3-7

NPDES Receiving Water's Limitation Language – Impact on the Project and the Surrounding Communities

The 2001 MS4 NPDES Permit for Los Angeles County required that all discharges into the surface waters not cause applicable water quality standards to be exceeded. Although the stated intent of this requirement is protection of beneficial uses of waters receiving the discharges, the practical effect of this requirement is that, in many cases, runoff being discharged into the Los Angeles River would have to eventually meet *and exceed* drinking water standards. Efforts to achieve compliance with these requirements are extremely costly to Permittees.

The draft 2012 MS4 Permit significantly "ups the ante" on these compliance costs, since the permit proposes to incorporate dozens of TMDLs into the permit, including those impacting the I-710 Project. The new permit requires compliance with a series of interim milestones and ultimately requires that runoff into the Los Angeles River meet numeric limits. Failure to meet these numeric limits could expose Caltrans and the surrounding communities to third-party litigation and significant Water Board fines for failure to comply.

In a May 10, 2000 letter from Caltrans Secretary Maria Contreras-Sweet to Cal/EPA Secretary Winston Hickox, Caltrans recognized the extraordinary regulatory burden that receiving waters limitation provisions in the MS4 permits placed on the Agency and California's communities. The letter called for greater cooperation between Cal/EPA, Caltrans, and local agencies. The letter stated, in part:

> ***"To achieve these requirements, California's communities, and Caltrans will need to make substantial continuing investments to provide enhanced efforts to prevent the release of pollutants within runoff or to provide for the capture and treatment of storm water runoff prior to discharge.***

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> ***Failure to comply with the Clean Water Act exposes California's municipalities and Caltrans to regulatory action and fines, and third party lawsuits. Caltrans has already been sued in federal court in three locations and is operating under the terms of a permanent injunction in Los Angeles, and a consent decree in San Diego." (Page 2).***

The letter went on to describe a series of actions that Caltrans was taking and would continue to implement in order to improve water quality. These included developing new maintenance, design and construction specifications for best management practices, active monitoring of runoff, and increased construction inspection activities. The letter also indicated that Caltrans would pilot new structural water quality control devices and coordinate activities with local communities as follows:

> ***"Facilitating community-based watershed planning efforts where all affected stakeholders can address the practical difficulty of achieving current water quality objectives, and work to develop the best, affordable approaches for attaining and maintaining acceptable community water quality goals and objectives" (Page 2)***

Secretary Contreras-Sweet commented that, even with large expenditures to reduce stormwater pollution ***"Caltrans will likely not be in full compliance with the receiving waters limitations provisions of the current permit. Full compliance in the near term may not be technically or economically feasible for Caltrans or any municipality." (Page 3).*** The letter urged Cal/EPA to assist Caltrans and the local agencies that were working together to pursue strategies to meet the NPDES Permit requirements. The letter concluded by raising the policy question of how best to balance needed investments in water quality with other community needs. We encourage Caltrans to consider that question when moving forward with elements of the I-710 Corridor Project. U-3-8

Specific Impacts of the 710 Freeway on the Surrounding Communities

Limiting Future Treatment Options by Covering Existing Open Space

The GWMA Cities are concerned that the proposed alignment of the freeway will cover existing open spaces adjacent to the Los Angeles River that could otherwise be available for future stormwater treatment and infiltration. The Cities believe that a more detailed description of the alignment, including frontage roads and interchanges on the existing retention and infiltration areas adjacent to the River is necessary to understand the full impacts of the project. (See Anaheim #9, PCH #10, Willow Street #11, Martin Luther King Avenue #21, Imperial Highway #22, Firestone Boulevard #26, and Slauson Avenue #28 alignment exhibits.) By constructing in open spaces adjacent to the Los Angeles River, the project will foreclose on future options to treat and infiltrate stormwater for the surrounding communities. We all need to have a thorough U-3-9

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understanding of the proposed alignment and its impacts. The Draft EIR/EIS should provide a more detailed description and analysis of the relationship between the open spaces to be eliminated and the existing onsite and off-site storm drain systems. U-3-9

It may be that that the only viable option is to construct the freeway in the remaining open spaces adjacent to the Los Angeles River. However, the EIR/EIS should examine working with the surrounding cities to add compensating open space where water quality projects could be constructed. These areas need not be immediately adjacent to the freeway, but could be in locations that take advantage of the adjacent city's drainage system, soil suitability and other local factors.

Sources of Zinc Pollution

One of the metals TMDLs for the Los Angeles River is for zinc. In addition to tire wear, the other major source of zinc is galvanized metal. The Hydrology Technical Study notes that most existing storm drain systems will be removed or significantly altered in conjunction with proposed construction. However, we did not see an explanation of the materials that will be used in new construction. Caltrans should commit to not using galvanized corrugated metal pipe (CMP) in construction of new or extended storm drains. In fact, as much of existing CMP storm drain systems as possible should be removed. Release of zinc from I-710 CMP storm drains could increase pressure on surrounding communities to remove more zinc from their stormwater discharges to compensate for Caltrans discharges. U-3-10

In addition, Caltrans should commit to using only coated galvanized metal in exposed uses of galvanized metal in the I-710 Corridor Project in order to help achieve compliance with the Los Angeles River zinc TMDL and the TMDL for toxic pollutants in Dominguez Channel, Greater Los Angeles and Long Beach Harbor Waters. U-3-11

Impacts of Atmospheric Deposition from the Freeway on Surrounding Communities

Several major studies have concluded that freeways are a significant source of metals on properties near to freeways and in regional atmospheric deposition. For example, copper dust from brake pads and zinc from tire wear are routinely deposited on the watersheds near freeways. The EIR/EIS should disclose the amount of copper, lead, zinc, and other compounds that are estimated to be deposited on lands near the freeway from atmospheric deposition, as well as the amounts that are expected to get into City and County storm drains near the project. U-3-12

Uncertain Level of Treatment of Discharges of Stormwater and Urban Runoff

The Final Storm Water Data Report indicates that, based on a strategy to treat runoff wherever possible, treatment systems will process discharges from approximately 83% of the paved area of the project. Apparently, the remainder of the flow cannot be treated due to space and hydraulic limitations. The report also says that further analysis is required in subsequent project phases to verify type and feasibility of treatment, given such considerations as utility conflicts, existing

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drainage inverts, and right-of-way impacts. The GWMA believes that Caltrans should make every effort to treat 100% of the runoff from the project up to the 85th percentile design storm. High volume freeways such as I-710 are major conduits for pollutants from direct deposition and atmospheric deposition, and I-710 is in such clear proximity to the Los Angeles River that extra attention must be given to preventing pollutants from discharging into the river. If necessary, Caltrans should purchase property near to the project site to treat stormwater and urban runoff that cannot be treated onsite because of site constraints such as those mentioned above. Alternatively, Caltrans could install off-site stormwater treatment systems for mitigation credit. U-3-13

One other reference in the Final Storm Water Data Report adds to our uncertainty about the level of treatment required for stormwater discharges for the I-710 Corridor Project. The report briefly discusses a January 17, 2008 stipulation and order that requires Caltrans to prepare Corridor Stormwater Management Studies to determine the technical feasibility of implementing BMPs in such a manner that they reduce overall pollutant loading to 20% below the 1994 levels within each watershed. How will the 2009 studies for the portion of the 710 within the I-710 Corridor Project impact the level of treatment of stormwater discharges from the project? Would enlargement of Caltrans treatment BMPs to also treat off-site stormwater from adjacent communities that discharge through the project to the river help meet the requirement to reduce overall pollutant loading to 20% below 1994 levels in this watershed? U-3-14

Uncertain Impacts on Local Storm Drains

Table 3-1 in the Final Preliminary Hydrology Report shows that several Caltrans drainage areas outlet to local municipal storm drains and pump stations. The Hydrology Report also states that, as part of the proposed improvements along the I-710 Corridor, the existing off-site drainage peak flows will be accommodated. The report also says that many of the existing onsite storm drain systems handle off-site flows, but that design flows from off-site storm drains were not always available. The Draft EIR/EIS should provide a more detailed description of when new freeway drains are proposed to connect local storm drains. It appears that additional research is required. This additional research should include analysis of opportunities for low-flow diversions to publicly-owned treatment works to assist with compliance with the dry-weather component of the Los Angeles River Bacteria TMDL. U-3-15

The GWMA appreciates the presentation on the key findings of the Water Technical Studies by Jerry Wood, Director of Transportation and Engineering for the Gateway Cities Council of Governments. However, the uncertain impacts on local storm drains and pump stations, and the uncertainties about levels of treatment of stormwater discharges from the Corridor Project, indicate that more communication between Caltrans and the GWMA would be beneficial. U-3-16

Monitoring

The EIR/EIS should provide a detailed description of the outfall monitoring proposed at the Project's connections with the local and Los Angeles County Flood Control District (LACFCD) drains, as well as the Los Angeles River. The draft MS4 NPDES Permit for Los Angeles U-3-17

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County requires outfall monitoring by each city. The cities will need to know the amount of pollutants being discharged into the Los Angeles River from the project and into adjacent local or LACFCD storm drain systems. Further, the Project EIR/EIS should discuss whether Caltrans will continue to participate in joint monitoring efforts in the Los Angeles River. U-3-17

Conclusion

Our review of the Draft EIR/EIS and supporting Technical Reports indicates that portions of the documents need to be updated to reflect the latest 303(d) impaired waters listings, recently adopted TMDLs, and the new requirements of the Statewide Caltrans MS4 permit scheduled for adoption by the State Water Board on September 19, 2012. Our review has also indicated that water quality management within the project area requires more emphasis and more coordination with surrounding communities. There are many areas of common interest between Caltrans and the GWMA, and we are available to meet with you and your water quality consultants at any time. U-3-18

Thank you again for the opportunity to provide these comments.

Sincerely,

GATEWAY WATER MANAGEMENT AUTHORITY

Christopher Cash
Board Chair

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U-3-1

The California Department of Transportation (Caltrans) will continue to participate in programs and activities related to improving water quality in the Los Angeles River watershed as part of both its existing operating and maintenance activities and in the planning and construction of improvements to its facilities throughout the watershed.

U-3-2

While Caltrans strongly supports the Gateway Water Management Authority's (GWMA) efforts in improving water quality in the region, improving water quality was not identified as a specific need in the Interstate 710 (I-710) Corridor that should be addressed as part of the project purpose. As discussed in Section 3.9.3.1 of the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS), the I-710 Corridor Project build alternatives provide an overall water quality benefit by including design and treatment Best Management Practices (BMPs) (committed to in Measures WQ-1 and WQ-2).

U-3-3

This comment suggests that the I-710 Corridor Project should include watershed planning and outreach to the surrounding communities is noted. There is no obligation for the I-710 Corridor Project (or any other major infrastructure or private project) to address water quality impacts beyond those resulting from the proposed project improvements unless a proposed project, when considered with other reasonably foreseeable projects, contributes to a cumulative adverse impact. As discussed in Section 3.24.5.9, Water Quality and Stormwater Runoff, the I-710 Corridor Project would be required to comply with National Pollutant Discharge Elimination System (NPDES) requirements and to implement water quality Design Pollution Prevention and Treatment BMPs during both construction and operations. The cumulative land use and transportation projects discussed in Section 3.25, Cumulative Impacts, would also be required to comply with NPDES requirements and to implement water quality Design Pollution Prevention and Treatment BMPs during construction and operations. Because the I-710 Corridor Project and the other cumulative projects are required to comply with these measures, any adverse water quality impacts resulting from these projects would not be adverse. Therefore, they would not contribute to a cumulative adverse effect on water quality.

Caltrans has conducted extensive outreach efforts for the I-710 Corridor Project as described in Chapter 5.0, Comments and Coordination, which have provided many opportunities for interested agencies, groups, and members of the general public to comment on the project, including potential project effects on water quality in the Los Angeles River watershed. Therefore, Caltrans is not proposing additional separate outreach related only to water quality.

The EIR/EIS addresses the potential project-related short-term impacts to water quality during construction and long-term impacts to water quality during operation that are related to water quality, and measures to address those effects as summarized below.

Section 3.24.3.9, Water Quality and Stormwater Runoff, addresses the potential water quality impacts during construction of the I-710 Corridor Project improvements, including improvements to both I-710 and local area streets impacted by the project. The project construction will include the removal of existing structures and construction of new highway, road, and other infrastructure improvements. The project construction has the potential to impact the quality of the receiving waters through the transport of pollutants to those waters. In addition, the build alternatives include some construction in and adjacent to water bodies, most notably the Los Angeles River. During construction, applicable construction site BMPs will be incorporated into the construction specifications, including temporary soil stabilization, sediment and tracking control, and waste management. Measure CON-WQ-1 (Section 3.24.4) requires the construction contractor to comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities including development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will meet the requirements of the NPDES Permit and will identify pollutant sources associated with construction activities; identify non-stormwater discharges; include a water quality monitoring and sampling plan; and identify, implement, and maintain BMPs to reduce or eliminate construction site pollutants. Measure CON-WQ-2 requires the construction contractor to comply with the provisions 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 as they relate to discharge of non-stormwater dewatering wastes for the project. With the incorporation of the site-specific BMPs during the construction of the I-710 Corridor Project, no short-term adverse water quality impacts are anticipated.

The potential water quality effects during operation of the I-710 Corridor Project, including improvements to I-710 and local area streets impacted by the project, are discussed in detail in Section 3.9, Water Quality and Stormwater Runoff. The build alternatives would increase impervious surface areas, which would increase runoff volume and pollutant loads. They would also require replacement or extension of the existing drainage systems such as drainage inlets along the median and shoulders to accommodate the increased project flows. Impacts to water quality of receiving waters would occur as a result of various constituents typically associated with highway runoff. These potential water quality impacts during operations would be addressed based on the implementation of design development and operational maintenance BMPs and adherence to the necessary operational maintenance protocols identified in the Caltrans Stormwater Management Plan as required in Measure WQ-1 (Section 3.9.4). With

these BMPs, no adverse water quality impacts would occur during operation of the build alternatives.

U-3-4

Coordination regarding the disposition of the Dominguez Gap West Basin has been with the Los Angeles County Department of Public Works (LACDPW). Section 3.8.3.1 of the Draft EIR/EIS indicated that the Dominguez Gap West Basin would need to be relocated under Alternatives 6A/B/C to accommodate the freight corridor. Measure FP-2 (Section 3.8.4) in the Draft EIR/EIS acknowledged that, if a build alternative is selected for implementation, Caltrans will coordinate with LACDPW during final design to identify a suitable location for replacement of that retention basin that would provide equal or greater capacity than the basin impacted by the I-710 Corridor Project. Based on the design refinements of the build alternatives, Alternative 7 would also require the removal of the entire Dominguez Gap West Basin; however, only a portion along the western edge of the existing basin would be permanently incorporated into the transportation facility, and the remaining land would be restored as a basin following construction, as discussed further in Section 3.8 and Appendix B of the RDEIR/SDEIS.

U-3-5

During the preparation of the Draft EIR/EIS, the State Water Resources Control Board (SWRCB) was revising the Caltrans Municipal Separate Storm Sewer Systems (MS4) Permit. This permit covers Caltrans rights of way, properties, facilities, and activities in the State. The assessment of the affected environment and environmental consequences were based upon Caltrans Statewide Storm Water Management Plan (SWMP), which complies with the MS4 permit in use at the time. These assessments were captured in a Water Quality and Stormwater Runoff Study and Storm Water Data Report, and summarized in Section 3.9 of the Draft EIR/EIS. Section 3.9 describes the regulatory setting, affected environment, and the build alternatives' environmental consequences.

In the fall of 2012, the SWRCB adopted a new Caltrans MS4 Permit. Effective July 1, 2013, redevelopment projects such as the I-710 Corridor Project must comply with the new permit. To comply with SWRCB's order dated September 19, 2012, Caltrans will update its SWMP. The revised SWMP will include several elements. Among these elements are Monitoring and Discharge Characterization Program, Project Planning and Design, and BMP Development and Implementation. These elements have been addressed in revised technical studies and summarized in Section 3.8 of the RDEIR/SDEIS. This section addresses the build alternatives' effects on beneficial uses of surface and coastal waters and how the alternatives meet water quality objectives established for water bodies within the Study Area. BMP features have been incorporated in the design of the build alternatives in accordance with revised applicable

guidance, standards, and tools, including updated Caltrans Storm Water Quality Project Planning and Design Guide (PPDG).

U-3-6

During the preparation of the Draft EIR/EIS, the SWRCB was revising the Caltrans MS4 Permit. This permit covers Caltrans rights of way, properties, facilities, and activities in the State. The assessment of the affected environment and environmental consequences were based upon Caltrans Statewide SWMP, which complies with the MS4 permit in use at the time. These assessments were captured in a Water Quality and Stormwater Runoff Study and Storm Water Data Report, and summarized in Section 3.9 of the Draft EIR/EIS. Section 3.9 describes the regulatory setting, affected environment, and the build alternatives' environmental consequences.

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As noted above in Response to Comment U-3-3, there is no obligation for Caltrans to address water quality impacts beyond those resulting from the proposed I-710 Corridor Project improvements. Further, the cumulative projects including the I-710 Corridor Project are not expected to contribute to a cumulative adverse effect to water quality. As a result, it not necessary for Caltrans to form a working group to address water quality issues in the Los Angeles River beyond those effects already identified as a result of the I-710 Corridor Project.

U-3-7

It is acknowledged that the proposed Water Quality Funding Initiative could provide funds to local agencies for water quality improvements, potentially including improvements in the I-710 Corridor Project Study Area. However, as noted above, at this time, Caltrans is not proposing to provide improvements for water quality impacts as part of the project improvements, beyond the measures to address the specific impacts of the project improvements. If the proposed Initiative

is approved by the voters and funds become available for local and regional water quality improvements, Caltrans work with those types of agencies to consider possible joint improvements that would mutually benefit Caltrans facilities, other land uses, and receiving waters such as the Los Angeles River.

U-3-8

Caltrans' mission statement is "To provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability." Caltrans has further identified five strategic goals in meeting that mission. One goal is "Stewardship and Efficiency - Responsibly manage California's transportation-related assets" (Caltrans' website, accessed March 8, 2017). As a result, in its planning activities, Caltrans already balances needed mobility improvements with the protection of resources including water resources, through construction and operations BMPs and other measures to minimize the effects of Caltrans facilities and operations on water quality.

U-3-9

This comments requests that "the EIR/EIS should examine working with the surrounding cities to add compensating open space where water quality projects could be constructed." Much of the land referred to in this comment as "open space" is either vacant land not designated as open space or is designated as parks, wetlands, and other related uses. Other than the existing Dominquez Gap West Basin, none of the land anticipated to be used for the build alternatives is currently used for existing, or designated for future, water quality projects. As a result, there is no obligation for the I-710 Corridor Project to compensate the adjacent local jurisdictions for vacant or other land acquired by Caltrans for the project (with the exception of the West Basin) unless that land is owned by a local jurisdiction. The acquisition of land for the project would be conducted in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

U-3-10

This comment requests that "Caltrans should commit to not using galvanized corrugated metal pipe in construction of new or extended storm drains. In fact, as much of existing corrugated metal pipe storm drain systems as possible should be removed." This will be taken into account as the preferred alternative moves into final design. At this point in the design process, the use of specific construction materials has not been decided.

U-3-11

This comment requests that "Caltrans should commit to using only coated ~~galvanízed~~galvanized metal in exposed uses of galvanized metal in the I-710 Corridor Project in order to help achieve compliance with the Los Angeles River zinc TMDL and the TMDL for toxic pollutants in Dominguez Channel, Greater Los Angeles and Long Beach Harbor Waters." Please refer to Response to Comment U-3-10, above.

U-3-12

During the preparation of the Draft EIR/EIS, the SWRCB was revising the Caltrans MS4 Permit. This permit covers Caltrans rights of way, properties, facilities, and activities in the State. The assessment of the affected environment and environmental consequences were based upon Caltrans Statewide SWMP, which complies with the MS4 permit in use at the time. These assessments were captured in a Water Quality and Stormwater Runoff Study and Storm Water Data Report, and summarized in Section 3.9 of the Draft EIR/EIS. Section 3.9 describes the regulatory setting, affected environment, and the build alternatives' environmental consequences.

In the Fall of 2012, the SWRCB adopted a new Caltrans MS4 Permit. Effective July 1, 2013, redevelopment projects such as the I-710 Corridor Project must comply with the new permit. To comply with SWRCB's order dated September 19, 2012, Caltrans will update its SWMP. The revised SWMP will include several elements. Among these elements are Monitoring and Discharge Characterization Program, Project Planning and Design, and BMP Development and Implementation. Please refer to Section 3.9 of the RDEIR/SDEIS for an updated discussion of the water quality impacts of the proposed project.

U-3-13

During the preparation of the Draft EIR/EIS, the SWRCB was revising the Caltrans MS4 Permit. This permit covers Caltrans rights of way, properties, facilities, and activities in the State. The assessment of the affected environment and environmental consequences were based upon Caltrans Statewide SWMP, which complies with the MS4 permit in use at the time. These assessments were captured in a Water Quality and Stormwater Runoff Study and Storm Water Data Report, and summarized in Section 3.9 of the Draft EIR/EIS. Section 3.9 describes the regulatory setting, affected environment, and the build alternatives' environmental consequences.

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comply with SWRCB's order dated September 19, 2012, Caltrans will update its SWMP. The revised SWMP will include several elements. Among these elements are Monitoring and Discharge Characterization Program, Project Planning and Design, and BMP Development and Implementation.

Please see the updated Water Quality Assessment Report and Section 3.9 of the RDEIR/SDEIS for an updated discussion of water quality-related impacts of the proposed project. Approximately 74 percent of impervious surface area would be treated under Alternative 5C and approximately 78 percent of impervious surface area would be treated under Alternative 7.

U-3-14

During the preparation of the Draft EIR/EIS, the SWRCB was revising the Caltrans MS4 Permit. This permit covers Caltrans rights of way, properties, facilities, and activities in the State. The assessment of the affected environment and environmental consequences were based upon Caltrans Statewide SWMP, which complies with the MS4 permit in use at the time. These assessments were captured in a Water Quality and Stormwater Runoff Study and Storm Water Data Report, and summarized in Section 3.9 of the Draft EIR/EIS. Section 3.9 describes the regulatory setting, affected environment, and the build alternatives' environmental consequences.

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U-3-15

During the preparation of the Draft EIR/EIS, the SWRCB was revising the Caltrans MS4 Permit. This permit covers Caltrans rights of way, properties, facilities, and activities in the State. The assessment of the affected environment and environmental consequences were based upon Caltrans Statewide SWMP, which complies with the MS4 permit in use at the time. These assessments were captured in a Water Quality and Stormwater Runoff Study and Storm Water Data Report, and summarized in Section 3.9 of the Draft EIR/EIS. Section 3.9 describes the regulatory setting, affected environment, and the build alternatives' environmental consequences.

In the fall of 2012, the SWRCB adopted a new Caltrans MS4 Permit. Effective July 1, 2013, redevelopment projects such as the I-710 Corridor Project must comply with the new permit. To comply with SWRCB's order dated September 19, 2012, Caltrans will update its SWMP. The revised SWMP will include several elements. Among these elements are Monitoring and Discharge Characterization Program, Project Planning and Design, and BMP Development and Implementation. Please refer to Section 3.9 of the RDEIR/SDEIS for an updated discussion of the water quality impacts of the proposed project.

U-3-16

During the preparation of the RDEIR/SDEIS, Caltrans has coordinated with the GWMA and will continue to do so as required. The GWMA is encouraged to submit comments on the RDEIR/SDEIS.

U-3-17

During the preparation of the Draft EIR/EIS, the SWRCB was revising the Caltrans MS4 Permit. This permit covers Caltrans rights of way, properties, facilities, and activities in the State. The assessment of the affected environment and environmental consequences were based upon Caltrans Statewide SWMP, which complies with the MS4 permit in use at the time. These assessments were captured in a Water Quality and Stormwater Runoff Study and Storm Water Data Report, and summarized in Section 3.9 of the Draft EIR/EIS. Section 3.9 describes the regulatory setting, affected environment, and the build alternatives' environmental consequences.

In the fall of 2012, the SWRCB adopted a new Caltrans MS4 Permit. Effective July 1, 2013, redevelopment projects such as the I-710 Corridor Project must comply with the new permit. To comply with SWRCB's order dated September 19, 2012, Caltrans will update its SWMP. The revised SWMP will include several elements. Among these elements are Monitoring and Discharge Characterization Program, Project Planning and Design, and BMP Development and Implementation. Please refer to Section 3.9 of the RDEIR/SDEIS for an updated discussion of the water quality impacts of the proposed project.

Caltrans will continue to participate in joint monitoring efforts in the Los Angeles River as long as they are legally required to do so and in accordance with any applicable Memorandums of Agreement.

U-3-18

This comment is a summary comment restating the key concerns of the GWMA. Please refer to Responses to Comments U-3-1 through U-3-17, above, for the responses to individual comments provided in the GWMA letter. Caltrans will continue to coordinate with the GWMA through the remainder of the EIR/EIS and into final design and construction.

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Subject:	I-710 Corridor Project Feedback
From:	aklecha@semprautilities.com (aklecha@semprautilities.com)
To:	info.i710@mbimedia.com;
Cc:	I710@LSA-Assoc.com; info.i710@yahoo.com;
Date:	Friday, September 28, 2012 9:03 AM

U-4

From: Anthony Klecha
Organization: Southern California Gas Company
Phone: (213) 244-4339
Mailing Address: 555 W. 5th Street, GT17-021
City, State: Los Angeles, California
Zip: 90035

Comment/Question:
September 28, 2012

Ronald Kosinski
Caltrans District 7
Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

Comments on the I-710 Corridor Project Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation

Dear Mr. Kosinki:

Southern California Gas Company (SoCalGas) appreciates the opportunity to review and comment on the I-710 Corridor Project, Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) and Section 4(f) Evaluation ("I-710 Corridor Project"). We understand that the I-710 Corridor Project is currently analyzing five alternatives, including one "no build" alternative. We also understand that under each of the four "build" alternatives utility relocations would be required prior to project construction. We further understand that the Preferred Alternative has not yet been selected, but will be identified in the Final EIR/EIS. Below, please find our comments for your consideration.

Relocation of SoCalGas Pipelines

SoCalGas understands that each of the four build alternatives (Alternatives 5A, 6A/B/C) will require the relocation of several SoCalGas natural gas pipelines, including Line 765, a 26-inch diameter transmission line that runs parallel to the project alignment for approximately 4.5 miles between the 405 Freeway and State Route 91. While we recognize and appreciate the importance of the transportation improvements proposed under this project, it's imperative that you collaborate with us throughout the planning phases to ensure that SoCalGas can continue to provide safe and reliable natural gas service to our customers. We note that the Draft EIR/EIS does not describe any particular locations where our pipelines will be moved. Any new locations for displaced pipelines will have to be mutually determined and agreed upon by Caltrans and SoCalGas well in advance of any relocation, including resolving any issues related to obtaining new easements and/or rights-of-way. At a minimum, SoCalGas must be assured that it retains equal or superior real property rights in the outcome of any relocation. In addition, SoCalGas must not be placed in a location or corridor where it may suffer a substantial conflict with other utilities. Finally, please note that you may need to build sufficient time into your construction schedule to allow for any additional regulatory permitting required of SoCalGas in order to undertake relocation activities. U-4-1

Please address any technical inquiries to Robert Itnyre, Project Manager, at (213) 244-2269 or via email at rjitnyre@semprautilities.com. Right-of-way inquiries should be address to Artemis Manos, Land Advisor, at (714) 256-1673 or via email at agmanos@semprautilities.com.

Once again, SoCalGas recognizes the importance of this project and will continue to collaborate with you as you advance in determining your Preferred Alternative. For general questions, please feel free to contact me at (213) 244-4339 or via email at aklecha@semprautilities.com.

Sincerely,

Anthony A. Klecha
Principal Environmental Specialist

Environmental Services Department

*You received this message because Anthony Klecha submitted feedback regarding the I-710 Corridor Project.

Regards,
System Administrator

U-4-1

Section 3.4 of the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) has been revised to describe the utility relocations that would be required under the revised build alternatives. Caltrans will continue to coordinate with affected utility providers to determine the least impactful relocation strategy feasible.

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SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL® Company

U-5

September 27, 2012

Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, California 90012

RE: SCE Comments on the I-710 Corridor Project DEIR/EIS

Mr. Kosinski,

Southern California Edison (SCE) appreciates the opportunity to provide the following comments on the I-710 Corridor Project (the "Project") *Draft Environmental Impact Report / Environmental Impact Statement and Section 4(f) Evaluation* (DEIR/EIS). SCE understands the importance of this major transportation project to the region, the state, and the nation in consideration of air quality and public health, traffic safety, freeway design modernization, traffic volume, population growth, and goods movement. As such, SCE generally supports this project and has worked cooperatively with both the California Department of Transportation (Caltrans) and the Los Angeles County Metropolitan Transportation Authority (MTA) to develop an approach that meets the goals of the Project while preserving the reliability of SCE's critical energy infrastructure in the region.

Impacts to SCE's Critical Energy Infrastructure as a Result of the Project

The Project is described in sections 1.0 and 2.0 of the draft EIR/EIS. The Project proposes to expand the I-710 Freeway from the Port of Long Beach to the SR-60 Freeway by increasing the number of general purpose lanes from eight to ten, along with the addition of four new dedicated freight lanes under Alternatives 6A/B/C. Herein, SCE does not repeat the detailed descriptions of the Project except as they relate to the impacts that the Project will have on SCE's facilities.

SCE has critical electric transmission and subtransmission system elements running parallel to the I-710 Freeway. In particular, between the I-405 and the SR-91 Freeways, SCE has major facilities consisting of four (4) 220 kilovolt (kV) circuits and seven (7) 66 kV circuits. In addition to the major facilities between the I-405 and SR-91, SCE has three (3) 220 kV transmission lines north of the SR-91, as well as approximately thirty-eight (38) 66 kV subtransmission lines, twenty-five (25) 12 kV distribution lines, eighteen (18) telecommunication lines, and at least one regional substation (Bandini) that either cross, run in parallel to, or are located in areas impacted by the Project.

SCE's 220 kV facilities running parallel to the I-710 Freeway are considered critical infrastructure facilities by the Federal Energy Regulatory Commission (FERC). These 220 kV facilities are operated under the jurisdiction of the California Independent System Operator (CAISO) and provide for the delivery of electric service to 85,000 customers in the greater Long Beach area, including the Gateway Council of Governments cities and the Port of Long Beach. In addition, these 220 kV line facilities provide paths for power flow during abnormal electrical system events, and export power from generating facilities located in the Port of Long Beach to the SCE electric grid north and east of the I-710/SR-91 Interchange. It is imperative from both an electric system planning and operating perspective that SCE maintain these four (4) 220 kV circuits within the compressed transmission corridor discussed below.

6 Pointe Dr. 4th flr.
Brea, CA 92821

Relocation of SCE's Facilities as a Result of the Project

As described in Chapter 3.4 of the DEIR, in order to meet the goals of the Project and expand the I-710 Freeway without the significant condemnation of property, Caltrans will acquire approximately 100 feet of SCE's existing 275-foot fee owned transmission corridor between the I-405 and the SR-91 Freeways. In order to accomplish this, SCE will be required to relocate the four (4) 220 kV circuits primarily within the existing transmission corridor, as well as relocate at least seven (7) 66 kV circuits (comprising approximately 30 circuit miles) from their current location to public streets in six cities and unincorporated Los Angeles County. The Project will also trigger additional relocations of SCE facilities to the north and south of this central corridor between the I-405 and SR-91. The DEIR generally describes these relocations in Section 3.4 and Figures 3.4-2 and 3.4-4.

While SCE has agreed in concept to the relocation of the critical facilities described in the DEIR, and has worked cooperatively with Caltrans and MTA, all relocations would be subject to the provisions of a Relocation Agreement to be executed between SCE and Caltrans / MTA. At a minimum, the provisions of the Relocation Agreement would establish the responsibility for Caltrans to secure for SCE equivalent fee owned property rights, non-revocable property rights, or Joint Use Agreements. SCE must review and approve any property rights documentation prior to their execution. Caltrans will be required to reimburse SCE for any diminished property rights. SCE also anticipates that the Agreement would ensure that any further relocation of SCE facilities would be funded by Caltrans or another third party, and that rate payers or shareholders would not be exposed to additional costs. U-5-1

SCE's DEIR Comments

Consistent with the provisions of the California Environmental Quality Act (CEQA) and the California Public Utility Commission's (CPUC) General Order 131-D, SCE intends to use the Project's final EIR/EIS, along with any subsequently developed studies and reports, in support of SCE's Certificate of Public Convenience and Necessity (CPCN) application to the CPUC to conduct work required by the Project. A CPCN is required for the relocation of SCE's facilities described in the DEIR/EIS (*see* Section 2.0, 3.4, and Appendix J – Comments and Coordination). U-5-2

Attached hereto, please find a matrix containing SCE's specific comments on the DEIR/EIS, associated appendices, and supporting studies available to date. Captured within this matrix are some of the key issues which should be addressed by the Project's DEIR/EIS. A general summary of certain key issues is included below.

Environmental Analysis

SCE has provided Caltrans and MTA a preliminary project description for the relocation of all SCE facilities that may be affected by the build alternatives. A copy of this preliminary project description is provided in Appendix J, Comments and Coordination. This preliminary project description is based on planning level assumptions and will continue to be refined as more detailed engineering is performed.

SCE understands that Caltrans intends to develop additional reports in support of the Project. As referenced in the DEIR/EIS, such reports include, but are not necessarily limited to "Utility Relocation Studies" and/or "Specific Utility Relocation Plans" (*see e.g.*, pages S40-41, 2-52, 3.4-32). Along with any final EIR/EIS, these reports will likely be used in support of SCE's application to the CPUC. U-5-3

SCE anticipates working with Caltrans and its consultants in developing any additional engineering studies, and coordinating closely on the extent that these additional studies clarify and/or modify the

scope of the project description related to SCE's facilities and the associated environmental impacts described in the DEIR/EIS. Because the environmental impacts potentially triggered by SCE's preliminary scope of work are not specifically delineated in DEIR/EIS Chapters 3.0 or 4.0, please clarify that the range of all potential environmental impacts for all CEQA criteria associated with SCE's scope of work (including, but not limited to, the relocation of the 66 kV lines currently located between the I-405 and SR-91to the public streets) have been considered as part of the Project impacts as a whole. U-5-3

Mitigation Measures

Under CEQA, only significant impacts require mitigation. If there are no significant impacts associated with the Project, no mitigation measures are required. Therefore, SCE recommends the removal of any mitigation measures identified in Appendix F of the DEIR/EIS to the extent that they address non-significant impacts (*e.g.*, as described in Chapter 4.2.1 (No Impacts) or Chapter 4.2.2 (Less than Significant Impacts)). U-5-4

Further, the DEIR/EIS currently identifies various mitigation measures which purport to offset certain environmental impacts caused by the Project. It is not clear however, whether compliance with any and all such mitigation measures would be required of SCE. Accordingly, SCE requests that mitigation measures applicable to SCE's scope of work and responsibility for same be specifically identified through a final Utility Relocation Plan, a separate agreement among Caltrans, SCE and the CPUC, and/or through the Final Mitigation Monitoring and Reporting Program (MMRP) to be adopted by the lead agency. U-5-5

Alternatives

The DEIR/EIS does not currently identify the preferred and/or environmentally superior project alternative(s). As described below, identification of the preferred and/or environmentally superior project alternative(s) within the DEIR/EIS would clarify potential Project impacts to SCE's facilities, along with any associated potential environmental impacts, and would support SCE's ability to make specific comments on the proposed Project.

Alternative 5A

The DEIR/EIS assumes that Alternative 5A would require the relocation of SCE's 220 kV and 66 kV facilities. Further coordination with SCE and its transmission design team is required to determine the extent of the impacts to SCE's 220 kV and 66 kV facilities associated with Alternative 5A and the potential routing opportunities. U-5-6

Alternatives 6B, 6C, and the Catenary System Description and Needs

The DEIR/EIS Section 3.4-26 states that, "Option 2 of Alternative 6B and Alternative 6C would require the relocation of the SCE Bandini substation due to the configuration of the freeway and freight corridor ramp connections to Washington Blvd." While SCE supports the Project as described in this draft environmental document, it is SCE's strong preference that the relocation of this substation be avoided if at all possible. Therefore, SCE encourages MTA and Caltrans to select one of the other options. U-5-7

Next, the DEIR/EIS assumes that Alternatives 6B and 6C would require a minimum of twenty-six (26) electrical substations, each providing 25 kV and requiring a footprint of 25,000 square feet. It is assumed that these substations would be spaced approximately 4,000 feet apart and be located within the proposed rights-of-way for Alternatives 6A/B/C. U-5-8

Further engineering and coordination with SCE is required to validate these assumptions. Once the load and space requirements for these alternatives are confirmed, SCE will need to evaluate the current and planned system upgrades that may be required to accommodate the demand and location of any planned facilities. However, as depicted in Figure 3.4-2 of the draft EIR, and for system operating and planning needs, SCE will require a minimum of 200 feet of right-of-way for the 220 kV facilities located between the SR-91 and the I-405. U-5-8

Should you have any questions or comments, please contact me at (714) 672-6638. SCE looks forward to continuing to work together with Caltrans and the MTA on these issues.

Sincerely

Daniel Duke
Project Manager
Major Projects Organization
Southern California Edison

cc:
Doug Failing (MTA)
Frank Quon (MTA)
Ernesto Chaves (MTA)
Garry Garrigue (SCE)
Tom Taber (SCE)
Beth Gaylord (SCE)
Ian Forrest (SCE)
Tom Diaz (SCE)
Alex Pugh (SCE)

I-710 DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

SCE COMMENTS & SUGGESTED REVISIONS

No.	§	Pg.	Comment	Suggested Revision	
1.	ES	17	S.5.4.1 BUILD ALTERNATIVES subheading. The DEIR/EIS assumes that Alternative 5A will require the relocation of SCE's 220 kV and 66 kV facilities. SCE recommends a specific reference to Alternative 5A in addition to Alternatives 6A/B/C, as well as a modification to the picture caption to include 5A.	Please revise the section text as follows: "Alternative 5A would impact cable television, gas, oil, power, sewer, telephone, ~~and~~ water utility lines, and electric transmission facilities owned and operated by Southern California Edison." Please revise the picture caption text as follows: "Under Alternatives 5A, 6A, 6B, and 6C, electrical transmission lines will be relocated to provide room for expanding I-710 to help reduce the amount of property that would otherwise need to be acquired."	U-5-9
2.	ES	17	S.5.4.1 BUILD ALTERNATIVES subheading. SCE understands that the transmission line owned and operated by the Southern California Gas Company will be impacted by the Project. SCE recommends a specific reference to the Gas Company in last paragraph.	Please revise the text as follows: "In addition to the utilities relocated under Alternative 5A, Alternatives 6A/B/C would require extensive relocation of electric and gas transmission facilities owned and operated by Southern California Edison (SCE), the Southern California Gas Company and the Los Angeles Department of Water and Power (DWP)."	U-5-10

No.	§	Pg.	Comment	Suggested Revision
3.	ES	37	Utilities and Emergency Services bullet. While there is a great deal of public interest and concern regarding potential health effects from exposure to electric and magnetic fields (EMFs) from power lines, EMF is typically not considered in the context of CEQA or NEPA. First, there is no agreement among scientists that EMF creates a potential health risk. Second, there are no defined or adopted CEQA standards for defining health risk from EMF. Regardless, SCE anticipates presenting EMF information for the benefit of the public and decision-makers as part of any Certificate of Public Convenience and Necessity (CPCN) application to the California Public Utilities Commission (CPUC) in support of the Project. SCE anticipates generating and submitting a Field Management Plan (FMP) in order to inform the public, the CPUC, and other interested parties of its evaluation of "no-cost and low-cost" magnetic field reduction design options, and SCE's proposed plan to apply these design options to this Project, if applicable.	If EMF information is to be included in the DEIR/EIS, it should be referenced within a stand-alone section. Accordingly, please revise the text as follows: At page 37 of the Executive Summary, please move the first 2 paragraphs under "Utilities and Emergency Services" into a stand-alone section at the end of the Executive Summary under the new heading, "Electric and Magnetic Fields."

U-5-11

No.	§	Pg.	Comment	Suggested Revision
4.	Ch. 2	2-51	Second full paragraph. Please note that in addition to meeting the licensing requirements of GO 131-D, Public Utilities Code Section 851 requires SCE as a regulated utility to secure CPUC approval prior to "selling, leasing, assigning or otherwise disposing or encumbering property necessary or useful in the provision of utility service to the public." In addition, minor text revisions are recommended to clarify the need for a CPCN filing.	Please revise the text as follows: "Some of the relocations will be subject to the requirements of GENERAL ORDER (GO) 131-D, SECTION III.A, CERTIFICATE OF PUBLICCONVENIENCE AND NECESSITY (CPCN) ~~FOR TRANSMISSION LINE FACILITIES AND SUBSTATIONS THAT OPERATE AT 200 KV OR MORE~~ for transmission line facilities that operate at 200kV or more, which will occur after certification of the I-710 Corridor Project EIR/EIS but prior to approval of utility relocation or grading plans." Please also add the following text to the bottom of the second full paragraph: "In addition to meeting the licensing requirements of GO 131-D, Public Utilities Code Section 851 requires SCE, as a regulated utility, to secure CPUC approval prior to selling, leasing, assigning or otherwise disposing or encumbering property necessary or useful in the provision of utility service to the public."

U-5-12

No.	§	Pg.	Comment	Suggested Revision	
5.	Ch. 2	2-52	Third full paragraph. Modification of text warranted to reflect SCE's utility relocation planning considerations.	Please revise the text at page 2-52 as follows: "…with due consideration of ~~system capacity and needs, access and maintenance needs, long-term utility planning considerations,~~ maintaining system reliability and necessary service to customers, maintaining safe system operations, providing for long-term reliability planning needs, providing for necessary property rights and just compensation, complying with required regulatory requirements, and the transportation improvements necessary to allow the safe and efficient movement of people and goods through the I-710 Corridor."	U-5-13
6.	Ch. 2	2-78	Table 2.7-1, Permits and/or Approvals Needed. Please note that SCE would comply with all applicable Federal Aviation Administration (FAA) regulations and procedures, including submittal of a NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION (Form 7460-1), prior to construction. SCE recommends the addition of FAA Compliance to Table 2.7-1.	Please revise Table 2.7-1 to add FAA and associated approvals.	U-5-14

No.	§	Pg.	Comment	Suggested Revision	
7.	Ch. 3	3.4-1	Chapter 3.4, Utility/Emergency Services. Chapter 3.4 lacks a "Regulatory Setting" section and is therefore inconsistent with other DEIR/EIS chapters.	Please add the following under a new 3.4.1 heading "Regulatory Setting": "Certain elements of the proposed Project, such as the relocation of SCE facilities, must comply with all orders and decisions of the California Public Utilities Commission (CPUC). In particular, General Order 131-D provides guidelines and measures for the planning and construction of substations, electric generation, transmission, power, and distribution line facilities in California. In addition to meeting the licensing requirements of GO 131-D, Public Utilities Code Section 851 requires SCE as a regulated utility to secure CPUC approval prior to "selling, leasing, assigning or otherwise disposing or encumbering property necessary or useful in the provision of utility service to the public." "	U-5-15
8.	Ch. 3	3.4-6	SCE TRANSMISSION. Minor text edit is recommended to clarify ownership of coastal generating stations.	Please revise the text as follows: "SCE transmits power through the Study Area from ~~its~~ third-party owned coastal generating stations to inland substations. Power is transmitted using a combination of 220-kilovolt (kV) and 66 kV circuits carried overhead on multiple tower lines."	U-5-16

No.	§	Pg.	Comment	Suggested Revision	
9.	Ch. 3	3.4-6	SCE TRANSMISSION. In addition to the facility relocations along the I-710 between the I-405 and SR-91, there are numerous additional facilities that will likely require relocation. Additional text is recommended to summarize the scope of these relocations. Exact details of these relocations would be determined following completion of additional engineering.	SCE recommends inserting the following paragraph under SCE TRANSMISSION: "In addition to the major facilities between the I-405 and SR-91, SCE has three (3) 220 kV transmission lines north of SR-91, as well as approximately thirty-eight (38) 66 kV subtransmission lines, twenty-five (25) 12 kV distribution lines, eighteen (18) telecommunication lines, and at least one regional substation (Bandini) that either cross, or run in parallel to, or are located in areas impacted by the Project."	U-5-17
10.	Ch. 3	3.4-8	Section 3.4.2.2 UTILITIES. Minor text revision recommended.	Please revise text as follows: "...all utility ~~dispositions~~ relocations are expected to occupy new or existing fee owned or easement rights-of-way or public rights-of-way."	U-5-18
11.	Ch. 3	3.4-10	SCE TRANSMISSION. The DEIR/EIS assumes that Alternative 5A will require the relocation of SCE's 220 kV and 66 kV facilities. It is assumed that at least seven 66 kV circuits (comprising approximately 30 circuit miles) will be relocated from their current location to public streets in six cities and unincorporated Los Angeles County.	Please revise text of fourth paragraph under the SCE TRANSMISSION heading as follows: "The construction of new 220 kV and 66 kV utility structures may move the new ~~existing~~ structures closer to businesses and residential areas on locations on public streets that are on the east side of the Los Angeles River and the Los Angeles River Trail."	U-5-19

No.	§	Pg.	Comment	Suggested Revision	
12.	Ch. 3	3.4-11	SOUTHERN CALIFORNIA GAS COMPANY. Minor text revision to clarify the description of SCE's facilities warranted.	Please revise the text as follows: "One active and one idle 26-inch gas transmission lines ~~main~~ owned and operated by SCG ~~is~~ are located within SCE's right~~s~~-of-way along I-710 between I-405 and SR-91. Due to the relocation of the ~~66 kV~~ 220 kV lines in parts of this area, ~~this gas main~~ these gas transmission lines will need to be relocated within the relocation area shown in Figure 3.4-4."	U-5-20
13.	Ch. 3	3.4-11	Tables 3.4-1 & 3.4-2, describing utility impacts per alternative: At least within the Alternative 6 options (A/B/C), it is unclear why the numbers of affected power utilities would vary between each Alternative. For example, if the only difference between Alternatives 6B and 6C is the introduction of tolling on the dedicated freight corridor, why are the numbers of affected power utilities different (*i.e.*, 95 for Alternative 6B, and 92 for Alternative 6C)? Presumably, these Alternatives would have the same physical footprint and same number of affected power utilities.	Please explain the basis for the total number of affected utilities, as well as the rationales supporting why these numbers would vary between the various Alternatives considered.	U-5-21

No.	§	Pg.	Comment	Suggested Revision	
14.	Ch. 3	3.4-15	SCE 220 kV TRANSMISSION LINES. At the bottom of the page, the last sentence reads "Given the constraints of the Los Angeles River and levee, and the 200-foot corridor for SCE, the following relocations of the SCE 220 kV transmission lines would be required:" However, the bullet list that continues on page 3.4-21 does not represent SCE's relocations. Minor text revision is suggested to accurately introduce project components that trigger the need for the 220 kV relocations.	Please revise the text of the last full sentence on page 3.4-15 as follows: "The Project's need for 100 feet of SCE's rights-of-way between the I-405 and SR 91 will require the relocation of the 220 kV lines found primarily within the existing utility corridor. Furthermore, given the constraints of the Los Angeles River and levee, and the 200-foot corridor for SCE, the following additional modifications will occur ~~the following relocations of the SCE 220 kV transmission lines would be required~~:"	U-5-22
15.	Ch. 3	3.4-15	SCE 220 kV TRANSMISSION LINES. Minor text revision to clarify the meaning of "no relocation provisions" within second full paragraph.	Please revise the text of second full paragraph as follows: "New 220 kV right-of-way with no relocation provisions (*i.e.*, non-revocable property rights) and appropriate access to each rights-of-way location is required from the Los Angeles County Flood Control District (with the approval of the USACE), which operates and maintains the Los Angeles River in this section of the Study Area."	U-5-23

No.	§	Pg.	Comment	Suggested Revision	
16.	Ch. 3	3.4-21	Second full paragraph. Minor text revision recommended to clarify location of SCE's facilities.	Please revise the text as follows: "To meet the minimum vertical clearance, the 220kV line was relocated further northwest from the existing I-710/I-405 interchange and further ~~west~~ east of the I-710/SR-91 interchange."	U-5-24
17.	Ch. 3	3.4-21	Last paragraph at bottom of page referring to "…the reconstruction of the city streets for trenching…" SCE does not currently foresee the need to trench within city streets during the construction/relocation of the 220 kV lines.	Please revise the text as follows: "Indirect impacts as a result of the SCE 220 kV transmission line relocation would include traffic disruption during construction, the need for construction staging areas and temporary construction easements, ~~the reconstruction of city streets from trenching,~~ and the presence of construction equipment and dump trucks during construction."	U-5-25
18.	Ch. 3	3.4-22	SCE 66 kV SUBTRANSMISSION LINE. Text asserts that "Figure 3.4-2 shows the relocation strategies for the SCE 66kV subtransmission line…" The relocation strategy is not depicted in this figure. SCE recommends additional text to clarify the relocation of the 66 kV circuits.	Please revise the text as follows: "SCE will be required to relocate the four 220 kV circuits primarily within the existing transmission corridor, as well as relocate at least seven 66 kV circuits (comprising approximately 30 circuit miles) from their current location to public streets in six cities and unincorporated Los Angeles County. ~~Figure 3.4-2 shows certain the relocation strategy for the SCE 66 kV subtransmission line, and~~ Figure 3.4-4 shows the potential relocation area for the SCE 66 kV subtransmission line."	U-5-26

No.	§	Pg.	Comment	Suggested Revision	
19.	Ch. 3	3.4-22	SCE 66 kV SUBTRANSMISSION LINE. Recommended text clarification to confirm the need for relocations of SCE's 66 kV subtransmission lines.	Please revise the text as follows: "The following relocations ~~may~~ will be required for the SCE 66kV subtransmission lines with Alternatives 6 A/B/C…"	U-5-27
20.	Ch. 3	3.4-26	First paragraph. SCE recommends additional text to account for businesses potentially impacted by future utility relocations. In addition, as stated in the cover letter, SCE requests confirmation that all potential impacts associated with SCE's relocation were analyzed per the applicable CEQA criteria.	Please revise the text as follows: "However, based on the SCE relocation criteria described above, direct land use and visual impacts are not expected to be substantial, because even if the utility structures shift slightly closer to the homes, businesses, and the Los Angeles River Trail, there would not be a change in land use or a substantial difference in the existing view from the homes or the Trail."	U-5-28

No.	§	Pg.	Comment	Suggested Revision	
21.	Ch. 3	3.4-28	3.4.2.3 PUBLIC HEALTH CONSIDERATIONS. While there is a great deal of public interest and concern regarding potential health effects from exposure to electric and magnetic fields (EMFs) from power lines, EMF is typically not considered in the context of CEQA or NEPA. First, there is no agreement among scientists that EMF creates a potential health risk. Second, there are no defined or adopted CEQA standards for defining health risk from EMF. Regardless, SCE anticipates presenting EMF information for the benefit of the public and decision-makers as part of any Certificate of Public Convenience and Necessity (CPCN) application to the California Public Utilities Commission (CPUC) in support of the Project. SCE anticipates generating and submitting a Field Management Plan (FMP) in order to inform the public, the CPUC, and other interested parties of its evaluation of "no-cost and low-cost" magnetic field reduction design options, and SCE's proposed plan to apply these design options to this Project, if applicable.	Please revise the DEIR/EIS and remove section 3.4.2.3 in its entirety. In the alternative and if EMF information is included in the DEIR/EIS, it should be referenced within a stand-alone section. Accordingly, Section 3.4.2.3 "Public Health Considerations" should be renamed "Electric & Magnetic Fields."	U-5-29
22.	Ch. 3	3.4-31	Footnote #1. SCE website referenced within footnote #1 does not appear to contain the quoted information.	Please re-check the website link and provide additional references as may be warranted for the quoted language in the DEIR/EIS.	U-5-30

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U-5-1

For the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS), Caltrans has coordinated with Southern California Edison (SCE) in identifying an acceptable relocation strategy for their 220-kilovolt (kV) transmission lines. Please refer to Section 3.4 of the RDEIR/SDEIS for an updated description of the impacts to utilities under the revised build alternatives Caltrans also acknowledges the potential need for and the stipulations of a Relocation Agreement between SCE and Caltrans/Los Angeles County Metropolitan Transportation Authority (Metro) as described in this comment upon SCE's review of the revised impacts.

U-5-2

It is acknowledged that SCE intends to use the Interstate 710 (I-710) Corridor Project EIR/EIS is support of its Certificate of Public Convenience and Necessity (CPCN) application to the California Public Utilities Commission (CPUC) to conduct work on SCE facilities required by the I-710 Corridor Project. The need for a CPCN application has already been acknowledged in the EIR/EIS as noted in this comment.

U-5-3

Please refer to Section 3.4 for a substantially revised version of impacts to utilities in the RDEIR/SDEIS. Caltrans has coordinated with SCE in identifying impacts to and potential relocation strategies for their 66 kV transmission lines.

U-5-4

The environmental document for the I-710 Corridor Project is a joint EIR/EIS intended to comply with the requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). As a result, the Environmental Commitments Record (ECR) in Appendix F is intended to serve as both the ECR under NEPA and the Mitigation Monitoring and Reporting Program (MMRP) under CEQA. The ECR lists all the avoidance, minimization, and mitigation measures included in the build alternatives, including measures for effects that may be less than significant under CEQA prior to mitigation. Chapter 4.0 in the EIR/EIS describes the impacts of the build alternatives under CEQA and the avoidance, minimization, and mitigation measures included in the build alternatives to address those impacts determined to be significant before mitigation. The impact discussions in Chapter 4.0 in the categories of "no impact" and "less than significant impacts" do not describe any mitigation for those categories because, under CEQA, no mitigation is required for project effects in those two categories. As a result, because Chapter 4.0 clearly describes the impacts that require

mitigation under CEQA and the applicable measures, and the ECR is intended to serve as both the ECR and MMRP for the project, none of the avoidance, minimization, and mitigation measures in the ECR were removed as requested in this comment. For purposes of SCE's future application to the CPUC, Caltrans can assist SCE in identifying those measures which address significant impacts under CEQA.

U-5-5

The purpose of the Specific Utility Relocation Plans required in Measure U&ES-2 is to prepare detailed specific work plans for the relocations of affected utilities, in conjunction with the utility owners and operators. Those plans will also identify any avoidance, minimization, and mitigation measures from the EIR/EIS that would apply to activities associated with the utility relocations. Caltrans is committed to implementing or requiring its construction contractors to properly implement all the measures in the ECR in Appendix F, wherever they are applicable to project work and project construction areas, including work and work areas associated with utility relocations. At this time, the measures in the ECR are anticipated to be implemented by Caltrans and/or its construction contractors. However, if the Specific Utility Relocation Plans determine that some work associated with the relocations would be conducted by the utility owners or operators rather than Caltrans, the measures in the ECR, or similar measures if required under CEQA for those relocations, would be implemented by the utility owner/operator and/or its contractors. Once a preferred alternative is identified, Caltrans will coordinate with SCE and other utility providers to identify those specific measures that would be the responsibility of the utility providers.

U-5-6

As discussed in Section 2.4.2 of the RDEIR/SDEIS, Alternative 5A has been withdrawn from further consideration.

U-5-7

Due to changes in project design, impacts to the Bandini substation are no longer anticipated.

U-5-8

Caltrans and Metro coordinated with SCE on conducting the additional load flow studies noted in this comment regarding the details of the power consumption and distribution system for the zero emission freight corridor in the build alternatives. However, the revised build alternatives are characterized as "technology neutral" and are not assumed to be powered by electric, catenary, or wayside power. Please refer to the revised Section 3.4 in this RDEIR/SDEIS for an updated discussion of the project impacts to utilities.

U-5-9

The Executive Summary has been revised to accurately reflect the updated impacts of the revised build alternatives and currently reads: “Alternatives 5C and 7 would result in the relocation of electric and gas transmission facilities owned and operated by Southern California Edison (SCE) [and others]…”

The comment regarding the cited figure in the Executive Summary is no longer applicable due to the revised build alternatives currently under consideration.

U-5-10

The cited sentence in Section S.5.4.1 was revised to read (changes shown in italics): “…extensive relocation of electric and *gas* transmission facilities owned and operated by SCE, *the Southern California Gas Company,* and the Los Angeles…”

U-5-11

The analyses in Chapter 3.0, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures, in the EIR/EIS for individual parameters (parks, environmental justice, utilities, etc.) included analysis of public health considerations. Section S.5.25 summarizes the finding of the analyses from the individual sections in Chapter 3.0 related to public health considerations. The discussion of electromagnetic fields (EMF) exposure in Section S.5.25 is based on the analysis provided in Section 3.4, Utility/Emergency Services. As a result, the discussion of EMF exposure is provided in the Utilities and Emergency Services subsection in Section S.5.25 and not as a separate section in the Executive Summary as requested in this comment.

U-5-12

The last sentence in the third paragraph in Section 2.3.2.1, Major Utility Relocations, was revised to read (changes shown in italics): “Some of the relocations will be subject to the requirements of GENERAL ORDER (GO) 131-D, SECTION III.A, CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY (CPCN) for transmission line facilities that operate at 200 kV or more, which will occur after certification of the I-710 Corridor Project EIR/EIS but prior to approval of utility relocation or grading plans. *In addition to meeting the licensing requirements of GO 131-D, Public Utilities Code Section 851 requires SCE, as a regulated utility, to secure CPUC approval prior to selling, leasing, assigning or otherwise disposing or encumbering property necessary or useful in the provision of utility service to the public.”*

In addition, Section 3.4 of the RDEIR/SDEIS was substantially revised to reflect the updated utility impacts of the revised set of build alternatives.

U-5-13

The first sentence in the last paragraph in Section 2.3.2.1, Major Utility Relocations, was revised to read (changes shown in italics): "All utility relocation planning will be made in concert with the utility provider*s*, with due consideration of *maintaining system reliability and necessary service to customers, maintaining safe system operations, providing for long-term reliability planning needs, providing for necessary property rights and just compensation, complying with required regulatory requirements,* and the transportation improvements necessary…"

U-5-14

Due to the design of the revised build alternatives, Federal Aviation Administration (FAA) permits are not anticipated to be necessary.

U-5-15

The Caltrans Annotated Outline does not contain a Regulatory Setting subsection in Section 3.4. However, the requested text has been added in Section 2.3.2.1, Common Features of the Build Alternatives.

U-5-16

Section 3.4 of the RDEIR/SDEIS has been revised in a manner that makes the suggested revisions no longer relevant, given the revised impacts of the build alternatives.

U-5-17

Section 3.4 of the RDEIR/SDEIS has been substantially revised to describe the extent of major facilities that cross, run in parallel to, or are located in areas that may be impacted by the project build alternatives.

U-5-18

The text within the first paragraph under Section 3.4.2.2, Utilities of the RDEIR/SDEIS, was revised as requested.

U-5-19

Section 3.4 of the RDEIR/SDEIS has been revised in a manner that makes the suggested revisions no longer relevant, given the revised impacts of the build alternatives.

U-5-20

Section 3.4 of the RDEIR/SDEIS has been revised in a manner that makes the suggested revisions no longer relevant, given the revised impacts of the build alternatives.

U-5-21

Data collection for existing facilities within the alignments of Alternatives 6A/B/C presented in the Draft EIR/EIS, were based on utility base maps that established the approximate location in relation to existing freeways and arterials. The descriptions and locations rely upon the record data collected, field reconnaissance, and limited coordination with utility owners. Positive identification methods, such as potholing or surveying, were not used to verify the location of facilities at this stage of the proposed project. This information has been updated in Section 3.4.1.2 of the RDEIR/SDEIS, based upon the revised design of the build alternatives and the updated utility relocation studies.

U-5-22

Section 3.4 of the RDEIR/SDEIS has been revised in a manner that makes the suggested revisions no longer relevant, given the revised impacts of the build alternatives.

U-5-23

Section 3.4 of the RDEIR/SDEIS has been revised in a manner that makes the suggested revisions no longer relevant, given the revised impacts of the build alternatives.

U-5-24

Section 3.4 of the RDEIR/SDEIS has been revised in a manner that makes the suggested revisions no longer relevant, given the revised impacts of the build alternatives.

U-5-25

Section 3.4 of the RDEIR/SDEIS has been revised in a manner that makes the suggested revisions no longer relevant, given the revised impacts of the build alternatives.

U-5-26

Section 3.4 of the RDEIR/SDEIS has been revised in a manner that makes the suggested revisions no longer relevant, given the revised impacts of the build alternatives.

U-5-27

Section 3.4 of the RDEIR/SDEIS has been revised in a manner that makes the suggested revisions no longer relevant, given the revised impacts of the build alternatives.**U-5-28**

Section 3.4 of the RDEIR/SDEIS has been revised in a manner that makes the suggested revisions no longer relevant, given the revised impacts of the build alternatives.

U-5-29

The discussion of potential EMF exposure in Section S.5.25 is based on the analysis provided in Section 3.4, Utility/Emergency Services. Public health considerations as a result of the I-710 Corridor Project are considered throughout the EIR/EIS in part because these types of issues were raised by many agency representatives and members of the general public during the scoping process and the public hearings for the Draft EIR/EIS. Sections S.5.25 and 3.4 both acknowledge that there is no scientific agreement regarding potential EMF exposure. Nonetheless, the information in those sections of the EIR/EIS is provided to inform the public of potential health considerations related to EMFs. As a result, the discussions of EMF exposure provided in Sections S.5.25 and 3.4 in the RDEIR/SDEIS were not removed. The topic of public health consideration from electric and magnetic fields will remain in Section 3.4.2.3 in order to be consistent with the public health consideration discussion throughout the RDEIR/SDEIS.

U-5-30

The quoted information within Section 3.4.2.3 was taken from several sources accessed through the SCE website. Therefore, the text now states (revisions in italics):

> "The following information regarding EMFs *was accessed through several resources* on the SCE website."

Therefore, no revisions to the footnote are necessary at this time.

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON CHAN
Chief Engineer and General Manager

September 26, 2012

Ronald Kosinski
Caltrans District 7
Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

I-710 Corridor Project

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the subject project on July 2, 2012. We offer the following comments on the Draft EIR/EIS:

Chapter 7.0 Distribution List

- On page 7-3, under Participating Agencies/County Agencies, please update to reflect Grace Robinson Chan as the Chief Engineer and General Manager of the Districts. U-6-1

Districts' Long Beach Main Pumping Plant (LBMPP)

- Under Section 5.3.2, Agency Involvement, please include a listing for the attached letter from the Districts dated October 13, 2011, to the Los Angeles County Metropolitan Transportation Authority (Metro). U-6-2

- As early as May 2008, Districts' staff contacted Caltrans about the proposed I-710 Corridor Project to find out the time frame for the freeway project and how wide of a corridor would be impacted on the west side of the freeway where the Districts' LBMPP facility is located.

- The LBMPP handles an average flow of 28 million gallons per day (MGD) and serves the Cities of Long Beach, Signal Hill, and portions of the cities of Artesia, Bellflower, Cerritos, Hawaiian Gardens, Lakewood, and Norwalk (see Figure 1). Wastewater is collected from a tributary area of approximately 70 square miles for conveyance to the Districts' Joint Water Pollution Control Plant in Carson for treatment.

- Due to the age of the facility, it is necessary to upgrade and expand the LBMPP. The configuration and size of both the inlet gravity sewers and force mains requires that the LBMPP Replacement Project be sited on the property located adjacent to and west of the existing pumping plant. The Replacement Project is progressing with plans to advertise in December 2012 and construction is anticipated to be completed in early 2015. The total project cost is approximately $25 million U-6-3

Recycled Paper

- The Districts have met with staff from Metro, URS Corporation, and AECOM on various dates to discuss both projects and potential impacts to the Districts' existing and proposed facilities. Districts' staff has kept Metro staff informed of property acquisitions as they were completed in August 2010 and January 2011, as well as the LBMPP Replacement Project schedule via email and telephone.

- The Districts have acquired a total of five parcels specifically for the LBMPP Replacement Project. Four of the five parcels are listed in the Appendix L of the Draft EIR/EIS under Table L-1 Parcel Acquisitions (pages L-19, L-20) and are shown on the acquisition map (Sheet 3 of 41) to be fully acquired by Caltrans. The APNs listed in Table L-1 are incorrect and should be updated per attached Assessor's map. Caltrans is proposing to acquire these parcels which is in conflict with the LBMPP Replacement Project and as such, is not acceptable to the Districts. U-6-4

- Concept Plans in Appendix O (Sheet 2 of 24) depicts a Caltrans proposed elevated structure on a portion of the parcel located directly west of the freeway and adjacent to the existing LBMPP. The Districts acquired this parcel in 2008 and the Assessor's staff has recently assigned APN 7432-022-906 to the parcel. This parcel not only contains existing electrical equipment that supports the existing LBMPP, but will be used for telemetry and electrical facilities expansion related to the LBMPP Replacement Project. Caltrans is proposing to acquire a major portion of this parcel which is in conflict with the LBMPP Replacement Project and as such, is not acceptable to the Districts. U-6-5

- Concept Plans in Appendix O (Sheet 2 of 24) also depict temporary construction easements on Districts' properties identified as APNs 7432-022-902, 903, 904 and 905. The LBMPP Replacement Project will be constructed on these parcels and as such, use of these properties by Caltrans is not possible. U-6-6

- The Districts again respectfully request that Metro/Caltrans redesign its proposed truck off/on ramps to avoid conflict with the LBMPP Replacement Project. U-6-7

Districts' Regional Trunk Sewers

- It is noted that both the Draft EIR/EIS and Utility Impact Report consider the following strategies for utilities that will be impacted and include: 1) protect in place, 2) continuous aboveground relocation, and 3) continuous underground relocation. The Utility Impact Report also breaks down the I-710 project into seven segments and identifies Districts' facilities in the Appendix 2, Utility Base Maps and Appendix 3, Utility Crossing Report. Along the I-720 Corridor Project, there are existing Districts' sewer lines/facilities located directly under and/or cross directly beneath the proposed project alignment at various locations.

- At this time, the Districts cannot issue a detailed response to, or allow construction of the proposed I-710 project until project plans and specifications that incorporate Districts' sewerage facilities are submitted. In order to prepare these plans, Caltrans will need to submit a map of the proposed project alignment, when available, to the attention of Mr. Jon Ganz of the Districts' Sewer Design Section at the address shown above. The Districts will then provide Caltrans with the plans for all Districts' facilities that will be impacted by the proposed project. When revised plans that incorporate Districts facilities have been prepared, copies of the same shall be submitted to the Districts for review and comment. U-6-8

The Districts acknowledge that Mr. Ernesto Chaves of Metro recently contacted Districts' staff and indicated an avoidance option is being formulated that would avoid impacting the LBMPP Replacement Project and that once the revised plans are completed, Metro will schedule a meeting with Districts' staff. Any conflict from the proposed I-710 Corridor Project that detrimentally impacts the Districts' ability to operate and maintain the replacement wastewater pumping plant is unacceptable, as public health and safety must be protected. U-6-9

If you have any questions, please contact Ms. Margarita E. Cabrera at (562) 908-4288, extension 2710.

Very truly yours,

Grace Robinson Chan

Jane Fong for

David Greenwood
Supervising Engineer
Facilities Planning Department

DG:MEC:rvr

Attachments

cc: Jon Ganz
Jane Fong
Ernesto Chaves, LACMTA

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

October 13, 2011

Douglas R. Failing, P.E.
Executive Director, Highway Program
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-7
Los Angeles, CA 90012-2952

Dear Mr. Failing:

County Sanitation Districts of Los Angeles County
Long Beach Main Plumping Plant Replacement Project Adjacent to I-710 Freeway

The County Sanitation Districts of Los Angeles County (Districts) are a confederation of independent special districts that serve the wastewater and solid waste management needs of over 5 million people in Los Angeles County. The Districts' service area covers approximately 800 square miles and encompasses 78 cities and unincorporated County territory. The Districts own, operate, and maintain over 1,300 miles of trunk sewers, 54 pumping plants, and 11 wastewater treatment plants.

The Districts' Long Beach Main Pumping Plant (LBMPP) facility located at 1248 W. 16th Street in the City of Long Beach (west of the I-710 Freeway and south of Pacific Coast Highway) is being rebuilt in order to continue to provide adequate wastewater services thereby protecting the health and safety of the general public. As background, the LBMPP was built in 1947, and the proposed subject project (Replacement Project) will replace it. Additional property has been acquired adjacent to the existing plant to construct a new pumping plant while keeping the existing plant in service (as shown in Figure 1). The LBMPP handles an average flow of 28 million gallons per day (MGD) and a wet weather peak flow of 60 MGD. It conveys wastewater from all or part of the cities of Artesia, Bellflower, Cerritos, Hawaiian Gardens, Lakewood, Long Beach, Norwalk, and Signal Hill to the Districts' Joint Water Pollution Control Plant in Carson. Figure 2 shows the location of the LBMPP and its 70 square mile service area.

In May 2008, Districts' Property Management staff contacted Caltrans to inquire if there were any current plans to expand the I-710 freeway in the subject area. If so, the Districts wanted to know the time frame for expansion and how wide of a corridor on the west side of the freeway would be required. Caltrans responded that it had determined that the Districts' LBMPP property was not within the footprint of the future freeway expansion project. Caltrans also indicated that, although, the freeway project is still in the early planning stages, based on the information on hand, it would be very unlikely that the Districts' LBMPP would be affected by the expansion of the 710 Freeway. The Districts proceeded to move forward with identifying potential locations of acquisition properties for the Replacement Project. Due to the configuration and size of both the inlet gravity sewers and force mains, the Replacement Project would need to be sited on property located adjacent to and west of the existing pumping plant.

Recycled Paper

In June 2009, Districts' Property Management staff was contacted by Paragon Partners, requesting an entry permit to the LBMPP to perform an environmental survey associated with the future freeway expansion, the I-710 Corridor Project. Accordingly, Districts' staff requested and held a meeting on July 8, 2009, with Mr. Ernesto Chaves of Metropolitan Transportation Authority (Metro) and Mr. Shannon Willits of URS Corporation, to discuss the I-710 Corridor Project and its potential impacts to the LBMPP and the Replacement Project. It was reiterated by Metro that the I-710 Corridor Project was still in the planning stages with no project timeline available, and that the Districts should independently move forward with the Replacement Project. During this meeting, it was discussed that there may be other Districts' facilities, such as sewers, that may be impacted by the project and that a Caltrans/Metro consultant was reviewing those utility impacts.

Based on correspondence received from Caltrans dated August 18, 2009, pertaining to the I-710 Corridor Environmental Impact Report/Environmental Impact Statement Purpose and Need, Districts staff requested another meeting to review Caltrans' preliminary plans for the various alternatives being developed. On October 22, 2009, Metro and URS met with the Districts to discuss Caltrans' preliminary plans and the potential properties on which the Districts could feasibly construct the Replacement Project. It is noted that Districts' staff informed Metro staff when property acquisition went into escrow and when it closed. The property acquisitions were completed on July 29, 2010 and March 4, 2011.

On August 2, 2011, the Districts met with Mr. Willits of URS to discuss the Replacement Project layout on the acquired property and its relationship to the future I-710 Corridor Project. Mr. Willits noted that the Draft EIR alternative with the Freight Corridor has the proposed location of the truck off/on ramps south of Pacific Coast Highway in conflict with portions of the Replacement Project. Districts' staff requested that the layout of the truck off/on ramps be redesigned to avoid any conflict. Mr. Willits was informed that design of the Districts' Replacement Project is scheduled to be completed in spring 2012 and that the Districts plan to advertise in May 2012 with construction beginning in fall 2012. Construction is estimated to be completed within a timeframe of two years (late 2014). The construction cost of the project is estimated at approximately $20 million dollars and the total project cost is approximately $25 million dollars.

After this meeting, Districts' staff spoke to and confirmed with Mr. Chaves of Metro that the Districts should continue to move forward with the subject project due to the fact that funding is not in place for the I-710 Corridor Project and the project timeline is currently indeterminate. However, Mr. Chaves wanted Metro's "utility team" consultant, AECOM, to meet with the Districts to identify the Replacement Project's impacts to the proposed I-710 corridor improvements and investigate/propose relocation strategies for the impacted utilities. On September 27, 2011, a meeting was held between Metro's, AECOM's, and Districts' staff to exchange/gather information. Portions of the existing pumping plant are projected to be demolished sometime in year 2015 after the Replacement Project is constructed and proven to be operational. Mr. Chaves indicated that the earliest projected date that funding for the I-710 Corridor Project would be in place is the year 2018, assuming the Freight Corridor alternative is selected. He further indicated that there will be one year between the Draft and Final EIRs and that the Final EIR should show a "relocation scheme" acceptable to both parties.

The Districts respectfully requests Metro/Caltrans redesign its proposed truck off/on ramps to avoid conflict with the proposed Replacement Project. Future interferences from the proposed I-710 Corridor Project will detrimentally impact the ability to operate and maintain the new plant.

If you have any questions or require additional information, please contact Margarita E. Cabrera at (562) 908-4288, extension 2710.

Very truly yours,
Stephen R. Maguin

David Greenwood
Supervising Engineer
Facilities Planning Department

MEC:mh

Enclosures

c: Jane Fong
Margarita E. Cabrera
Ernesto Chaves, LACMTA

Figure 1

Property Acquisition for Long Beach Main Pumping Plant Expansion

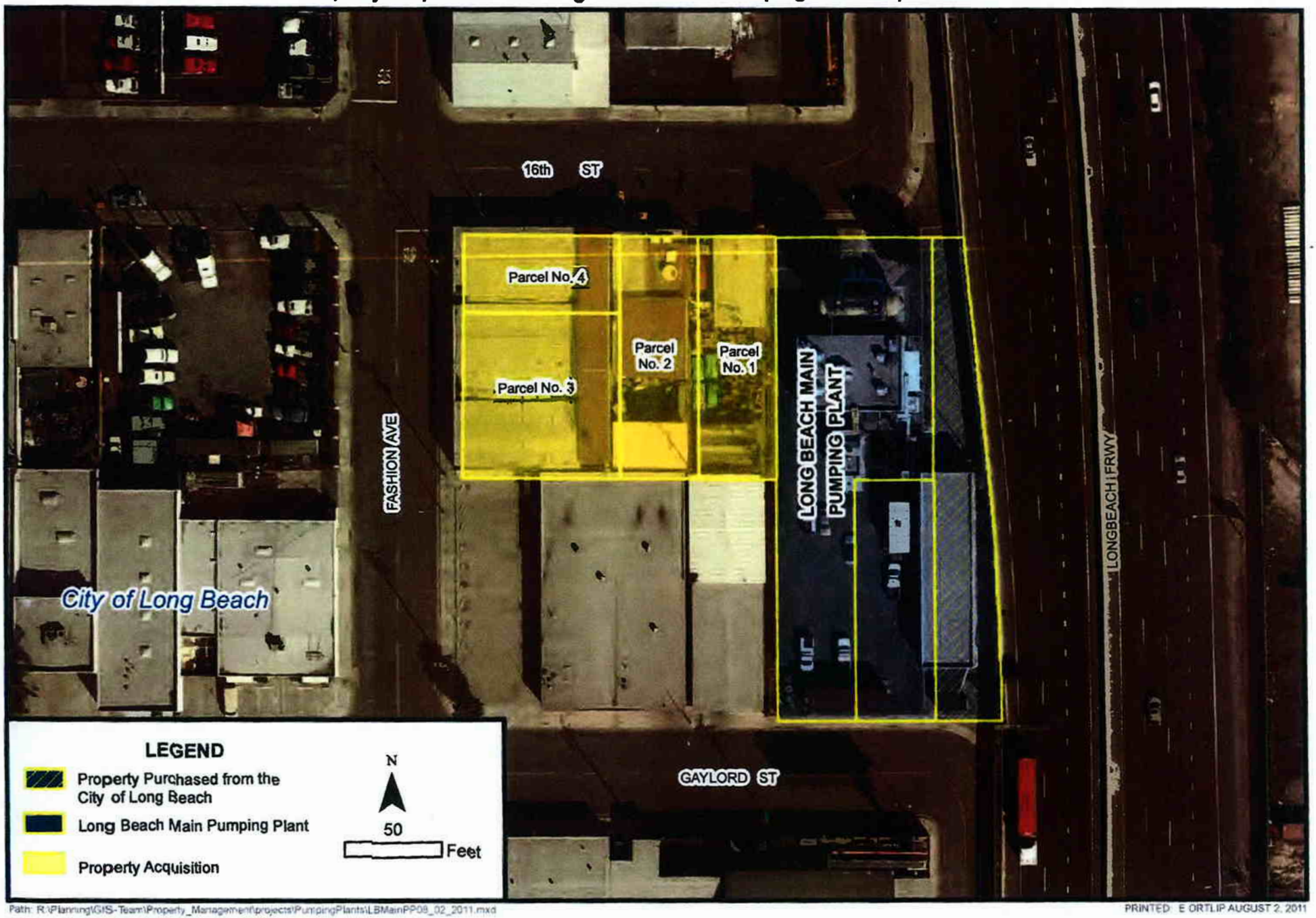

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FIGURE 2

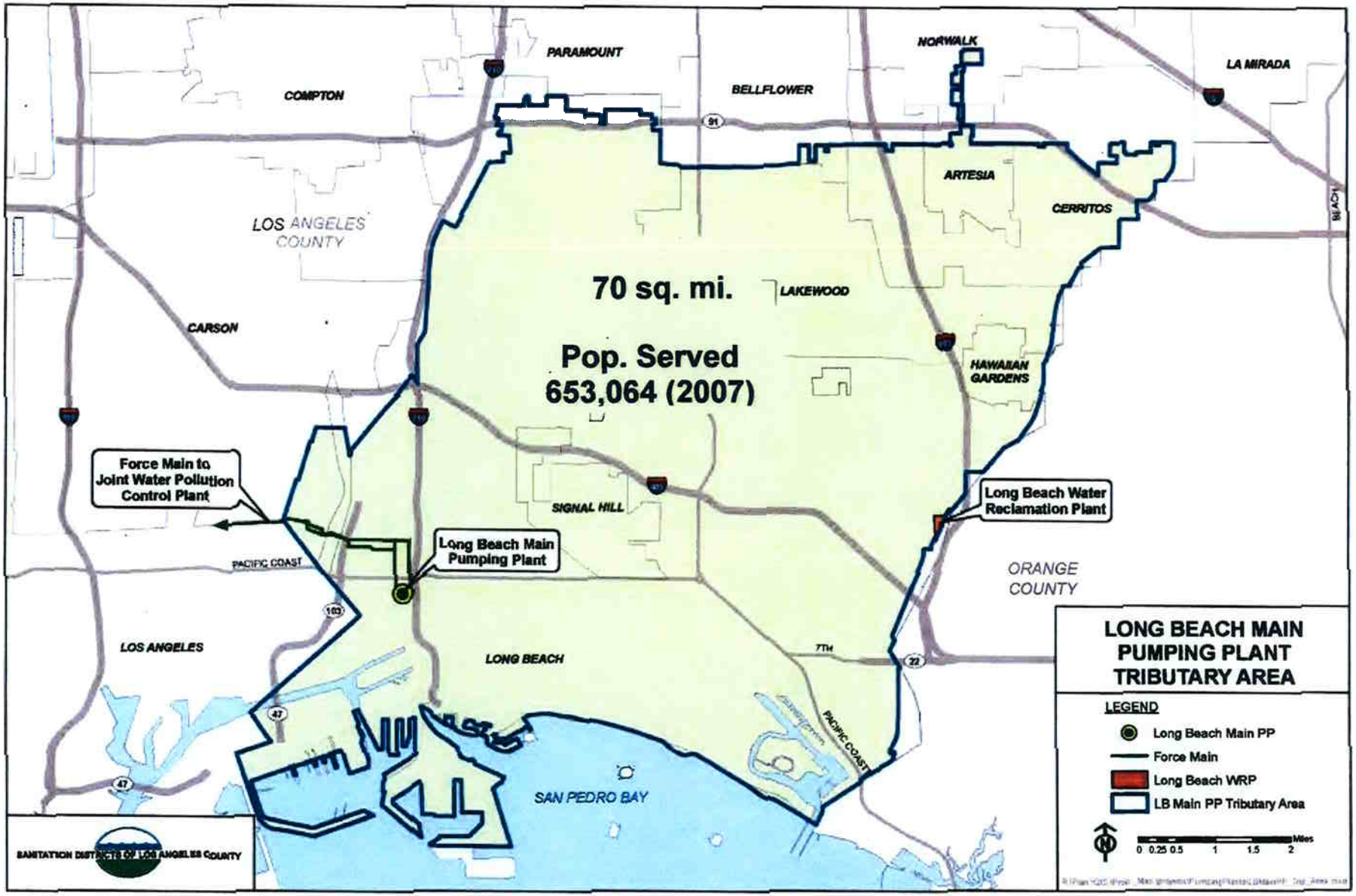
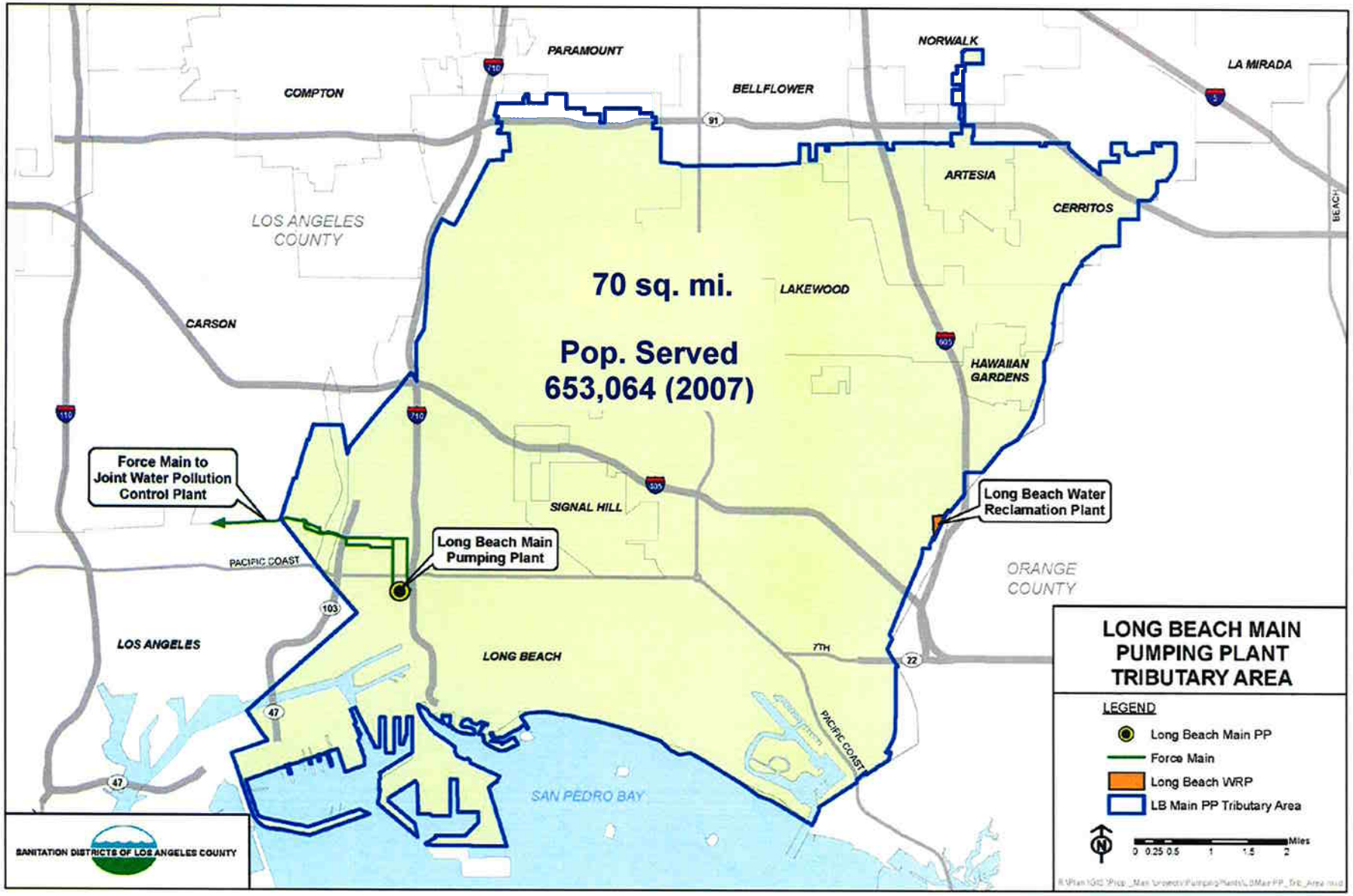

PARAMOUNT
NORWALK
LA MIRADA
COMPTON
BELLFLOWER
ARTESIA
CERRITOS
LOS ANGELES COUNTY
70 sq. mi.
LAKEWOOD
CARSON
Pop. Served
653,064 (2007)
HAWAIIAN GARDENS
Force Main to Joint Water Pollution Control Plant
SIGNAL HILL
Long Beach Water Reclamation Plant
Long Beach Main Pumping Plant
PACIFIC COAST
ORANGE COUNTY
LOS ANGELES
LONG BEACH
7TH
PACIFIC COAST
SAN PEDRO BAY
LONG BEACH MAIN PUMPING PLANT TRIBUTARY AREA
LEGEND
Long Beach Main PP
Force Main
Long Beach WRP
LB Main PP Tributary Area
Miles
0 0.25 0.5 1 1.5 2
SANITATION DISTRICTS OF LOS ANGELES COUNTY

FIGURE 1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SANITATION DISTRICTS OF LOS ANGELES COUNTY

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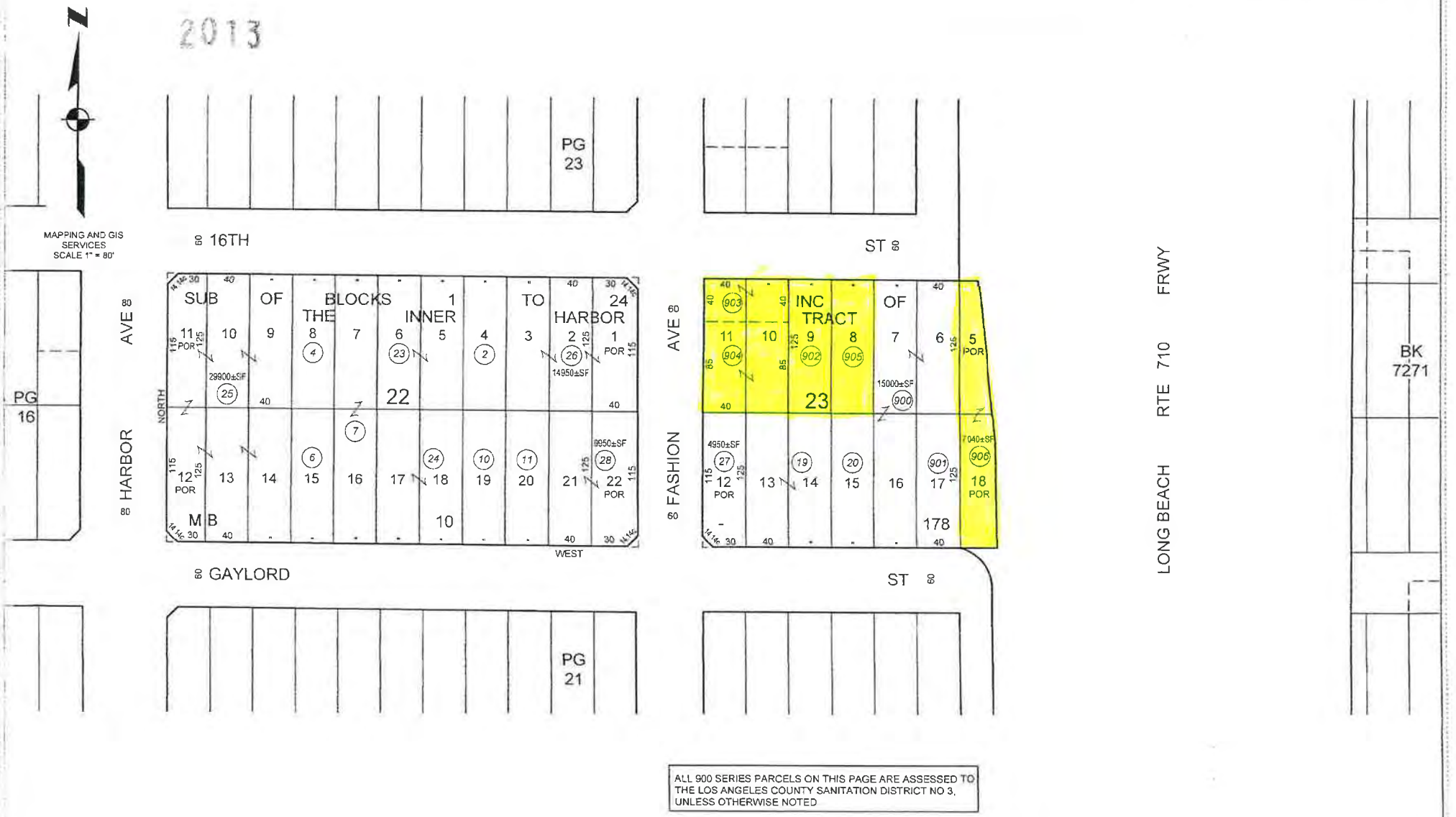
2013

MAPPING AND GIS SERVICES
SCALE 1" = 80'



ALL 900 SERIES PARCELS ON THIS PAGE ARE ASSESSED TO THE LOS ANGELES COUNTY SANITATION DISTRICT NO 3, UNLESS OTHERWISE NOTED

U-6-1

Ms. Chan was added to the distribution list in Chapter 7 as follows:

> "County Sanitation Districts of Los Angeles County
> Grace Robinson Chan, Chief Engineer and General Manager
> P.O. Box 4998
> Whittier, CA 90607-4998"

U-6-2

Chapter 5 has been revised to only discuss in detail agency coordination that has taken place since the Draft Environmental Impact Report/Environmental Impact Statement circulation period in 2012. Further coordination regarding the potential impacts to this facility has taken place and is reflected in Section 3.4, Utility and Emergency Services, and the *Interstate 710 (I-710) South End Utility Study* (AECOM, 2016).

U-6-3

The information provided in this comment about the LBMPP project has been added to Section 3.25, Cumulative Impacts, of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Table 3.25-1 details relevant cumulative environmental factors as follows: The City of Long Beach General Plan EIR identified no cumulatively considerable effects to the environment as it relates to utilities through full build out. The City of Long Beach General Plan Land Use Element establishes PlaceTypes, each subject to unique design guidelines in accordance with the City's Urban Design Element. As such, the LBMPP Upgrades Project was subject to its own General Plan consistency analysis and was reviewed for consistency with adopted land use plans and policies. No cumulatively considerable effects on the environment were identified.

U-6-4

Please refer to Section 3.4 of the RDEIR/SDEIS for an updated description of impacts to the LBMPP facility under the revised build alternatives.

U-6-5

Please refer to Section 3.4 of the RDEIR/SDEIS for an updated description of impacts to the LBMPP facility under the revised build alternatives.

U-6-6

Please refer to Section 3.4 of the RDEIR/SDEIS for an updated description of impacts to the LBMPP facility under the revised build alternatives.

U-6-7

Please refer to Section 3.4 of the RDEIR/SDEIS for an updated description of impacts to the LBMPP facility under the revised build alternatives.

U-6-8

Please refer to Section 3.4 of the RDEIR/SDEIS for an updated description of impacts to the LBMPP facility under the revised build alternatives.

U-6-9

Please refer to Section 3.4 of the RDEIR/SDEIS for an updated description of impacts to the LBMPP facility under the revised build alternatives.

Department of Water and Power the City of Los Angeles

ANTONIO R. VILLARAIGOSA
Mayor

Commission
THOMAS S. SAYLES, *President*
ERIC HOLOMAN, *Vice President*
RICHARD F. MOSS
CHRISTINA E. NOONAN
JONATHAN PARFREY
BARBARA E. MOSCHOS, *Secretary*

RONALD O. NICHOLS
General Manager

September 27, 2012

Mr. Ronald Kosinski RK
Deputy District Director
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 164
Los Angeles, CA 90012

Dear Mr. Kosinski:

Re: Review of the Draft Environmental Impact Report/Environmental Impact Study for the I-710 Corridor Project

The City of Los Angeles, Department of Water and Power (LADWP) has received copies of the Draft Environmental Impact Report (Draft EIR) for the I-710 Corridor Project (the Project). Specifically, the Project is a proposal by the California Department of Transportation (CalTrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority, the Gateway Cities Council of Governments, the Southern California Association of Governments, the Ports of Los Angeles and Long Beach, and the Interstate 5 Joint Powers Authority, to make improvements to Interstate 710 (I-710) in Los Angeles County between Ocean Boulevard in Long Beach and State Route 60 (SR-60).

The proposed Project and a number of its alternatives will adversely impact the LADWP's operations. The 100- to 150-foot corridor contains four 230-kV circuits that transmit electricity from Haynes Generating Station (HnGS) and one 220-kV circuit tie with Southern California Edison (SCE), all of which are vital to LADWP's electrical system which feeds the City of Los Angeles and some of the surrounding cities. Further information will be required to determine if the relocations proposed in the Draft EIR are physically and procedurally possible. Please consider and/or address the following comments regarding the Project: U-7-1

1. Please change all acronyms in the document from DWP to LADWP when referring to the City of Los Angeles, Department of Water and Power. U-7-2

2. The applicant shall acknowledge that the LADWP's transmission line rights-of-way (ROW) are integral components of the transmission line system, which provides electric power to the City of Los Angeles and other local communities. Their use is under the jurisdiction of the Federal North American Electric Reliability Corporation (NERC). Safety and protection of critical facilities are the primary factors used to evaluate secondary land use proposals. The rights of way serve as platforms for U-7-3

access, construction, maintenance, facility expansion and emergency operations. Therefore, the Project may from time to time be subject to temporary disruption caused by such operations. U-7-3

3. The LADWP's interest in the land in question is owned in "fee" and would require relocation under the alternatives 5A, 6A, 6B, and 6C mentioned in the Draft EIR/EIS. The LADWP's existing land rights, if relocated, would require the requesting agency to acquire equivalent land interests. The proposed relocations mentioned in the Draft EIR pose significant challenges in the acquisition of lands for the LADWP's use, including acquiring temporary rights of way during the construction phase of the relocations. Access to and from the proposed ROW, storm water run-off impacts to the LADWP structures, transmission line clearances, emergency access, including perceived inferior property rights above a large body of water opposed to that of existing property rights are among the issues clouding an equivalent exchange of lands. U-7-4

4. Please provide plans illustrating the LADWP's transmission line ROW boundaries within the I-710 Corridor Project. Include towers and clearances from proposed improvements. Also, provide grading plans, storm drain plans, utility plans, and street plans, including pertinent plans illustrating the impacts to the LADWP's transmission line ROW. U-7-5

5. Conductor Clearances will be subject to the review and approval of the Transmission Engineering Group. The LADWP will require a copy of the conductor survey illustrating the cross sections showing our existing conductors and proposed improvements. See the LADWP Conductor Survey Instructions (Enclosure 1). The Transmission Engineering Group will use the data to calculate and confirm conductor clearances meet the State of California, Public Utilities Commission (CPUC), General Order (GO) No. 95 clearances. U-7-6

6. All construction activities shall adhere to the LADWP's Standard Conditions for Construction (Enclosure 2). U-7-7

7. Please provide the location and elevations (heights) of all above- and below-ground structures, including the cross sections of existing and proposed improvements within and adjacent to the LADWP's transmission line ROW. Cut & fill slopes inside the LADWP's transmission line ROW steeper than 2 horizontal to 1 vertical require retaining structures or geotechnical report approval.

   Please note that grading activity resulting in a vertical clearance between the ground and the transmission line conductor elevation of less than thirty-five (35) feet or as noted in the CPUC, GO 95 within the LADWP's transmission line ROW is unacceptable. Ground cover for all below ground utilities shall not be less than four (4) feet unless otherwise stated. U-7-8

8. When grading activity affects the transmission line access roads, Caltrans shall replace or restore the affected access roads using the LADWP's Access Road Design Criteria (Enclosure 3). U-7-9

9. A cathodic protection system, if employed, shall have a design that does not cause corrosion to the LADWP facilities. A detailed design of the cathodic protection system shall be submitted for approval to the LADWP. U-7-10

10. All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the ROW shall be properly grounded, and shall be insulated from any fencing or other conductive materials located outside of the right of way. For the safety of personnel and equipment, all equipment and structures shall be grounded in accordance with California Code of Regulations, Title 8, Section 2941, and National Electric Code, Article 250. U-7-11

11. The ROW contains high-voltage electrical conductors; therefore, Caltrans shall utilize only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following: the California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders; CPUC, GO No. 95, Rules for Overhead Electric Line Construction. U-7-12

12. No grading shall be conducted within the LADWP's transmission line ROW without prior written approval from the LADWP. U-7-13

13. No structures shall be constructed within the LADWP's transmission line ROW without prior written approval from the LADWP. U-7-14

14. The LADWP prohibits drainage structures or the discharging of drainage onto the transmission line ROW. Concentrated runoff can cause erosion especially to the transmission line tower footings. All Project alternatives must address this. U-7-15

15. Caltrans shall compact all fill slopes within the LADWP's transmission line right-of-way. The compaction shall comply with applicable Building Code requirements. U-7-16

16. Please note that all extended decks proposed in the Project are intended to provide work space and access to the towers to allow for construction, operations, and maintenance activity, and requires an area at least 50 feet around the base of each tower to remain open and unobstructed. U-7-17

17. No grading is allowed below the top of tower footing within the LADWP's transmission line ROW, in the immediate vicinity of the towers. U-7-18

18. In many parts of the Project, the proposed tower locations overlap existing tower locations to such an extent that the new towers may not be fully built while the existing circuits remain energized. This area of conflict for LADWP's overhead transmission facilities is located along the Project corridor bounded by Washington Boulevard to the north, and Imperial Highway to the south (outlined in red on Figure 1, below). The problem becomes one of construction sequencing, and the LADWP is asking that special attention is focused on this.

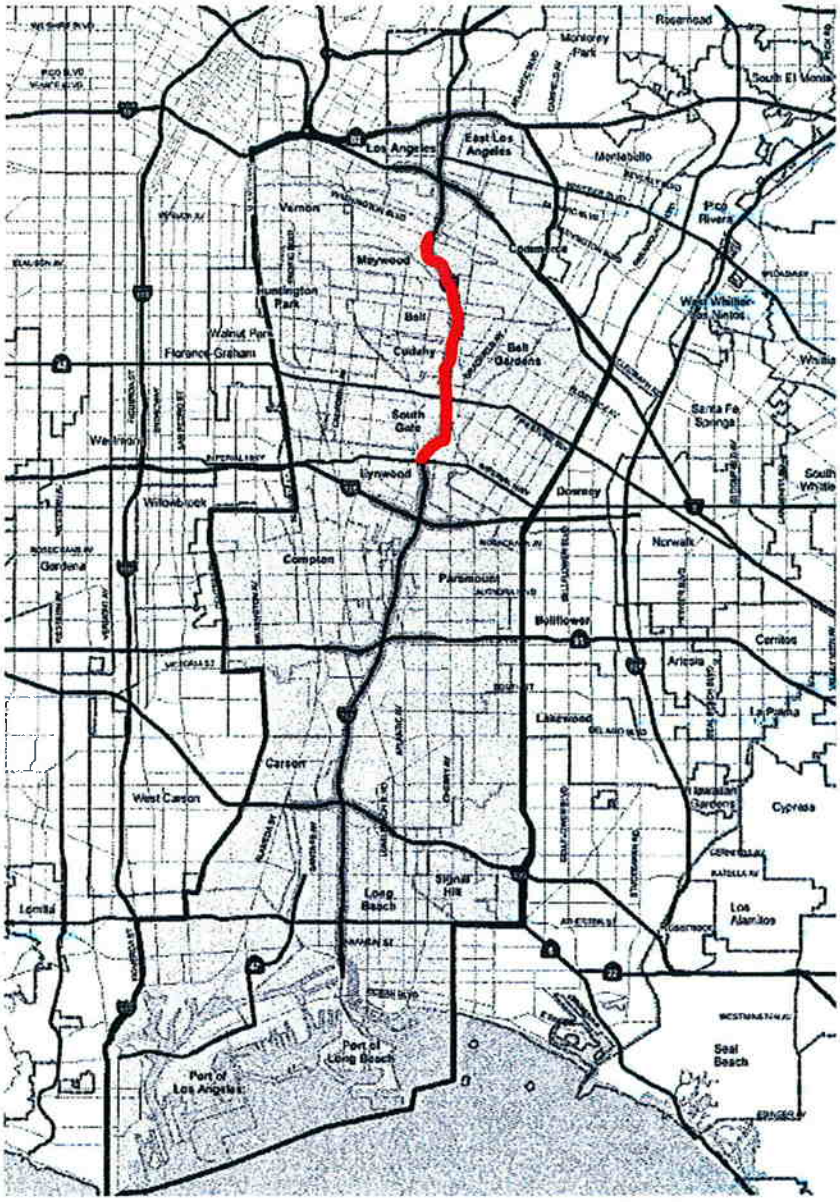


Figure 1: Map of Project showing conflict area (red outline)

U-7-19

19. The multi-circuit towers located in the conflict area carry many circuits important to the Department's electrical system. If outages are necessary, it is preferable that only one circuit is taken out of service at a time. A planned outage on a second circuit may be possible, provided that the outage does not exceed the return period. Design plans and construction sequencing will need to be analyzed and implemented based on these terms. Design ideas and construction methods that require simultaneous outages in all the circuits–while possible–are not acceptable, as outages after the first two circuits will incur additional costs, as shown in the table, below:

Circuit Description	Feasibility	Return Period (Circuit must be able returned to permanent within this period of if deemed necessary)	Notification Period (Notice will be given load dispatchers on whether outage can and work can take	Energy Trading Costs	Allowable Work Period
Outage on one circuit	possible	1 week *	normal bid periods*	No	any time
Simultaneous outage on second circuit	possible	1 week *	normal bid periods*	No	Nov 1 thru Apr 30
Simultaneous outage on third circuit	possible	1 day *	three days ahead	$160,000 per Weekday $150,000 per Saturday $126,000 per Sunday	1 week at a time only, from Nov 1 thru Apr 30
Simultaneous outage on fourth circuit	possible, depending on status of other parts of the system	4 hours *	three days ahead	above charges still apply	Saturdays and Sundays only, from Feb 1 thru Apr 30 *
Simultaneous outage on fifth circuit	not possible	N/A	N/A	N/A	N/A
		* Circuits must be returned, upon notification by the load dispatcher, in a stable condition that would allow safe operation for long periods of time, not in safeties or other temporary circumstances. There is a chance that work cannot be restarted for long periods of time, possibly months.	* Bids are placed, through a DWP representative, with the load dispatcher and an outage will be scheduled, normally weeks in advance; there is no guarantee that the bid can be granted, and once granted the bid can be canceled if unexpected situations occur elsewhere in the power system.		* Circuits must be returned, at end of two-day period, in a stable condition that would allow safe operation for long periods of time, not in safeties or other temporary circumstances. There is a chance that work can not be restarted for unknown periods of time, possibly months.

U-7-20

20. If a temporary by-pass (shoe-fly) is anticipated, details will need to be known about the design, location, and number of circuits involved in the shoe-fly, and how the construction will be sequenced. Since the four circuits are the only circuits delivering power from HnGS, while another circuit provides an important tie with SCE, the reliability of any proposed solution is of critical concern.

U-7-21

21. As the new towers under consideration will be located near a modified wall of the Los Angeles River or on an extended deck area overhanging the river, the design and construction of the tower footings will need to receive engineering input from LADWP. Tower geometry and structural design will need to be reviewed and approved by LADWP, and comply with all applicable codes and permits. U-7-22

22. In certain locations, towers will need to be raised to get over newly constructed structures, causing the lines crossing them to be raised as well. U-7-23

23. The following comments discuss detailed impacts on transmission lines, addressing specific locations starting at the north end of the conflict area within the Project and moving southward:

    a. *H-126 to H-106.* There are significant replacements and/or tower raisings in this region. As there is considerable overlap between the proposed tower locations and proposed ROW with the existing towers and existing ROW, it may not be possible to construct the new towers in their entirety while the circuits remain in service. Construction sequencing plans must address this problem. It will be important to determine precisely how these new towers will be constructed in order to ensure that the construction does not severely impact the provision of service.

    b. *H-114 to H-113.* This span crosses Florence Ave. The proposed modifications to the interchange appear to require the relocation of Tower H-114, probably to the north, where it is likely that a new tower may need to be constructed. U-7-24

    c. *H-105 to H-104.* This span crosses over Firestone Blvd. The interchange is being significantly modified and it is not clear whether the Project maintains adequate electrical clearance with tower H-105. Modifications to the interchange will also need to maintain access—or address concerns regarding access—to both towers from Firestone Boulevard.

    d. *H-98 to H-96.* The project crosses under these two spans. Please follow appropriate regulatory guidelines to ensure adequate electrical clearance between the transmission lines and the Project along this location, or include plans to address clearance issues.

    e. *262D2 to 262D4.* The Project either crosses these spans or requires modifications to lines that affect these spans. Please follow appropriate regulatory guidelines to ensure adequate electrical clearance between the transmission lines and the Project along this location, or include plans to address clearance issues.

f. *LB-VEL 1-1 to H-103.* The project crosses this span. Please follow appropriate regulatory guidelines to ensure adequate electrical clearance between the transmission lines and the Project along this location, or include plans to address clearance issues. U-7-24

24. Additional conditions may be required following a review of the detailed site plans, grading and drainage plans, etc. U-7-25

25. Please include the LADWP's Real Estate Section, 111 North Hope Street, Room 1031, Los Angeles, California 90012, in all future correspondences. U-7-26

26. This reply shall in no way be construed as an approval of the Project. U-7-27

Please continue to include LADWP in your mailing list and address it to the undersigned in Room 1044. If there are any questions, please contact Mr. Michael Mercado of my staff by email at michael.mercado@ladwp.com or by phone at (213) 367-0395.

Sincerely,

for

Charles Holloway
Manager, Environmental Planning and Assessment

MM:ms
Enclosures
c: Michael Mercado

CONDUCTOR SURVEY
DEPARTMENT OF WATER AND POWER
OVERHEAD TRANSMISSION ENGINEERING

Please perform a survey of each Department transmission line affected by the project. For each span (the section of wire between two (2) towers) provide the following information:

1. The tower numbers of the Department transmission lines related to the span. The tower number is located near ground level on at least one (1) leg of each tower.

2. Survey the top-of-concrete of each footing of each tower related to this survey. For example, a survey involving one (1) span would involve two (2) towers, each with four (4) footings, for a total of eight (8) top-of-concrete shots.

3. Survey at least eight (8) points along the span – the two (2) points where the insulator attaches to the tower, the two (2) points where the wire attaches to the insulator, and four (4) additional points along the wire (preferred spacing of 200 – 300 feet). See attached Conductor Attachments Points for additional information. Include additional points where special features of the proposed improvements cross the transmission line (such as high points, street lights, signs, etc.). For each point provide the following information:

    a. The station relative to that particular span
    b. The elevation of the wire
    c. The existing ground elevation
    d. The proposed ground elevation
    e. Date and Time
    f. Temperature
    g. Sunlight (sunny, partly cloudy, or cloudy)
    h. Approximate wind speed

    Important: All eight (8) wire shots on each individual span shall be completed within one (1) hour after the first wire shot is made. Failure to comply with this requirement will render data useless.

    * See attached Data Sheet for sample of submittal document.

LOS ANGELES DEPARTMENT OF WATER AND POWER
TRANSMISSION LINE CONDUCTOR CLEARANCE SURVEY
DATA SHEET

TRANSMISSION LINE R/W: _____ PAGE: _____
SURVEY DATE: _____

DESCRIPTION	TOWER FOOTING ELEV.	SPAN NUMBER	POINT STATION	CONDUCTOR ELEV.	TIME	TEMP.	SKY COND.	WIND COND.	EXIST. GROUND ELEV.	PROP. IMPROV. ELEV.

Attachment 2

STANDARD CONDITIONS FOR CONSTRUCTION

1. Energized transmission lines can produce electrical effects including, but not limited to, induced voltages and currents in persons and objects. Licensee hereby acknowledges a duty to conduct activities in such manner that will not expose persons to injury or property to damage from such effects.

2. The Los Angeles Department of Water and Power (LADWP) personnel shall have access to the right of way at all times.

3. Unauthorized parking of vehicles or equipment shall not be allowed on the right of way at any time.

4. Unauthorized storage of equipment or material shall not be allowed on the right of way at any time.

5. Fueling of vehicles or equipment shall not be allowed on the right of way at any time.

6. Patrol roads and/or the ground surfaces of the right of way shall be restored by the Licensee to original conditions, or better.

7. All trash, debris, waste, and excess earth shall be removed from the right of way upon completion of the project, or the LADWP may do so at the sole risk and expense of the Licensee.

8. All cut and fill slopes within the right of way shall contain adequate berms, benches, and interceptor terraces. Revegetation measures shall also be provided for dust and erosion control protection of the right of way.

9. All paving, driveways, bridges, crossings, and substructures located within the right of way shall be designed to withstand a combined weight of 40,000 pounds in accordance with the American Association of State Highway and Transportation Officials H20-44 (M18) wheel loadings.

10. The location of underground pipelines and conduits shall be marked at all points where they cross the boundaries of the right of way and at all locations where they change direction within the right of way. The markings shall be visible and identifiable metal post markers for underground pipelines. Utility markers flush with surface may be used on pavement.

11A. General Grounding Condition

All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the right of way shall be properly grounded, and shall be insulated from any fencing or other conductive materials located outside of the right of way. For safety of personnel and equipment, all equipment and structures shall be grounded in accordance with State of California Code of Regulations, Title 8, Section 2941, and National Electric Code, Article 250.

11B. Grounding Condition for Cellular Facilities on Towers

All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the right of way shall be properly grounded, and shall be insulated from any fencing or other conductive materials located outside of the right of way. For safety of personnel and equipment, all equipment and structures shall be grounded in accordance with American National Standards Institute of Electrical and Electronics Engineers Standard 487-latest edition, IEEE Guide for Safety in AC Substation Grounding.

12. Licensee shall neither hold the LADWP liable for nor seek indemnity from the LADWP for any damage to the Licensee's project due to future construction or reconstruction by the LADWP within the right of way.

13. Fires and burning of materials is not allowed on the right of way.

14. Licensee shall control dust by dust-abatement procedures approved by the LADWP, such as the application of a dust palliative or water.

15. The right of way contains high-voltage electrical conductors; therefore, the Licensee shall utilize only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following: State of California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders; and California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.

16. Licensee is hereby notified that grounding wires may be buried in the right of way; therefore, the Licensee shall notify the LADWP's Transmission Construction and Maintenance Business Group at (818) 771-5018, or (818) 771-5076, at least 48 hours prior to the start of any construction activities in the right of way.

17A. Vehicle Parking

An area within 50 feet on one side of each tower measured along the longitudinal direction of the right of way, 25 feet on the opposite side of each tower, and ten feet on the remaining two sides of each tower, shall remain open and unobstructed for maintenance and emergencies, including periodic washing of insulators by high-pressure water spray.

17B. Trucking Operations and Storage Operations

An area within 50 feet on one side of each tower measured along the longitudinal direction of the right of way, and 25 feet on the remaining three sides of each tower, shall remain open and unobstructed for maintenance and emergencies, including periodic washing of insulators by high-pressure water spray.

17C. Permanent Structures

An area within 100 feet on all sides of each tower shall remain open and unobstructed for maintenance and emergencies, including periodic washing of insulators by high-pressure water spray.

18. Detailed plans for any grading, paving, and construction work within the right of way shall be submitted for approval to the Real Estate Business Group, Department of Water and Power, P.O. Box 51111, Room 1031, Los Angeles, California 90051-0100, no later than 45 days prior to the start of any grading, paving, or construction work. Notwithstanding any other notices given by Licensee required herein, Licensee shall notify the LADWP's Transmission Construction and Maintenance Business Group at (818) 771-5018, or (818) 771-5076, no earlier than 14 days and no later than two days prior to the start of any grading, paving, or construction work.

19. "As Constructed" drawings showing all plans and profiles of the Licensee's project shall be furnished to the Real Estate Business Group, Los Angeles Department of Water and Power, P. O. Box 51111, Room 1031, Los Angeles, California 90051-0100, within five days after completion of Licensee's project.

20. In the event that construction within the right of way is determined upon inspection by the LADWP to be unsafe or hazardous to the LADWP facilities, the LADWP may assign a line patrol mechanic at the Licensee's expense.

21. If the LADWP determines at any time during construction that the Licensee's efforts are hazardous or detrimental to the LADWP facilities, the LADWP shall have the right to immediately terminate said construction.

22A. All concentrated surface water which is draining away from the permitted activity shall be directed to an approved storm drain system where accessible, or otherwise restored to sheet flow before being released within or from the right of way.

22B. Drainage from the paved portions of the right of way shall not enter the unpaved area under the towers. Drainage diversions such as curbs shall be used on three sides of each tower. The open side of each tower shall be the lowest elevation side to allow storm water which falls under the tower to drain. The area under the towers shall be manually graded to sheet flow out from under the towers.

22C. Ponding or flooding conditions within the right of way shall not be allowed, especially around the transmission towers. All drainage shall flow off of the right of way.

22D. Licensee shall comply with all Los Angeles County Municipal Storm Water Permit and Standard Urban Storm Water Mitigation Plan requirements.

23A. Fills, including backfills, shall be in horizontal, uniform layers not to exceed six inches in thickness before compaction, then compacted to 90 percent relative compaction in accordance with the American Society for Testing and Materials D1557.

23B. The top two inches to six inches of the concrete footings of the towers shall remain exposed and not covered over by any fill from grading operations.

23C. Licensee shall provide the LADWP with one copy each of the compaction report and a Certificate of Compacted Fill, for clean fill compaction within the LADWP's right of way in accordance with the American Society for Testing and Materials D1557, approved by a geotechnical engineer licensed in the State of California.

24. A surety bond in the amount to be determined by the LADWP shall be supplied by the Licensee to assure restoration of the LADWP's right of way and facilities, and compliance with all conditions herein.

25. The Licensee shall obtain and pay for all permits and licenses required for performance of the work and shall comply with all laws, ordinances, rules, orders, or regulations including, but not limited to, those of any agencies, departments, districts, or commissions of the State, County, or City having jurisdiction thereover.

26. The term "construction", as used herein, refers only to that construction incidental to the maintenance or repair of the existing (requested facility) and shall not be construed to mean permission to construct any additional (requested facility).

27. Signs shall not exceed four feet wide by eight feet long, shall not exceed a height of 14 feet, shall be constructed of noncombustible materials, and shall be installed manually at, and parallel with, the right of way boundary.

28. Remote-controlled gates, or lock boxes containing the device or key for opening the remote-controlled gates, shall be capable of being interlocked with an LADWP padlock to allow access to the right of way by the LADWP. Licensee shall contact the Right of Way Supervisor at (818) 771-5048 to coordinate the installation of an LADWP padlock.

29. Licensee's cathodic protection system, if any, shall have a design that does not cause corrosion to LADWP facilities. A detailed design of the Licensee's cathodic protection system shall be submitted for approval to the Real Estate Business Group, Department of Water and Power, P. O. Box 51111, Room 1031, Los Angeles, California 90051-0100, no later than 45 days prior to the start of construction or installation of the cathodic protection system.

30A. Licensee shall install K-rails at a distance of ten feet from each side of the tower base for protection of towers. A distance of five feet from the tower base may be acceptable in locations where the patrol roads would be obstructed.

30B. Licensee shall install removable pipe bollards, spaced four feet apart, and at a distance of ten feet from each side of the tower base for protection of towers. A distance of five feet from the tower base may be acceptable in locations where the patrol roads would be obstructed.

31A Licensee shall provide and maintain a minimum 20-foot wide transition ramp for the patrol roads from the pavement to the ground surface. The ramp shall not exceed a slope of ten percent.

31B. Licensee shall provide and maintain a minimum 20-foot wide driveway and gate at all locations where the (road/street) crosses the LADWP's patrol roads. The designed gates must be capable of being interlocked with an LADWP padlock to allow access to the right of way by the LADWP.

32. Licensee shall post a sign on the entrance gate to the right of way, or in a visible location inside the entrance gate, identifying the contact person's name and telephone number for the prompt moving of (vehicles/trucks/trailers/containers) at times of LADWP maintenance or emergency activities, or any other event that (vehicles/trucks/trailers/containers) must be moved. In emergency conditions, the LADWP reserves all rights at any time to move or tow (vehicles/trucks/trailers/containers) out of specific areas for any transmission operation or maintenance purposes.

ACCESS ROAD DESIGN CRITERIA

1. When grading activity affects the Transmission Line access roads, the developer shall replace the affected access roads using the following access road design criteria. Typical road sections are illustrated in the accompanying diagram.

2. The access road right-of-way width shall be 50 feet minimum.

3. The access road drivable width shall be 20 feet minimum, and increased on curves by a distance equal to 400 divided by the radius of curve. Additional 2 feet on either side of the road shall be provided for berms and ditches, as detailed in the attached Typical Road Sections.

4. The minimum centerline radius of curves shall be 50 feet.

5. The vertical alignment grades shall be limited to 10 percent.

6. Roads entirely located on fills or with cross sections showing more than 30 percent fill along the drivable width of the road require paving.

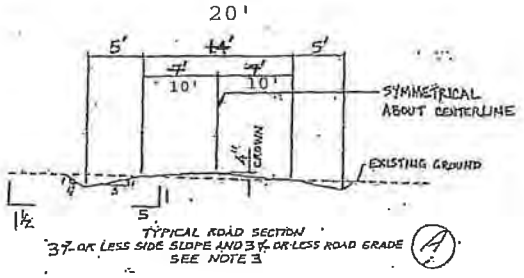
7. Intersections or driveways shall have a minimum sight distance of 300 feet in either direction along the public street.

8. The developer shall provide a commercial driveway at locations where the replaced access roads terminate at, or cross public roads.

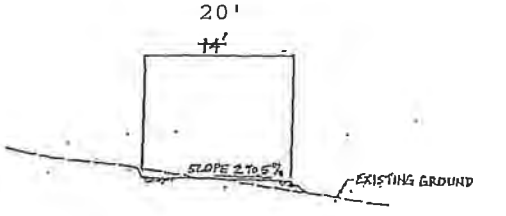
9. The developer shall provide lockable gates on LADWP property or easement at locations where access roads terminate or cross public roads.

TRANSMISSION LINE ACCESS ROAD DETAILS

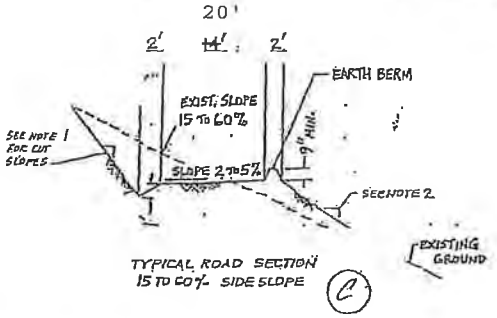
LOS ANGELES DEPARTMENT OF WATER AND POWER

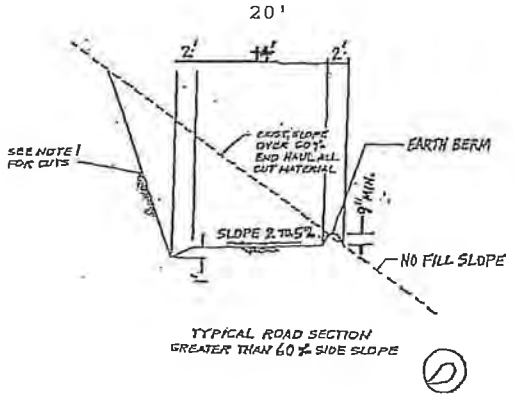


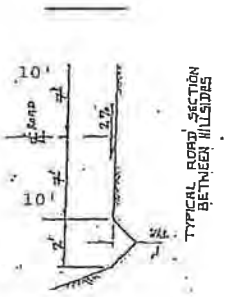
	Cross Slope	Road Grade
A	≤ 3%	≤ 3%
B	3-15%	N/A
	≤ 3%	> 3%
C	15-60%	N/A
D	> 60%	N/A



NOTES:
1. CUT SLOPE SHALL NOT EXCEED THE FOLLOWING:
A. 2 HORIZ. TO 1 VERTICAL IN LOOSE OR UNSTABLE MATERIAL.
B. 1 HORIZ. TO 1 VERTICAL IN COMPACT MATERIAL.
C. ½ HORIZ. TO 1 VERTICAL IN SOLID ROCK.
2. ALL FILL SLOPES SHALL BE 2 HORIZ. TO 1 VERTICAL OR FLATTER.
3. WHERE SOLID ROCK IS ENCOUNTERED THE 4" CROWN AND/OR SIDE DITCHES MAY BE ELIMINATED WHERE DIRECTED BY THE ENGINEER.







U-7-1

This is an introductory comment stating the Los Angeles Department of Water and Power's (LADWP) concerns with the design of Alternatives 6A/B/C that proposed relocation of a portion of the LADWP's 230 kilovolt (kV) transmission lines. Please refer to Responses to Comments U-7-2 through U-7-27, below, for responses to the individual comments in this letter and refer to Section 3.4 of the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) for an updated description of impacts to utilities as a result of the revised build alternatives.

U-7-2

Citations to this agency in the EIR/EIS were changed to either "City of Los Angeles, Department of Water and Power" or "LADWP" as requested.

U-7-3

The following was inserted as the second paragraph in the subsection titled "LADPW" in Section 3.4.2.2: "The LADWP's transmission line rights-of-way (ROW) are integral components of its transmission line system, which provides electric power to the City of Los Angeles and other local communities. The use of those rights-of-way is under the jurisdiction of the Federal North American Electric Reliability Corporation (NERC). The safety and protection of the critical transmission facilities are the primary factors used to evaluate secondary land use proposals in the same rights-of-way. The rights-of-way are used by the LADWP for access, construction, maintenance, facility expansion, and emergency operations. As a result, it is possible that I-710 Corridor Project improvements within or immediately adjacent to LADWP transmission line rights-of-way could be subject to temporary disruption in the event LADWP needs to access its rights-of-way."

U-7-4

Due to changes in project design of the revised build alternatives analyzed in the RDEIR/SDEIS, the build alternatives now avoid any longitudinal impacts to the LADWP 230 kV transmission lines and towers except for two towers located between the Firestone Blvd. and Florence Ave. interchanges on Interstate 710 (I-710). Please review the substantially revised Section 3.4 of the RDEIR/SDEIS, as many of the impacts referred to in this letter have been superseded by the impacts of the revised build alternatives.

U-7-5

Coordination since the 2012 Draft EIR/EIS circulation has occurred with LADWP regarding the revised alternatives and the associated updated impacts to LADWP facilities. A description of the revised impacts to LADWP facilities has been included in Section 3.4. Due to the revisions to alternatives and associated impacts, the maps referenced in this comment would not be indicative of the alternatives currently under study in this RDEIR/SDEIS.

U-7-6

Please refer to Response to Comment U-7-4.

U-7-7

It is acknowledged that, when working on or immediately adjacent to LADWP facilities, the Caltrans construction contractor will be required to comply with the LADWP Standard Conditions for Construction. Caltrans construction specifications for the I-710 Corridor Project will require the construction contractor to coordinate directly with all utility providers, including the LADWP, regarding any work on utility facilities and/or within utility facility rights-of-way/easements and to comply with the applicable conditions within each utility provider's Standard Conditions for Construction.

U-7-8 through U-7-23

Please refer to Response to Comment U-7-4.

U-7-24

Please review the substantially revised Section 3.4 of the RDEIR/SDEIS, as many of the impacts referred to in this letter have been superseded by the impacts of the revised build alternatives.

U-7-25

Due to changes in project design of the revised build alternatives analyzed in the RDEIR/SDEIS, the build alternatives now avoid any longitudinal impacts to the LADWP 230 kV transmission lines and towers except for two towers located between the Firestone Blvd. and Florence Ave. interchanges on I-710. It is acknowledged that, if a build alternative is selected for implementation, additional conditions may be placed on the project by the LADWP as part of its review and approval of the project design where any LADWP facilities are affected.

U-7-26

The following was added under the subheading “City Officials/City of Los Angeles”:

> “City of Los Angeles
> Department of Water and Power, Real Estate Section
> 111 North Hope Street, Room 1031
> Los Angeles, CA 90012”

U-7-27

It is acknowledged that the September 27, 2012, letter from the LADWP provides comments on the Draft EIR/EIS for the I-710 Corridor Project and does not provide any approval for the proposed project.

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CC.1.1 COMMENT CARDS RECEIVED AT PUBLIC MEETINGS

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: P & G Lee Enterprises LP

ADDRESS: 9242 Cecilia St CITY: Downey ZIP: 90241

REPRESENTING: Paul Lee

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

We need new modern freeway system.
I like a 5A plan pretty good.
2nd next 6A plan.

Please comment by August 29, 2012

Metro Caltrans Gateway Cities 5 The Port of Long Beach LA The Port

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CC-1-1

The commenter's preference for Alternatives 5A and 6A as a second option has been taken into consideration. As discussed in this Recirculated Draft Environmental Impact Report/ Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS), a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward for analysis.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Kathi CARTER CELL [redacted] E-MAIL [redacted]

ADDRESS: 2958 CLAREMORE LANE CITY: LONG BEACH ZIP: 90815

REPRESENTING: OURSELVES

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski RK
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

WE OWN the PROPERTY AT THE LONG BEACH FREEWAY OUTDOOR ADVERTISING SIGN AND DEL AMO Blvd IN LONG BEACH (340 W. DEL AMO Blvd LONG BEACH, CA) ALSO HAVE LICENCE FOR SCE (HORSE STABLES) PROPERTY LOCATED AT 330 W. DEL AMO Blvd, LONG BEACH, these PROPERTIES ARE OUR SOLE INCOME. WE HAVE HAD these PROPERTIES FOR THIRTY YEARS. WE will be BANKRUPT without the INCOME FROM these PROPERTIES.

Kathi Carter

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 The Port of LONG BEACH LA THE PORT OF LOS ANGELES

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CC-2-1

The street addresses given do not correspond to properties near Interstate 710 (I-710), but the Southern California Edison (SCE) parcel referenced may be subject to partial acquisition and/or temporary construction easements (TCE) under both build alternatives. Parcel acquisitions under the revised build alternatives are listed in Appendix L; and Appendix D, Summary of Relocation Benefits, contains information on right-of-way acquisition and the rights and benefits afforded to those who may be impacted.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Jonathan Aguilar.

ADDRESS: 5540 Quinn ST spc 27 CITY: Bell Gardens ZIP: 90201

REPRESENTING: My Family

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I live 250 feet away from the exiting Barrier wall and the sound Barrier is not working with 8 lanes. At night. I cant sleep Sometime I hear loud accidents and heavy Big rigs. If you Build two more lanes its just going to get worts. I would like to please ask you to provide my Family with New windows. not just for the noise But for the emissions that my kids are going to Be inhaling. I want my kids to grow up healthy. So please Im just asking for New windows. My phone Number is (323) 7182632 please contact me So I know you actually read my comments.

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES The Port of LONG BEACH THE PORT

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CC-3-1

The commenter resides on the east side of Interstate 710 (I-710) between Florence Ave. and Firestone Blvd. Please see Section 3.14, Noise, in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for a discussion of noise impacts and identification of soundwalls under the revised build alternatives. With regard to the commenter's request for his windows to be replaced, the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) do not have a program or a mechanism to provide funding for acoustic insulation. A Community Health and Benefit Program is included in Section 2.3.2.1 of the RDEIR/SDEIS and provides for a mitigation program for cities and community groups to apply for and obtain grant funding for health-related measures. The provision of alternative noise abatement would be a potential candidate for this programmatic element of the Project Description. Soundwalls will be implemented as discussed in Section 3.14.5 of the RDEIR/SDEIS. The final locations and design of soundwalls as abatement measures will be determined after completion of the public input process as part of the Final EIR/EIS.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Janice Bass

ADDRESS: 6812 Woodward Ave CITY: Bell ZIP: 90201

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I have two comments which are not to be considered as derogatory, but helpful. The Metro partner is experienced in operating streetcar / trolley lines. They will be helpful in developing the electrical component and operate it safely. What will happen to electric trucks transporting flammable liquids, either in barrels or in tank cars? These liquids do ignite and burn (60 Fwy at Paramount is one example). Transporting them electrically is problematic.

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 LONG BEACH LA THE PORT

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CC-4-1

All vehicles carrying flammable materials, regardless of the power source, are, and will continue to be, required to comply with all Federal and State regulations regarding the transport of such materials and the design of the containers in which they are carried. These regulations would apply to all trucks using the Interstate 710 (I-710) mainline travel lanes and the freight corridor, including zero emission (electric powered) trucks on the freight corridor.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Ryan Leaderman DLA Piper

ADDRESS: 550 S. Hope St. ~~LA CA~~ Suite 2300 CITY: LA ZIP: 90071

REPRESENTING: 4505 & 4651 Bandini Blvd. Ownership: DNG Walter

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

Has a reasonable range of alts been proposed? In specific, would any of the build alts ban multi-axis trucks from the mainline? If not won't this induce more truck travel? How is the project objective of improving air quality achieved if all build options have/create more air pollutants adjacent to the freeway? Why is 4505 Bandini proposed to be fully condemned when no physical aspect of the property necessary for the Project? Could the railroad spur to the north of 4505 Bandini be acquired as part of the Project so that access would be provided to 4505 Bandini? Please analyze this as part of the EIR. Please describe the public review process & for certification of the EIR.

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 The Port of LONG BEACH LA THE PORT

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CC-5-1

Chapter 2.0 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) describes the build and No Build alternatives considered for the Interstate 710 (I-710) Corridor Project. A wide range of alternatives was developed to address the Purpose and Need to varying degrees, representing a wide range of investment levels and modal choices, focusing on addressing the underlying travel markets using I-710. That range of alternatives included transit as well as highway improvements. An alternative prohibiting the use of the I-710 mainline travel lanes by trucks was not considered because of the inability of the California Department of Transportation (Caltrans) to mandate such a requirement as well as the potential impacts of all I-710 truck traffic not using the freight corridor diverted to local streets. A revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward and analyzed in revised technical reports and this RDEIR/SDEIS. Although Alternative 5C does not include a zero emissions freight corridor, based on the revised *Air Quality/Greenhouse Gas/Health Risk Assessment Technical Study* (AQ/GHG/HRA) (June 2017), both build alternatives show air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for nitrogen oxides (NO_x) and all health risks (including cancer risk from diesel particulate matter [DPM]), compared to the No Build Alternative. For example, the maximum modeled cancer risk in 2012 is 1,421 in one million; maximum cancer risk for the 2035 No Build Alternative, Alternative 5C, and Alternative 7 is 57, 45, and 30 in one million, respectively. Alternative 7 includes a zero emissions/near zero emissions (ZE/NZE) freight corridor.

CC-5-2

Due to changes in the project design, the property at 4505 Bandini Blvd. has not been identified for acquisition under either build alternative.

CC-5-3

Prior to certifying the Final EIR for the I-710 Corridor Project, a RDEIR/SDEIS has been prepared to address significant new information about the project, specifically the updated growth assumptions from the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the numerous design revisions made as a result of the three utility relocation studies, and the introduction of a new alternatives. The public comments on the Draft EIR/EIS have assisted Caltrans in providing further analysis and/or clarity in the analysis of impacts in this RDEIR/SDEIS. After circulation of this RDEIR/SDEIS, all public comments received will be taken into consideration in identifying the preferred alternative. A Final EIR/EIS will then be prepared to include all public comments and responses, as well as discussion and analysis of the preferred alternative. As required by the California Environmental Quality Act (CEQA), Caltrans will provide copies of the responses

to comments received from public agencies at least ten days prior to certification of the Final EIR. In accordance with CEQA, upon certification of the EIR, findings will be prepared for each significant effect and if there are effects that remain significant and unavoidable after mitigation, a Statement of Overriding Considerations (SOC) will be prepared. The SOC must state in writing the specific reasons to support project approval despite its unavoidable significant effects. Within five working days of approving the EIR, a Notice of Determination (NOD) will be filed with the State Clearinghouse. After certification of the Final EIR, Caltrans will approve the Final EIS. As required under the National Environmental Policy Act (NEPA), the Final EIS will be made available for a 30-day public availability period in the same manner that the Draft EIR/EIS was made available to the public. After the 30-day public availability period of the Final EIS, a Record of Decision (ROD) will be prepared and will contain response to any comments received on the Final EIR/EIS. Signature of the ROD by Caltrans and publication of the Statute of Limitations notice under NEPA completes the environmental documentation process. Caltrans respectfully declines the request to hold an adoption hearing for the certification of the Final EIR.



I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Fernando Hernandez

ADDRESS: 1831 W 32ND St CITY: Long Beach ZIP: 90810

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I as a 16year old play many sports especially soccer I play on 11th st and see how close its to the parks were smaller kids than me play and I care for those kids, because I happen to have a 6 year old cousin who moved from the community because he happen to have asma. well me as I happen to think that the rail road is to already close enough to the park, community, and school I also feel as a resident I like to go the park

Please comment by September 28, 2012

Metro



I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: St Fernando Hernandez.

ADDRESS: _____ CITY: _____ ZIP: _____

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

especially to swim but they alway seem to be closed on certain days and time it would be better if they gave 1 time a or 2 times a week one whole day of pool for the residents.

Please comment by September 28, 2012

Metro

CC-6-1

The California Department of Transportation (Caltrans) acknowledges the commenter's concerns regarding the proximity of parks and other recreational facilities to the Interstate 710 (I-710) and railroads. Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

Caltrans and the Los Angeles Metropolitan Transportation Authority (Metro) do not have the authority to determine the hours of the swim facilities in the commenter's neighborhood but your comment is acknowledged and included in the project record.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Iris Verduzco

ADDRESS: 9621 Alexander Ave CITY: South Gate ZIP: 90280

REPRESENTING: C.B.E (Communities for a Better Environment).

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

You ask our communities for our input and that is what we are here for today. In solidarity we come together to propose a new alternative. We propose Community Alternative 7 which proposes no I-710 widening, river improvements to the ghastly polluted river. Instead I understand what is needed in my community and it is not some fashionable freeway it is further public transportation system and comprehensive pedestrian and bicycle elements. This project does not benefit us, in fact it benefits your pockets to further promote your ideals of GREED and CONTROL!

Please comment by September 28, 2012

Metro

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CC-7-1

Community Alternative 7 has been taken into consideration by the Interstate 710 (I-710) Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

CC-7-2

Alternatives to widening the I-710 Corridor, such as expansion of public transit and electric transportation, have been previously studied as stand-alone alternatives and were found to not be viable on their own. As stated in Section 2.4.1 of the RDEIR/SDEIS, public transportation improvements did not go far enough in resolving the worst of the congestion problems, air quality issues, design elements that need updating, and safety concerns that affect motorists and residents within the overall I-710 Corridor. Additionally, as stated in Section 2.4.1.2, the advanced technology did not sufficiently relieve traffic congestion on the I-710 mainline according to several of the mobility measures, nor did it address existing safety and design elements that need updating on the I-710 compared to other alternatives. However, as described in Section 2.3.2 of the RDEIR/SDEIS**,** expansion of public transit service as well as zero emission truck advanced technology (included for its positive air quality benefits) have been integrated into both build alternatives. Although Alternative 5C does not include the zero emissions freight corridor, it does include expansion of public transit service. Other elements of Community Alternative 7 that have been included in the proposed build alternatives are a Community Health Benefit Program and the addition of up to five pedestrian and bicycle-only bridges.

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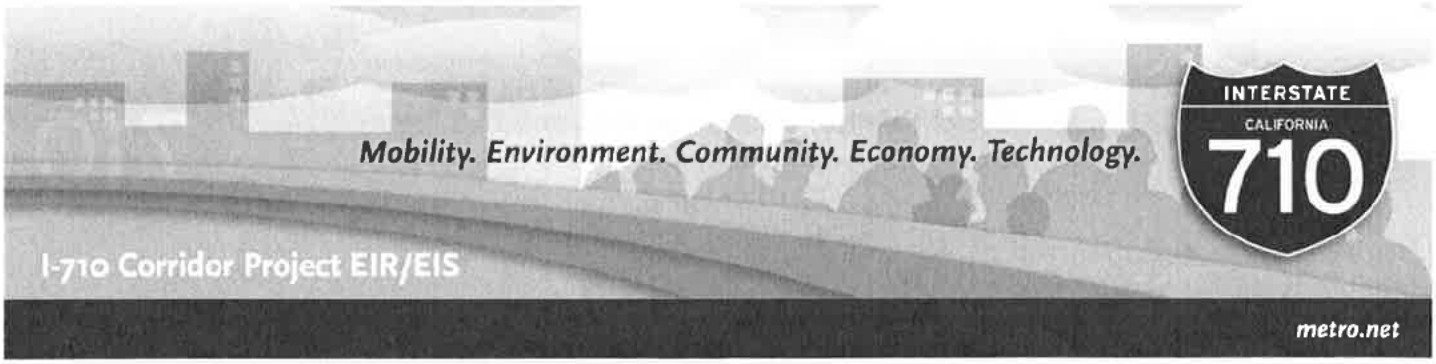

I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: & Jasmine Cortez

ADDRESS: _____ CITY: Wilmington ZIP: 90744

REPRESENTING: My community, Communities for Better Environment, and myself.

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

Please Review Alternative 7. It is important.

Please comment by September 28, 2012

Metro

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CC-8-1

Community Alternative 7 has been taken into consideration by the Interstate 710 (I-710) Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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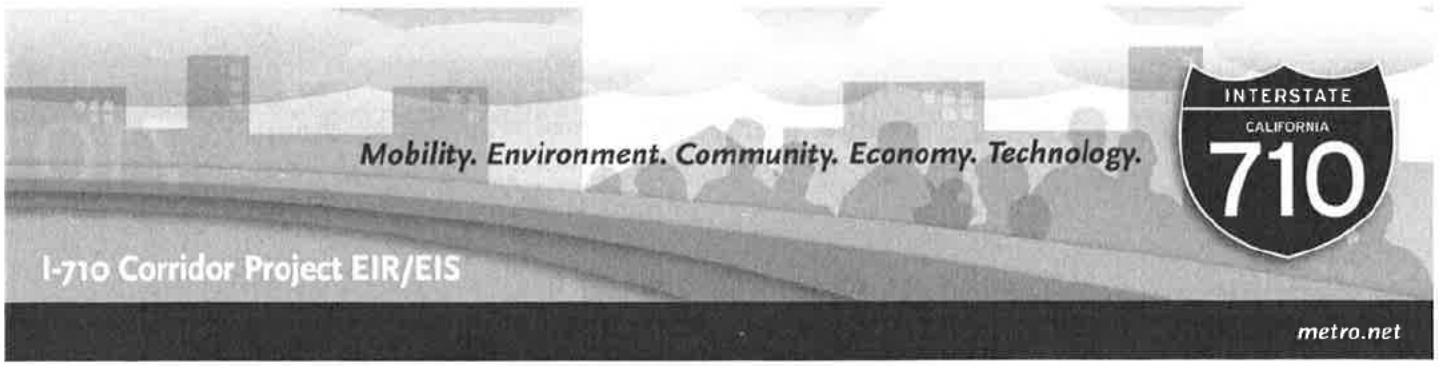

I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: ERIKA OLVERA

ADDRESS: 1222 N LOMA VISTA CITY: L.B ZIP: 90813

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

SAID YES !! ~~I PROPOSAL~~
ALTERNATIVE (7)

" NO MORE POLLUTION "

Please comment by September 28, 2012

Metro

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CC-9-1

Community Alternative 7 has been taken into consideration by the Interstate 710 (I-710) Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Natasha A. Smith Patterson [redacted]

ADDRESS: 2133 Canal Ave CITY: Long Beach ZIP: 90810

REPRESENTING: Westside of Long Beach Fwy expansion

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I believe that this particular project will bring revenue into the downtown LB area because it will create jobs for our local residents and smaller cars and trucks won't have to fight to change lanes & get off of the freeway without getting crushed or in a bad accident. Trucks need their own lanes seperate from other vehicles.

Please comment by September 28, 2012

Metro

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CC-10-1

The commenter's support of this project has been acknowledged. All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Janeth Lopez

ADDRESS: 2700 58th St. CITY: Huntington Park ZIP: 90255

REPRESENTING: Communities For A Better Environment (CBE)

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

~~I~~ I come from the city of Huntington Park and I am completely opposed to the 710 expansion. I live right across the street from the city of Vernon and I see industrial ~~in the~~ already and I breathe enough pollution. The expansion will add more pollution and industrialize the LA river.

Please comment by September 28, 2012

Metro

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CC-11-1

The commenter's opposition to this project has been acknowledged. With regard to the commenter's concerns regarding air pollution, based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2\,5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

Additionally, as discussed in Section 3.6, Measure VIS-1 of the RDEIR/SDEIS, the Interstate 710 (I-710) Corridor *Aesthetics Master Plan* will be implemented and includes an aesthetics toolbox that has been prepared to provide a wide range of innovative ideas that could be applied within the Study Area, including the Los Angeles River. The proposed project will also comply with elements of city General Plans that pertain to improvements to the Los Angeles River. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

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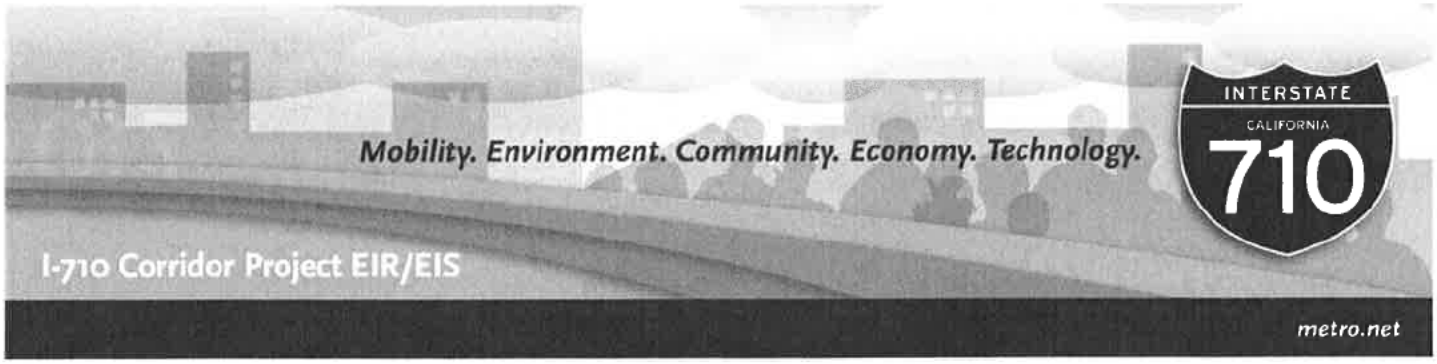

I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Fernando Solis

ADDRESS: 6823 1/2 Fishburn AVE CITY: Bell ZIP: 90201

REPRESENTING: Community For Better Environment

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I Just WONT to Say that All People AROUND The 710 Freeway y SUFFERING FROM Breathing Sicknesses AND you Guy have to thing More About All this people.

I hope God touch your heart AND do the right thing AND do NOT do it Just FOR the Money.

Please comment by September 28, 2012

Metro Caltrans GATEWAY CITIES LONG BEACH LA THE PORT

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CC-12-1

All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Darryl Molina Sarmiento

ADDRESS: 5927½ Great Oak circle CITY: Los Angeles ZIP: 90042

REPRESENTING: Communities for a Better Environment

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

The Community participation process has consisted of a bureaucratic time sink with absolutely NO ACCOUNTABILITY ~~To The~~ of the lead agency to the public's demands. Caltrans needs to let the most impacted communities have a say on design elements. All early action projects must be included within the EIR/EIS as well as mitigation of construction impacts.

I advocate another Alternative → Alt. 7.

1. NO additional general purpose lanes 2. Two freight transport that must be zero emission 3. Enhance public transportation 4. Comprehensive Pedestrian and Bicycle element 5. River Improvements 6. Community Benefits

Please comment by September 28, 2012

Metro Caltrans Gateway Cities 5 Long Beach LA The Port

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CC-13-1

This comment expresses concerns regarding the public involvement and notification process. Throughout the life of the project, an extensive community participation framework has been followed and community participation activities for the Interstate 710 (I-710) Corridor Project have been designed to provide various community stakeholders the opportunity to work with the technical team throughout the process. The public is invited to attend all of the committee meetings and is given the opportunity at these meetings to comment or express any concerns relative to the project. As a part of this community participation framework, Local Advisory Committees (LACs) were formed to represent each of the cities and unincorporated county areas along the I-710 Corridor and are comprised of representatives from each of these communities in the I-710 Corridor. From January 2009 to April 2011, the LACs met several times each to review, discuss, and provide input on the proposed conceptual highway design (geometrics), technical studies informing the screening of alternatives, the alternative screening methodology and results, the Technical Advisory Committee's (TAC) recommendation on alternatives for study in the Draft EIR/EIS, their respective Community Profile, and shared ideas for potential Early Action Projects for their communities. Additionally, notices regarding the release of the Draft EIR/EIS for public review and locations/times of the public hearings were published in the Los Angeles Times, the Long Beach Press Telegram, the LA Watts Times, the LA Eastside Sun, and La Opinion on two occasions (once upon release of the environment document in June 2012 and once one week before the public hearings in August 2012). Mailers were sent to all properties within 300 feet of the proposed project improvements.

There are some Early Action Projects, such as the Shoemaker Bridge Project or the Early Action Soundwall Project, that are undergoing advance environmental review as stand-alone projects. Any early action projects to be constructed prior to the approval of the I-710 Corridor Project EIR/EIS will be cleared under separate environmental documentation.

Mitigation for construction impacts of the proposed project are discussed in Section 3.24, Construction.

CC-13-2

Community Alternative 7 has been taken into consideration by the I-710 Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Marissa Garcia

ADDRESS: 1901 Jeanette Pl. CITY: Long Beach ZIP: 90810

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I believe in renovation, it is necessary for safety - but I do not believe that expansion is reasonable. California is supposed to be getting greener. Expanding / increasing the use of diesel transportation of goods will hurt my neighborhoods health, the health of all Angelinos and Californias' environmental quality.

These renovations are an opportunity for clean energy innovation - not the same old thing we know makes us sick.

Please comment by September 28, 2012

Metro

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CC-14-1

Based on updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward and analyzed in revised technical reports and this Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Alternative 7 includes a zero emission freight corridor. This will provide an opportunity for a greener alternative to conventional trucks and would reduce air quality impacts as compared to the No Build Alternative.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Amelia Niumeitolu

ADDRESS: 5006 Poppy Street #17 CITY: Long Beach ZIP: 90805

REPRESENTING: Ailcona & Communities for Clean POAC

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

Please do not expand the 710.
The 710 has direct cancer and asthma
health impacts on the Pacific Islander
/Oceanian Communities of Long Beach and
California. There are alternatives
such as expansion of public transit,
electric transportation, and
the consideration of generations lives,
fauna, and flora. Thank you.

Please comment by September 28, 2012

Metro Caltrans GATEWAY CITIES 5 LONG BEACH LA THE PORT

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CC-15-1

Please refer to Section 3.3.5, Community Impacts, of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for an updated discussion of impacts to minority and/or low-income communities in the area. Please refer to Response to Comment CC-7-2 regarding alternatives to widening the Interstate 710 (I-710) Corridor such as expansion of public transit and use of non-diesel trucks in the zero emission freight corridor.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Kat Madrigal

ADDRESS: _____ CITY: Wilmington ZIP: 90744

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

The 710 expansion does not include any alternatives that are beneficial to the local community or reduction of traffic. There needs to be a public transportation system @ that is included in this project and a reduction of air pollution. Community alternate 7 should be considered for this project. It is the best solution for traffic reduction & air pollution

Please comment by September 28, 2012

Metro Caltrans Gateway Cities 5 Long Beach LA The Port

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CC-16-1

The Interstate 710 (I-710) Corridor Project proposed alternatives that are beneficial to the public. For example, based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

Additionally, as discussed in Section 3.5, Traffic and Transportation, of the RDEIR/SDEIS, traffic conditions improve under all build alternatives with the exception of some intersections. Additionally, Community Alternative 7 has been taken into consideration by the I-710 Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the RDEIR/SDEIS. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Meylley Huoth

ADDRESS: 340 E. South St. CITY: Long Beach ZIP: CA 90805

REPRESENTING: Myself

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

To whom

What is the health risk for living near the 710 and 91 freeway? Is it then get worse after 2020 to 2025 construction? What can you do to prevent the air pollution? Are we able to get the double pain wall or double window? Are you then use the sound wall for construction? I am really worry about the ~~risk of cancer~~ health risk in that community.

Please comment by September 28, 2012

Metro

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CC-17-1

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

With regard to the commenter's request for his windows to be replaced, the California Department of Transportation (Caltrans) and Federal Highway Administration (FHWA) do not have a program or a mechanism to provide funding for acoustic insulation. A Community Health and Benefit Program is included in Section 2.3.2.1 of the RDEIR/SDEIS and provides for a mitigation program for which cities and community groups may apply and obtain grant funding for health-related measures. The provision of alternative noise abatement would be a potential candidate for this programmatic element of the Project Description. Soundwalls will be implemented as discussed in Section 3.14.5 of the RDEIR/SDEIS. The final locations and design of soundwalls as abatement measures will be determined after completion of the public input process as part of the Final EIR/EIS.

Property within the state's right-of-way is not subject to local government ordinances. However, all possible effort should be made to comply with the local ordinances. Caltrans requires contractors to prepare a noise control plan prior to beginning construction on large projects such as this one. This plan would identify not only the potential construction noise impacts, but the potential abatement measures as well.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Ramiro Castaneda

ADDRESS: 2850 Gale Ave CITY: Long Beach ZIP: 90810

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I Strongly disagree with option 5. However if option 6 is approve we would like a thaher sound wall, noise prove windows for my house. We currently experience a high volume of noise being the way it is and I think that the freeway being closer would really make it really inplesent. Please notify me of your outcome. This is a very important matter for me and my family.

Please comment by September 28, 2012

Metro

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CC-18-1

The commenter's opposition to Alternative 5 has been taken into consideration.

CC-18-2

Please see Section 3.14, Noise, in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for a discussion of noise impacts and identification of soundwalls under the revised build alternatives. Please refer to Response to Comment CC-3-1 regarding interior noise abatement.

CC-18-3

Normally, as part of the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) process, the public is informed of the outcome of the proposed project when the Final EIR/EIS is circulated for public review. However, this RDEIR/SDEIS has been prepared to address significant new information about the project, specifically the updated growth assumptions from the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the numerous design revisions made as a result of the three utility relocation studies, and the introduction of new alternatives. The public comments on the Draft EIR/EIS have assisted Caltrans in providing further analysis and/or clarity in the analysis of impacts in this RDEIR/SDEIS. Additionally, the community groups that are a part of the public participation framework for the Interstate 710 (I-710) Corridor Project will be informed of during each step of the environmental process. Please refer to Response to Comment CC-13-1 for more detail on the community participation framework for the project.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Sylvia Arredondo

ADDRESS: 1203 Hyatt Ave CITY: Wilmington ZIP: 90744

REPRESENTING: Myself-my family- residents of Wilmington

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

According to the project facts hand out to help me understand the I-710 Corridor Project and DEIR/EIS I do not see how expanding the I-710 corridor will improve air quality ~~with~~ and public health. I feel the committees planning the project did not have the communities that border I-710 in mind. I demand a new review of the EIR/EIS and a new Draft that accurately assess the health in our ~~community~~ communities.

Please comment by September 28, 2012

Metro

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CC-19-1

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

CC-19-2

The RDEIR/SDEIS has been prepared to address significant new information about the project, specifically the updated growth assumptions from the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the numerous design revisions made as a result of the three utility relocation studies, and the introduction of new alternatives. The public comments on the Draft EIR/EIS have assisted California Department of Transportation (Caltrans) in providing further analysis and/or clarity in the analysis of impacts in this RDEIR/SDEIS.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Pam Tanvegni

ADDRESS: _____ CITY: _____ ZIP: _____

REPRESENTING: TTCC

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

Apx. how many fast food type or food courts will be in Mall?

Apx. in what year do you expect to break ground or be completed?

*My family owns the land Jack in the Box is on at Atlantic & Imperial Hwy. In South Gate up the block from this project.

Please comment by September 28, 2012

Metro

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CC-20-1

Your comment is acknowledged and included in the project record. All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

CC-20-2

Construction of the proposed project, depending on available funding, is estimated to start in 2024 with completion in 2034.

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Mobility. Environment. Community. Economy. Technology.

INTERSTATE CALIFORNIA 710

I-710 Corridor Project EIR/EIS

metro.net

I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Tony and Maribel Rosales

ADDRESS: 1237 W. Taper St. CITY: L.B ZIP: 90810

REPRESENTING: self.

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

eventhough our property ~~is~~ is not affected much by project 5, I think it is a better option as it doesn't affect any of the homes in the neighborhood. Now if project 6 took place we definately like a bigger sound proof wall & also to provide homes with triple pane window ~~from~~ to avoid sound from freeway in home and maybe a recreational green belt on the area where there was homes, with ~~[illegible]~~ light during the night.

Please comment by September 28, 2012

Metro

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CC-21-1

The commenter's preference for Alternative 5 has been taken into consideration.

CC-21-2

Please see Section 3.14, Noise, in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for a discussion of noise impacts and identification of soundwalls under the revised build alternatives. Please refer to Response to Comment CC-3-1 regarding interior noise abatement.

CC-21-3

According to Section 3.6, Measure VIS-1, excess parcels (portions of parcels acquired that are not needed for construction of the proposed project) will be evaluated with regard to the feasibility of planting vegetation for air pollutant dispersion per Measure AQ-3. The use of any excess parcels as park space will be dependent on the size and location of the parcel, but may be possible. This will be determined upon completion of final project design.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Paula Washington

ADDRESS: 2561 Delta Ave CITY: Long Beach ZIP: 90810

REPRESENTING: 2500 Block of Delta

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

Addressing sound barrier/noise barrier for houses ~~on~~ surrounding the freeway.

Higher sound walls

Also traffic signal lights to decrease the speed of traffic on our block.

Air quality

Please not to have the increase traffic. Risk of flooding

Please comment by September 28, 2012

Metro Caltrans Gateway Cities 5 Long Beach LA The Port

Wants Zero emission corridor!

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CC-22-1

Please see Section 3.14, Noise, in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for a discussion of noise impacts and identification of soundwalls under the revised build alternatives.

CC-22-2

If a build alternative is selected for implementation, traffic signals may be modified or provided only at intersections affected by that build alternative. This request for traffic signals on Delta Ave. would need to be considered by the City of Long Beach as part of its ongoing responsibilities for traffic control in the City. Any locations considered by the City for signals would have to be evaluated to assess whether they meet certain defined traffic signal warrants based on the specific type of street, number of lanes, traffic volumes, through and turning movements, etc. It should be noted that while new traffic signals may reduce speeds on certain arterials, they may also result in new delays at locations where there were previously no delays that could result in increased vehicular emissions and reduced air quality.

CC-22-3

In general, the traffic analysis for the build alternatives shows that Alternatives 5C and 7 will result in reduced north-south traffic on local arterial streets and reduced congestion in those areas. While the increased capacity on Interstate 710 (I-710) provided by the proposed improvements will accommodate the forecasted growth in the area, the arterial street system will experience a reduction in trucks and through traffic in the north-south direction.

CC-22-4

As discussed in detail in Section 3.8, Hydrology and Floodplain, of the RDEIR/SDEIS, there would not be an increase in the risk of flooding because the build alternatives would not substantially increase the base flood elevation. Therefore, there would be no substantial flood-related risks to life or property associated with implementation of the build alternatives.

CC-22-5

A revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward and analyzed in revised technical reports and this RDEIR/SDEIS. Alternative 7 includes a zero emission freight corridor.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: KENYN NGUYEN / JOHN PHUNG (AKA: I)

ADDRESS: 2931 GAVE AVE CITY: LONG BEACH ZIP: 90810

REPRESENTING: SELF (HOME-OWNER)

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

AT THE CURRENT HEIGHT OF THE SOUND WALL, I STILL SEE TRUCKS PASSING BY AND HEAR LOUD NOISE FROM THE FREEWAY ALL THE WAY FROM MY HOUSE. I REQUEST THAT HIGHER SOUND-WALL BE BUILT ALONG THESE AREAS; BECAUSE ITS CAUSING ME LOTS OF ANXIETY AND EMOTIONAL STRESS. I AM ALSO VERY CONCERN ABOUT THE AIR QUALITY SINCE MORE LANES MEANS MORE TRAFFIC (CARS) WHICH ALSO MEANS MORE POLUTIONS. I SUPPORT THE REBUILD OF THE FREEWAY BUT I NEED FIRST OF ALL MY CONCERNS ADDRESSED.

Please comment by September 28, 2012

Metro Caltrans GATEWAY CITIES 5 LONG BEACH LA THE PORT

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CC-23-1

Please see Section 3.14, Noise, in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for a discussion of noise impacts and identification of soundwalls under the revised build alternatives.

CC-23-2

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

CC-23-3

As part of the California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) process, the commenter's concerns are included in this RDEIR/SDEIS. Additionally, there will be opportunity to comment on the RDEIR/SDEIS and responses will be included in the Final Environmental Impact Report/Final Environmental Impact Statement.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: RODOLFO VALLEJO

ADDRESS: 5952 MIDDLETON ST CITY: HUNTINGTON PK ZIP: 90255

REPRESENTING: CBE ACTING MEMBER

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I AM ALL FOR XTENTION OF RAIL ROAD TO THE POR
I ALSO CONSIDER OTHER OPTIONS
Y WONT CONTAMINATE THE ENVIRONMENT

Please comment by September 28, 2012

Metro

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CC-24-1

This comment supports greater use of rail. Maximum goods movement by rail is an underlying assumption of all the alternatives analyzed in the Interstate 710 (I-710) Draft EIR/EIS and the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). With regard to future demand for cargo containers to be transported to and from the Port of Long Beach (POLB) and Port of Los Angeles (POLA) (collectively, "the Ports") by rail instead of truck, the *Final Technical Memorandum – I-710 Railroad Goods Movement Study* (February 2009) found that although the rail operators have implemented a variety of operational strategies to meet container demand from the Ports, including using longer trains with higher utilization rates, the railroad system in the Alameda Corridor will not be able to handle the total container demand even with the rail system operating at maximum capacity.

At the assumed 41.4 million annual twenty-foot equivalent units (TEUs) and 50 percent rail mode share of port container volumes in 2035, the Alameda Corridor is forecast to be used by 80 to 125 trains per day from on-dock and near-dock intermodal rail facilities. Historical data and forecast trends indicate that 50 percent of all port container transport will be by truck due to the high number of container destinations within 350 miles of the San Pedro Bay ports. Even with this assumption, at the forecast level of 41.4 million annual TEUs in 2035, the rail system will be approaching capacity carrying this share of containers.

Rail is less expensive for transporting cargo containers destined for locations more than 550 miles from the Ports. As a result, approximately 50 percent of the cargo from the Ports is transported by rail and 50 percent by truck. (Source: *Final Technical Memorandum – I-710 Railroad Goods Movement Study*).

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: James Johnson

ADDRESS: 333 W. Ocean, 14th Floor CITY: Long Beach ZIP: 90802

REPRESENTING: City of Long Beach, District 7

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

Access to the 710 at Pacific Place will be lost from this project. Many vehicles will head east to the onramp near Wardlow and Long Beach Boulevard, but there is currently no access to this onramp going east bound. Further consideration, including potential mitigations ~~need to be considered~~ is needed of how to compensate for the loss of access by eliminating Pacific Place as an on ramp.

Please comment by September 28, 2012

Metro



PROYECTO del CORREDOR I-710
Borrador del EIR/EIS
TARJETA PARA COMENTARIOS

NOMBRE: _____

DOMICILIO: _____ CIUDAD: _____ C.P. _____

REPRESENTO A: _____

Favor de depositar sus Comentarios en la caja de Comentarios o:

Por correo: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Tengo los siguientes comentarios acerca el Borrador del EIR/EIS para el Proyecto del Corredor I-710 (favor de usar letra de imprenta y si es necesario, utilice hojas adicionales):

We need to ensure an orderly flow of traffic on our arterials and not through our neighborhoods.

Favor de someter sus comentarios a más tardar el 28 de septiembre de 2012

Metro

CC-25-1

This commenter's concerns regarding access at Pacific Pl. and traffic in that area are noted. The Pacific Pl./Interstate 405 (I-405) interchange is proposed to be removed under both revised build alternatives in order to improve safety and operations on the mainline.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: _____

ADDRESS: _____ CITY: _____ ZIP:

REPRESENTING: _____

Please drop comments in the Comm

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environment
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Maggie.
USED SPEAKER CARD AS COMMENT CARD.

SPEAKER'S CARD
I-710 Corridor Project EIR/E
Public Hearing
August 2012

Please Print
Name: Maggie Seymore

Street: 2180 Gate Avenue

City, State: Long Beach, CA. 90810

Phone No [redacted] E-Mail: [redacted]

Organization you are representing, if other than self: _____

Subject: What studies have been made to control the rodent problems? Who will be responsible to clean the alleys and areas around the freeways? Can a plan be put in place to adequately address rodent and cleaning of the areas around the freeway?

Purpose of the Card:
- For taking minutes and proper spelling of speaker's name
- Provides contact information for follow-up, if necessary
- Helps meeting move along efficiently

Speaking Rules
- Speakers will be called upon
- Speaker will have 3 minutes to address the subject

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CC-26-1

Formal studies of rodent problems have not been done, as the California Department of Transportation Caltrans is unaware of ongoing rodent problems in the area. Freeway facilities and the regular maintenance of such are the responsibilities of Caltrans. Every effort is made to perform regular maintenance on State right-of-way. If you come across an issue that needs attention, such as a rodent problem or area in need of cleaning, please contact the District 7 office at (213) 897-3656. Maintenance of city streets and alleys are the responsibility of the individual city, so please contact your city for issues pertaining to local streets.

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Dan Pressburg
167 East South Street
Long Beach, California 90805
[redacted]

Re: Comments regarding the I710 EIR/EIS
Ceqa and Nepa

First and foremost I believe that the time period for review should be increased another 60 days so the public can further review the EIR / EIS. I would also like to see more conclusions from the lead agency with computerized dimensional drawings and how they were arrived at, the cause and affect etc. Below for inclusion in the public comments are my concerns. It would also be nice to have a computerized download that we could have available for review rather than hardcopy. I realize we could go online this is a multi-billion dollar project

Visual Impacts: There are no three dimensional models for any of this and that would supply a visual demonstration of how high the over pass at Artesia and elsewhere would be. Second the EIR states that we could not build down the freeway and the idea was abandoned. I think it is a very good alternative to breaching the flood plain and the levies. There is nothing that I could see in the EIR that shows your process and how the models and conclusions were arrived at regarding the flood plain.

1. There is no 3D modeling indicating the penetration of the levies. The EIR indicates it will not do anything to the hydrology of the flood plain there is no model to demonstrate or visual. How was this done? Who did it? Does it agree with the Army Corp of Engineers? If the levies are breached you have said that you would pay for the impending flood insurance but there is nothing in you modeling to indicate this. That responsibility could cause a financial hardship for those of us who are fixed incomes. It would also be a problem because FEMA would be back for a 500 year flood.

2. The public should be made aware in writing of all correspondence, work papers current models, definitions, oral conversations as well as visual models concerning the flood plain, the Army Corp of Engineers, Nepa, EPA and Fema

3. I do not believe your premise that you could underground cables while breaching the flood plain. I would think that if you are carrying the higher voltage above ground it would be just as easy to keep it all together. Weaving the lines would be a natural solution. If the grid could be maintained by underground that would also work but in the flood plain there are many concerns regarding access and impact for higher voltages. That is why weaving would be a very good solution.

4. There are areas where there are no visual 3D models regarding the sound walls. As well as the omission where sound walls should and could be. It is great that you are creating new walls now as opposed to later.

5. Reduction of visual pollution with static billboards would be great as there are so many as you travel south on the I710. If you could use only some electronic billboard closer to the downtown it would provide direction and not impact the surrounding community. Only if we have to have billboards. If not, no bill boards.

6. Tree plantings and beautification will help absorb pollution and provide some beatification along the corridor. There are no indications this will occur and no demonstration of how this would impact the project.

Sound Walls: This EIR does not lay out all the sound walls that should protect the surrounding community.

1. Sound walls should be added to the 405 to further buffer the community they too should be included in the walls you are currently refurbishing since you are doing the Coolidge area early in the construction. It will be less expensive to do this now. Also, I believe pollution absorbing foliage, trees grasses etc will also baffle the sound and help absorb pollution.

2. I am not sure how the curved model of wave model of curtaining the sound walls with curves will work. They do this in Europe to contain sound penetration within a specified traffic corridor. This may further reduce noise and sound pollution.

3. Rather than stark concrete walls we might consider vines or relief casting to break up the visual bleakness. Vines would again absorb pollutants and reliefs like they have in Anaheim would visually soothe. Both could break up the ambient sound.

4. You have stated that increasing the height would contain the sound at Coolidge / the Artesia onramp would be a great place for reliefs and vines to on the side facing the park as to disguise the onramp and integrate it to the surrounding park. Mature trees would also reduce the sound and improve the visual appearance.

5. I believe a computerized 3 dimensional model would also better describe the visuals in here also.

Traffic: The EIR does not include or address the current or future impacts from other ports that impact that would lessen impacts. There isn't any modeling that indicates how and where the port will grow to the 2035 capacity that is being claimed. Land mass would have to be increase and the complex would also. Where are the future project projected?

1. Lazaro Cradenas Mexico: is currently impacting the Port Complex by approximately 18% of goods movement through the international NAFTA highway and they are growing. Their capacity is smaller but will probably effect traffic and goods movement even more by 2035. They are expecting to increase volume by 1/3 by 2015 to 2018. Even with the Port of Long Beach middle Harbor Project we will not grow in comparison which will slow goods movement through our port complex.

2. Prince Rupert, Canada: They are also growing but do not have the capacity of Mexico or our Port complex however Canadian prices have been reduced and may become more attractive by 2035.

3. The economics here would indicate that there could be a reduction the projected growth due to the availability and expansion of these two ports.

4. Tolling most of the reasoning for more truck traffic on the I710 is because the Alameda corridor currently tolls in some areas. I believe if the I710 were a toll at a lesser rate we would fill the Alameda corridor as projected. If not then we will fill the 710 so alternative 6C even though it may cause a rise in pollution would be better.

5. We should also consider lessening the tolls there to make the corridor more accessible.

6. Expansion of surface streets will need to occur in order to accommodate truck traffic since adjacent arteries can impact surface streets. Merging traffic from freight lanes to regular freeway could cause gridlock and that would further affect air quality.

7. We would need to consider protecting bike lanes on Del Amo since this will be another access to the freight lanes.

8. There also needs to be access to fueling/filing stations and their access as well as impacts to the surrounding neighborhoods.

Air Pollution: Encapsulation of truck lanes would help diminish pollutions. Current monitoring stations from the AQMD should be included with their projected air quality impacts. The MATES III study and their finding should also be included.

1. What are the implications and impacts of the while driving any pilings into soft core levies? For that matter into the flood plain.

2. What are the current readings from the AQMD and EPA with regards to diesel particulate being capture by their current monitoring devices? Are there any correspondence indicating their review? Is there any forecasting of their impacts today and there projected future impacts.

3. What is the impact current and forecasted future values of pollution on the schools that line the I710.

4. What is the incidence of asthma and other respiratory illnesses such COPD etc. I could not find any referral to the recent USE study regarding the implications of Diesel and the impact on children near the Port and the freeways.

5. What is the impact on pollution if the port were able to boot smokestacks on vessels while cold ironing and the penetration of particulate matter into the surrounding neighborhoods and schools?

6. Is there any model of the impact of what plants will do to help contain and manage pollutants?

7. What are the impacts of sulfur that may be blown into the neighborhoods adjacent to Willow and other areas. The sulfur piles are now contained but with it is a fine particulate that still blows across the city.

In conclusion, it is my belief that CALTRANS again should extend the EIR comment period by at least 60 days so we can further review and ask the appropriate questions pertinent to this EIR and EIS.

Thank you this opportunity.

Sincerely,

Dan Pressburg

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CC-27-1

The public review period was extended from the original 60 days to provide for an additional 30-day review.

CC-27-2

Computer simulations of the build alternatives are included in Section 3.6, Visual/Aesthetic Impacts, and the accompanying *Visual Impact Assessment*. Included are several "Key Views" that the Project Team, with input from the public, believed illustrative for viewing the visual impact of the build alternatives through the Interstate 710 (I-710) Corridor. The effects of the build alternatives are outlined in detail within the body of the EIR/EIS. This information has been updated in the Revised *Visual Impact Assessment* and Section 3.6 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) to reflect the revised set of build alternatives (Alternative 5C and Alternative 7)

CC-27-3

A download of the environmental document and supporting technical studies was, and is currently, provided on the California Department of Transportation (Caltrans) website (http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/).

CC-27-4

Although a three-dimensional model to demonstrate the heights of overpasses within the Study Area was not prepared, key views throughout the I-710 Corridor were selected to best demonstrate those areas in which the proposed project would be most visible, as shown in Section 3.6, Visual Simulations, and such as those prepared for Key Views 4 through 7, 15, 16, 20, and 31, which demonstrate the visual impacts of elevated structures or overpasses of the proposed project. New Key Views and a revised discussion of visual impacts are included in Section 3.6 of the RDEIR/SDEIS.

CC-27-5

Section 3.8 of the Draft EIR/EIS addressed hydrology and floodplain aspects of the project Study Area. The regulatory setting, affected environment, and the build alternatives' environmental consequences are described in this section. As stated in this section, as well as supporting technical analyses, the project and its proposed floodway modifications will not significantly alter the existing floodplain. Modification to floodways are necessary to mitigate risks associated with new and modified structures featured in the project alternatives that are located within the floodway. Floodways within the project Study Area include the Los Angeles

River, the Rio Hondo, and Compton Creek. All floodway modifications require permit approval from the United States Army Corps of Engineers (USACE).

Proposed floodway modifications include transverse encroachments (bridges that cross over the floodway) and longitudinal encroachments (structures that are aligned along and inside the floodway). Typical design mitigations for transverse encroachments entail site-specific bridge pier designs, bridge site channel invert modifications, and/or bridge site channel wall modifications. These design mitigations ensure that base flood elevations are maintained. The base flood elevation is the water surface elevation of the base flood required by the USACE. Analysis of the base flood elevation is a critical factor in determining the design of a bridge crossing. Because typical design mitigations are employed in bridge designs, these transverse encroachments do not pose a significant risk to the floodplain.

Longitudinal encroachments are potentially more significant than transverse encroachments because the floodway is affected over a longer distance, rather than a discrete "spot" location. For longitudinal floodway encroachments, designs were advanced beyond a conceptual level to assess design mitigations required to maintain base flood elevations. Hydraulic analyses (Hydrologic Engineering Centers River Analysis System [HEC-RAS] model simulations) were conducted following USACE modeling criteria. Analyses showed that channel wall modifications are required upstream, downstream, at, and in between proposed encroachments to ensure base flood elevations are maintained. These modifications were incorporated as a required feature of the project alternative. Because the design of these floodway modifications were advanced and supported by hydraulic analyses, it was demonstrated that the longitudinal encroachments do not pose a significant risk to the floodplain.

Because there are modifications to the flood control system incorporated in the project, a Conditional Letter of Map Revision (CLOMR) would be prepared to document changes. This letter is prepared at the conclusion of the project and approved by the Federal Emergency Management Agency (FEMA). Because proposed modifications do not alter base flood elevations, no revisions to FEMA Flood Insurance Rate Maps (FIRMs) are required as a result of the project.

Because of the substantial changes in design of the revised build alternatives, many of the impacts to the Los Angeles River discussed in the Draft EIR/EIS have been avoided or minimized. Please refer to Sections 3.8 and 3.9 in the Recirculated Draft EIR/Supplemental Draft EIS, the *Flood Control Facilities Report* (January 2017), *Water Quality Assessment Report* (March 2017), and the *Preliminary On-Site Hydrology Report* (December 2016) for an updated discussion of impacts to hydrology, floodplains, and water quality.

CC-27-6

Please refer to Response to Comment CC-27-5 regarding the breaching of levees.

CC-27-7

The record of the environmental and conceptual planning activities is documented in the project technical reports listed in Appendix H, List of Technical Studies, and in the Project Report. Those documents include data collected, model inputs and outputs, methodologies, definitions of terms and acronyms, and relevant correspondence with a wide range of agencies and interested parties. Chapter 5.0, Comments and Coordination, summarizes the extensive consultation and coordination conducted with public agencies and interested parties throughout the process to prepare the Draft and RDEIR/SDEIS. Individual oral conversations are not typically documented in technical studies or the comments and coordination section of an EIR/EIS. However, the technical studies and the Draft and RDEIR/SDEIS reflect the results of ongoing consultation and coordination activities including oral conversations, emails, letters, reports, technical information, etc., between Caltrans, agencies, and other interested parties.

CC-27-8

Higher-voltage electric transmission lines are not proposed for undergrounding. However, lower voltage electric transmission lines and other utility lines that are currently at or above grade may be undergrounded as part of the build alternatives, in consultation with the utility providers. Undergrounding of these facilities in the floodplain is not an issue because those types of utility facilities can safely be undergrounded in a floodplain. “Weaving” electric transmission lines is not possible because there are required distances between individual lines, and there is not sufficient room between the existing lines to “weave” additional lines. Please refer to the Section 3.4, Utilities and Emergency Services, for an updated discussion of the revised build alternatives impacts to utilities.

CC-27-9

Although a three-dimensional model to illustrate soundwalls within the Study Area was not completed, key views throughout the I-710 Corridor were selected to best demonstrate those areas in which the proposed project would be most visible. As shown in Section 3.6, the majority of the visual simulations illustrate the visual features of soundwalls as a result of the proposed project. The locations of proposed soundwalls are shown beginning at Figure 3.14-2, and discussed in text, in Section 3.14, Noise.

CC-27-10

Caltrans and/or Los Angeles County Metropolitan Transportation Authority (Metro) do not have the ability to regulate the billboards present along the I-710 Corridor. However, if a billboard is removed as a result of the proposed project, it will be replaced in a location to be determined by Caltrans and/or Metro in conjunction with the billboard owner and the affected local jurisdiction.

CC-27-11

Tree plantings and beautification are included as part of the build alternatives as demonstrated in Section 3.6, Measures VIS-1 and through VIS-10, in the RDEIR/SDEIS. These measures are designed to offset the negative visual impacts the proposed project will have on the viewing public and will, therefore, result in beneficial impacts. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

CC-27-12

The locations of all soundwalls proposed as part of the I-710 Corridor Project are shown in Figures 3.14-2 and 3.14-3.

CC-27-13

Please see Section 3.14, Noise, in the RDEIR/SDEIS for a discussion of noise impacts and identification of soundwalls under the revised build alternatives.

Regarding the comment to include pollution absorbing foliage (for noise reduction as well as air quality improvement), sound barriers are the most effective and practical abatement measure the State employs. Landscaping does not provide noticeable (at least five decibels [dB]) noise reduction, as vegetation does not create a solid barrier. However, Mitigation Measure VIS-1 in the RDEIR/SDEIS includes landscaping of the proposed new freeway project structures and graded areas as part of an I-710 Corridor Master Plan.

CC-27-14

The sound barrier's ability to provide noise reduction is primarily based on its height, not its shape. Therefore, a curved shaped sound barrier of equal height would not provide substantially more noise reduction than a regular sound barrier.

CC-27-15

As outlined in Section 3.6, VIS-1, of the RDEIR/SDEIS, a variety of aesthetic treatments to address visual impacts is proposed for the soundwalls and other concrete walls as part of the proposed project. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

CC-27-16

Please refer to Response to Comment CC-27-15 regarding the provision of aesthetic treatments to address visual impacts.

CC-27-17

Please refer to Response to Comment CC-27-9 regarding a three-dimensional model of soundwalls within the Study Area.

CC-27-18

The traffic and goods movement forecasts considered in developing the project alternatives are based on adopted regional population and employment forecasts and have been updated to reflect the 2012 RTP. In addition, more information regarding traffic and cargo behaviors has been realized since the 2012 Draft EIR/EIS, and the section has been revised accordingly. Please see Section 2.2.2, Revised Alternatives Development and Refinements, for more information.

CC-27-19

Please refer to Response to Comment CC-27-18 regarding growth at the Port of Long Beach (POLB) and the Port of Los Angeles (POLA) (collectively known as the Ports).

CC-27-20

Please refer to Response to Comment CC-27-18 regarding growth at the Ports.

CC-27-21

Please refer to Response to Comment CC-27-18 regarding growth at the Ports.

CC-27-22

The container fees charged for users of the Alameda Corridor are not tolls. The primary consideration, when deciding whether to ship a container from the Ports via on-dock rail through the Alameda Corridor or trucks that might use I-710, is the destination of that container. Studies conducted by the Ports have consistently shown that containers destined to locations within 350 miles of the Ports are more cost effectively transported by truck, while containers destined to locations 550 or more miles from the Ports are more cost effectively transported by rail via the Alameda Corridor. The container fees charged to use the Alameda Corridor and the proposed tolls on the freight corridor would represent only a small fraction of the total costs to ship cargo from the Ports by truck and rail. As a result, the charging of tolls on the freight corridor is not expected to substantively shift cargo transported by truck to rail instead.

The container fees charged for the use of the Alameda Corridor are legally bound to repay bonds issued by the Alameda Corridor Transportation Authority (ACTA) to fund part of the construction costs of that project. Those fees cannot be adjusted due to the legal requirements for the repayment of those bonds. The tolls that were anticipated to be charged on the freight corridor may also be based in part on repayment of bonds or other funding used to construct that facility. As result, there is no relationship between the container fees charged for use of the Alameda Corridor and the tolls proposed on the freight corridor. A tolling option is no longer under consideration in either of the build alternatives evaluated in the RDEIR/SDEIS.

CC-27-23

Please refer to Response to Comment CC-27-22, above, for discussion regarding tolls on the proposed freight corridor and container fees charged on the Alameda Corridor.

CC-27-24

Section 3.5.3 of the RDEIR/SDEIS has been revised in accordance with the revised build alternatives, and identifies those intersections and arterials that will experience substantial impacts. As discussed in Section 3.5.4, Measure TR-1 addresses those impacts.

CC-27-25

This comment requests that the bike lanes on Del Amo Blvd. be protected because Del Amo Blvd. will be an access route to/from the freight corridor. Where the I-710 project improvements connect with local roads, bicycle facilities, and sidewalks (such as at the I-710/Del Amo Blvd. interchange), the project will be designed to be compatible with and enhance bicycle and pedestrian use. Any further protection for bicyclists using Del Amo Blvd. will be addressed separately by the Gateway Cities Council of Governments (Gateway Cities COG) in the Bicycle/Pedestrian Element of the *Gateway Cities Strategic Transportation Plan*.

CC-27-26

If a build alternative is selected for implementation, access to all parcels, including commercial and residential uses and areas, adjacent to the project improvements will be maintained or replaced. In the event that access to an individual parcel/business cannot be provided, that parcel would be acquired for the project. Any acquired parcels would be fully compensated as outlined in Appendix D, Summary of Relocation Benefits.

CC-27-27

Enclosing the freight lanes and filtering the air in/out of that enclosed area as suggested in this comment is not considered a viable feature for the project because enclosing an aboveground freeway structure (versus an underground tunnel) to control air quality has not been implemented anywhere to the knowledge of Caltrans.

Please refer to Sections 3.13.1 and 3.13.2 for South Coast Air Quality Management District (SCAQMD) monitoring data and Multiple Air Toxics Exposure Study (MATES) IV references.

CC-27-28

Pile driving and other construction activities in and near the existing levees will consider the design of the existing levees and will be conducted to avoid or minimize effects to the stability of the levees. The floodplain does not present conditions that would restrict or prohibit the project construction; construction occurs regularly throughout the floodplain, including pile driving, grading, and other related activities. As discussed earlier in Response to Comment CC-27-6, above, construction of improvements in the build alternatives in the 100-year floodplain will not substantially increase the base flood elevation, and no revisions to the FEMA FIRMs are anticipated.

CC-27-29

The SCAQMD and the United States Environmental Protection Agency (EPA) do not have a method for directly measuring diesel particulate matter (DPM). However, in 2009 the SCAQMD conducted special sampling close to I-710 to measure the levels of motor vehicle emissions (including elemental carbon [EC] and black carbon, indicators of diesel emissions) and to estimate the potential impacts of those emissions on the surrounding communities. The results of this study are available on the SCAQMD website (http://www.aqmd.gov/docs/default-source/air-quality/air-quality-monitoring-studies/near-roadway-study.pdf?sfvrsn=2). The SCAQMD continues to monitor air toxics from mobile sources through the Multiple Air Toxics Exposure Studies (MATES), the most recent of which was published in May 2015 (website: http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf?sfvrsn=7). In this study, DPM concentrations are estimated by adjusting measured EC concentrations by the ratio of emissions of EC and diesel in the emission inventory estimates.

CC-27-30

The Draft EIR/EIS (Appendix R) and revised AQ/GHG/HRA provide location-specific air quality impact information. The figures provided in Appendix R of the RDEIR/SDEIS can be used to understand estimated pollutant concentrations in the vicinity of sensitive receptors, including schools. Alternative 7 includes a zero emissions/near zero emissions (ZE/NZE) freight corridor, further reducing air pollutants in the Study Area.

Caltrans, Metro and the Funding Partners will continue to work with local schools and government and public groups in considering project impacts and potential mitigations.

CC-27-31

Please refer to Section 3.13.3.2, Public Health Considerations of the RDEIR/SDEIS regarding the air quality impacts on the health of the community.

CC-27-32

The implications of the Ports using “boot smokestacks” on vessels while cold ironing are outside the scope of the I-710 Corridor Project. Please refer to the POLB Advanced Maritime Emissions Control System (AMECS) studies (website: http://advancedemissioncontrol.com/).

CC-27-33

Caltrans is unaware of any EPA-approved model that calculates the impact of what plants can do to help contain and manage pollutants. However, various groups including the EPA have conducted studies[1, 2, 3] regarding the mitigation impacts of planting vegetation alongside roadways. These studies have found that vegetative barriers have the potential to remove some gaseous pollutants through uptake or absorption and also can remove particulate matter primarily through interception.[4] The removal efficiency of these barriers primarily depends on their location and composition. The I-710 revised AQ/GHG/HRA analyses conservatively do not account for the mitigative impacts of vegetative barriers.

CC-27-34

Impacts as a result of the referenced "sulfur piles" are outside the scope of the I-710 Corridor Project.

CC-27-35

The public review period was extended from the original 60 days to provide for an additional 30-day review.

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1 Baldauf RW, Thoma E, Khlystov A, Isakov V, Bowker G, Long T. 2008. Impacts of noise barriers on near-road air quality. Atmospheric Environment. Vol 42: pp. 7502-7507.

2 Hagler GSW, Lin M-Y, Khlystov A, Baldauf RW, Isakov V, Faircloth J. 2012. Field investigation of roadside vegetative and structural barrier impact on near-road ultrafine particle concentrations under a variety of wind conditions. Science of The Total Environment. Vol 419: pp. 7-15.

3 Tong, Z.; Baldauf RW, Isakov V, Deshmukh P, Zhang KM. 2016. Roadside vegetation barrier designs to mitigate near-road air pollution impacts. Science of The Total Environment. Vol 541, pp. 920-927.

4 Baldauf, RW. 2016. Recommendations for Construction Roadside Vegetation Barriers to Improve Near-Road Air Quality. Unites States Environmental Protection Agency. EPA 600/R-16/072. July. Available online at: file:///C:/Users/EWeissinger/Downloads/VEGETATION%20PLANNINGGUIDE2072016%20(2).PDF. Accessed: February 2017.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: marlene sanchez

ADDRESS: 1901 W Jeanette Pl. CITY: Long Beach ZIP: 90810

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

Even today when it is said that air quality in the West side of Long Beach has improved, the cloth that I wipe my furniture or the windows of my car is covered with fine black dust. My neighborhood is surrounded by all different types of pollution causing sources. Within walking distance of the TI Freeway and almost as close to the refineries; closer than that to the railroad tracks that carry coal, I believe that's where the fine dust comes from. To the East is the Long Beach Freeway, a quarter mile away and to the north the 405. When I learned that construction would last for such a long time I was shocked because construction means a lot of stuff in the air and that is the last thing we need in our area. However,if this project were approved I would insist that most of the items listed by our representative James Johnson be followed specially the use of sound proof walls that should also hide the traffic . I don't think it would be too much to expect to be treated the same way you would the folks that live in affluent parts of the city; where you would never even consider such a project without first consulting the people that would be affected; where 50 million dollars would not have been spent before we had a chance to make our voices heard. Unfortunately, this is the reality that we face living in west Long Beach, as real as the color of the dust that sips indoors and permeates the air that we breathe each day as we go about our daily lives.

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 The Port of LONG BEACH LA THE PORT

Please, I beg of you, when the time comes to make the final decision, keep in mind how heavily our lives are negatiively impacted already.

CC-28-1

If a build alternative is chosen, the California Department of Transportation (Caltrans) will implement mitigation measures to reduce regional and localized construction impacts related to air quality, listed in Section 3.24.4.13 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS).

CC-28-2

As stated in Sections 3.6 and 3.14, both soundwalls and screenwalls are proposed in certain locations within the Study Area. Soundwalls will be provided in those areas requiring noise abatement, and screenwalls will provide mitigation for substantially negative visual impacts. Please refer to Appendix O of this RDEIR/SDEIS for specific locations of soundwalls.

Please refer to Response to Comment CC-13-1 regarding the public participation framework for the Interstate 710 (I-710) Corridor Project.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: ABELARDO DAVID RODRIGUEZ

ADDRESS: 6972 AGRA ST CITY: COMMERCE ZIP: CA

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

KEEP THE TRUCKS ON THE FREEWAY. BUILD INTERCHANGE FROM 710 NORTH TO 5 SOUTH. BUILD INTERCHANGE FROM 5 NORTH TO 710 SOUTH. MINIMIZE TRUCK TRAFFIC IN RESIDENTIAL AREA LIKE ON GAGE AVE FROM 710 NORTH TO 5 SOUTH

Please comment by September 28, 2012

Metro

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CC-29-1

Trucks will continue to operate on Interstate 710 (I-710) under all the build alternatives and the No Build Alternative. With regard to improvements to the I-710/Interstate 5 (I-5) ramp connections, these are being analyzed as part of a California Department of Transportation (Caltrans) project to improve I-5 between Interstate 605 (I-605) and I-710. The Draft EIR/EIS for that project does not currently have a scheduled circulation date. Improvements to the I-710/I-5 interchange as part of the I-710 Corridor Project are described in detail in Section 2.3 of this Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS).

CC-29-2

As described in Chapter 2.0 of the RDEIR/SDEIS, the proposed I-710 Corridor Project includes substantial improvements to I-710, including capacity improvements, which will accommodate high volumes of traffic in this corridor, including truck traffic to/from the Ports of Los Angeles (POLA) and Long Beach (POLB) (collectively, “the Ports”). Section 3.5 of the RDEIR/SDEIS has been substantively revised to illustrate the impacts of the revised build alternatives.

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PROYECTO del CORREDOR I-710
Borrador del EIR/EIS
TARJETA PARA COMENTARIOS

NOMBRE: Hilda Burgos

DOMICILIO: 1234 S. Gerhart ave CIUDAD: Commerce C.P. 90040

REPRESENTO A: _____

Favor de depositar sus Comentarios en la caja de Comentarios o:

Por correo: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Tengo los siguientes comentarios acerca el Borrador del EIR/EIS para el Proyecto del Corredor I-710 (favor de usar letra de imprenta y si es necesario, utilice hojas adicionales):

No Extension 710, No mas esmog.
Apoyo a la Alternative 7

Favor de someter sus comentarios a más tardar el 28 de septiembre de 2012

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CC-30-1

Community Alternative 7 has been taken into consideration by the Interstate 710 (I-710) Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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PROYECTO del CORREDOR I-710
Borrador del EIR/EIS
TARJETA PARA COMENTARIOS

NOMBRE: _____

DOMICILIO: _____ CIUDAD: _____ C.P. _____

REPRESENTO A: _____

Favor de depositar sus Comentarios en la caja de Comentarios o:

Por correo: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Tengo los siguientes comentarios acerca el Borrador del EIR/EIS para el Proyecto del Corredor I-710 (favor de usar letra de imprenta y si es necesario, utilice hojas adicionales):

Apollo la Alternativa 7
para la comunidad

Favor de someter sus comentarios a más tardar el 28 de septiembre de 2012

Metro

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CC-31-1

Community Alternative 7 has been taken into consideration by the Interstate 710 (I-710) Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: James Flournoy

ADDRESS: 8655 Landy View CITY: Rsmd ZIP: 91770

REPRESENTING: Save Our Community

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

This and ACE are the Wrong Projects in the Wrong Place
the Correct Project is Electrified Mainline Freight
From Ports to Santa Canyon & Yard in Inland
Empire + then To Points East & Northern California
Local Freight can use Alameda Corridor to
Downtown where Transfer To Truck could be made
UP+SP ROW would be Freed up for Commuter Rail
There is NO Need for Truck on the 710 except for those
Going to the San Fernando Valley

Please comment by September 28, 2012

Metro

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CC-32-1

Many of the destinations for cargo containers coming into the Port of Long Beach (POLB) and the Port of Los Angeles (POLA)(collectively known as the Ports) are located in Los Angeles, Riverside, and San Bernardino Counties, west of the mountains. Trucks are the most cost-effective method for shipping the containers up to 350 miles from the Ports. Moving containers by train to eastern parts of the region and then trucking them back, including the warehouses and distribution systems, would be less efficient and more costly than the alternatives studied for Interstate 710 (I-710).

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Katheryne Santana

ADDRESS: 2221 S. Eastern Ave Apt #1 CITY: Commerce ZIP: 90040

REPRESENTING: EYCEJ

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I am opposed to all 5 alternatives listed in the draft environment impact report. It is unjust to destroy a whole environment in the interest of business. My community needs solutions to the air pollution problems, not schemes that uproot hundreds of families and business.

Please comment by September 28, 2012

Metro

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CC-33-1

The commenter's opposition to the alternatives presented in the Draft EIR/EIS has been taken into consideration. However, as one of the main purposes of the proposed project is to improve air quality and public health, the intent of the proposed project is to help the people living and working in the Study Area. Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

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PROYECTO del CORREDOR I-710
Borrador del EIR/EIS
TARJETA PARA COMENTARIOS

NOMBRE: María Tafuya

DOMICILIO: 2200 Ransom St CIUDAD: Comm. C.P. _____

REPRESENTO A: East yard Comm 90040

Favor de depositar sus Comentarios en la caja de Comentarios o:

Por correo: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Tengo los siguientes comentarios acerca el Borrador del EIR/EIS para el Proyecto del Corredor I-710 (favor de usar letra de imprenta y si es necesario, utilice hojas adicionales):

I agree with alternative #7

Favor de someter sus comentarios a más tardar el 28 de septiembre de 2012

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CC-34-1

Community Alternative 7 has been taken into consideration by the Interstate 710 (I-710) Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: David Mata.

ADDRESS: 5025 Astor Ave CITY: Commerce ZIP: 90040

REPRESENTING: EYCEJ, Students.

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I oppose everything except Alternative 7.

Please comment by September 28, 2012

Metro

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CC-35-1

Community Alternative 7 has been taken into consideration by the Interstate 710 (I-710) Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Miguel Ortega

ADDRESS: 4923 Kisi St CITY: Commerce ZIP: 90040

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

No I-710 Widening (General Purpose lane
transit/Comprehensive Public transit Element;
Mandatory Zero Emission Freight Corridor
Public Private Partnership "Operator of the Freight Corridor System;
Rivers Improvements;
Comprehensive Pedestrian & Bicycle Element
Community Benefits

Please comment by September 28, 2012

Metro

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CC-36-1

The commenter's opposition to the Interstate 710 (I-710) Corridor Project has been acknowledged. Community Alternative 7 has been taken into consideration by the Interstate 710 (I-710) Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Sylvia + Raul Guerrero

ADDRESS: 1420. S Eastern Ave CITY: Commerce ZIP: 90040

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

1) How will you lessen the noise reduction as the 710 will be my back yard per say? And will pollution increase or decrease by adding more lanes to the 710?

2) I heard the 5 & 710 are in the projects too. Are your plans & their plans about the same as far as the expansion? I am somewhat relieved that per this meeting my home won't be affected. But how about if the 5 & 710 Plan it out different. When will we be informed of their drafts?

Thanks !!

Please comment by September 28, 2012

Metro Caltrans

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CC-37-1

Please see Section 3.14, Noise, in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for a discussion of noise impacts and identification of soundwalls under the revised build alternatives.

CC-37-2

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

CC-37-3

With regard to improvements to the Interstate 710 (I-710)/Interstate 5 (I-5) ramp connections, these are being analyzed as part of a California Department of Transportation (Caltrans) project to improve I-5 between Interstate 605 (I-605) and I-710. The Draft EIR/EIS for that project does not currently have a scheduled date for circulation. Improvements to the I-710/I-5 interchange as part of the I-710 Corridor Project are described in detail in Section 2.3 of this RDEIR/SDEIS.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: JESUS ARMENTA

ADDRESS: 4632 LEWIS ST. CITY: COMMERCE ZIP: 90040

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

DON'T LIKE ALT 6 OPTION 1
TO MUCH MONEY, IT AFFECTS MY
HOUSE. TRUCKS NEED TO GO
ON WASHINGTON BLV. NOT OFF RAP

Please comment by September 28, 2012

Metro

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CC-38-1

The commenter's opposition to Alternative 6, Design Option 1, has been taken into consideration. As discussed in Section 2.3.2 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), the removal of the Interstate 710 (I-710)/Washington Blvd. interchange has been withdrawn from further consideration. The California Department of Transportation (Caltrans) will make every effort to avoid and/or minimize acquisition of commercial, industrial, and public property associated with improvements at the I-710/Washington Blvd. interchange. Please refer to Appendix L for a list of property acquisitions associated with the revised build alternatives.

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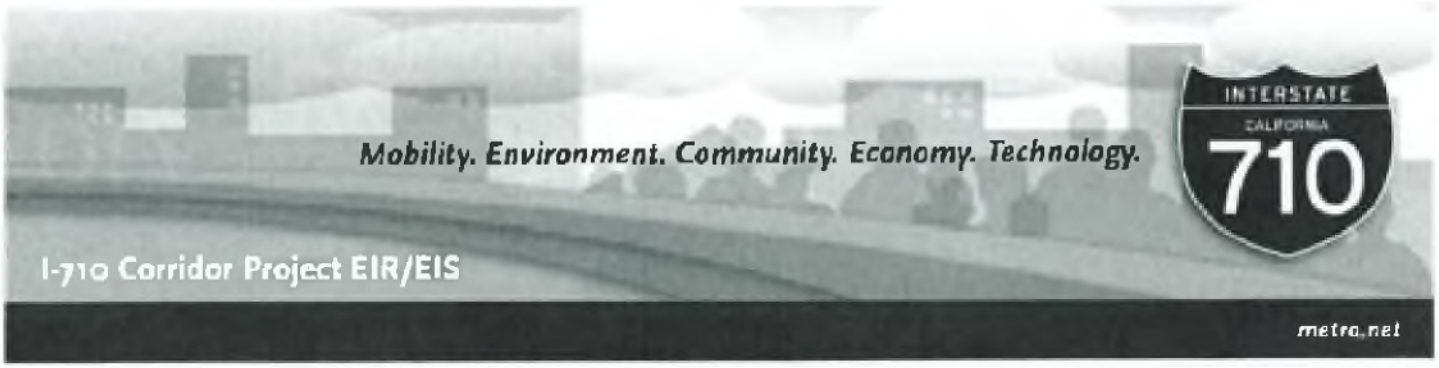

I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Araiza Family

ADDRESS: 2249 Ayers Ave CITY: Commerce ZIP: 90040

REPRESENTING: Araiza Family

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

Option 6 alternate 1 is the option we do not want. This option will remove our family from a neighborhood that we feel comfortable and safe. This neighborhood, since we moved in 2001 have been a very quiet neighborhood to raise our children in. If an option is chosen that we are forced to sell, we would not want to wait 2020 or such. We love Commerce and Monica, grew up in the city so we would only want to move to grandparents live in Rosewood the Rosewood Park area, definitely not Bristow or Veterans

Please comment by September 28, 2012

Metro

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CC-39-1

The commenter's opposition to Alternative 6, Design Option 1, has been taken into consideration. As discussed in Section 2.3.2 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), the removal of the Interstate 710 (I-710)/Washington Blvd. interchange has been withdrawn from further consideration. The California Department of Transportation (Caltrans) will make every effort to avoid and/or minimize acquisition of commercial, industrial, and public property associated with improvements at the I-710/Washington Blvd. interchange. Please refer to Appendix L for a list of property acquisitions associated with the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Javier Garcia Maravillas

ADDRESS: 4914 Nabel CITY: Commerce ZIP: 9000

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I am Concern about the Pollution and Noise because I live close to the Fwy 710 / What benefits is bringing to the city and economics and progams- What Are you gong to do About it IF you live like 2 blocks to the Fwy -
Sincerly Javier Garcia Maravillas

Please comment by September 28, 2012

Metro

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CC-40-1

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

Additionally, as discussed in Section 3.14.5.10, Recommended Soundwalls, in the RDEIR/SDEIS, based on studies completed to date, the California Department of Transportation (Caltrans) intends to incorporate soundwalls as shown in Table 3.14-5. Some of those barriers are required because they would replace existing soundwalls removed (and replaced) by the project. The final decision on noise abatement will be made following the completion of public review of the RDEIR/SDEIS and the public involvement processes. At this time, Caltrans and the Federal Highway Administration (FHWA) do not have a program or a mechanism to provide funding for acoustic insulation. A Community Health and Benefit Program is included in Section 2.3.2.1 of the RDEIR/SDEIS and provides for a mitigation program for cities and community groups to apply for and obtain grant funding for health-related measures. The provision of alternative noise abatement would be a potential candidate for this programmatic element of the Project Description. Soundwalls will be implemented as discussed in Section 3.14.5 of the RDEIR/SDEIS. The final locations and design of soundwalls as abatement measures will be determined after completion of the public input process as part of the Final EIR/EIS.

Similarly, a discussion of economic impacts and benefits is located in the Community Impacts section of the RDEIR/SDEIS (Section 3.3), including tax base impacts. Additionally, right-of-way impacts are discussed throughout the RDEIR/SDEIS, in Sections 3.1 (Land Use), 3.3 (Community Impacts), and Appendices D (Summary of Relocation Benefits) and L (Parcel Acquisition Tables and Maps).

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Marlene Ramos

ADDRESS: 6035 Live Oak CITY: Bell Gardens ZIP: 90201

REPRESENTING: Resident

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

The expansion should be minimal. The project should ensure that freeway intersections (with streets such as Florence) are modernized to accomodate all street users (eg. pedestrians, cars, bikes). Improvements should also be made to include greenery that absorbs PM and other pollutants. Any additions to the freeway should ensure Zero emissions technology, ~~the~~ new window fitters for nearby homes, and new regulations for trucks. Truck drivers not affiliated to large companies should be offered rebates and incentives to make retrofits to their trucks easily.

Please comment by September 28, 2012

Metro

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CC-41-1

This comment notes that the freeway interchanges should be modernized to accommodate all road users (vehicles, pedestrians, and bicyclists). The California Department of Transportation (Caltrans) views proposed transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle and pedestrian modes as integral elements of the overall transportation system. Caltrans Deputy Directive (DD)-64-R1 is intended to "…ensure that all travelers of all ages and abilities can move safely and efficiently along and across a network of 'complete streets.'" The project features, including single point urban interchanges, ramp/arterial road interchanges, overcrossings, and undercrossings, have been designed in accordance with the intent of DD-64-R1 regarding bicycle and pedestrian facilities, as well as the Caltrans *Complete Streets Implementation of Deputy Directive DD-64-R1: Complete Streets-Integrating the Transportation System* and the Caltrans *Highway Design Manual* (HDM). As a result, the project build alternatives will accommodate cars and trucks in the travel lanes, bicyclists in the road shoulders, and pedestrians on sidewalks.

CC-41-2

As described in Measure VIS-1 in Section 3.6-117 of the Draft EIR/EIS, an extensive landscaping program is planned for the Interstate 710 (I-710) Corridor Project as part of any build alternative. While the primary objective of the landscaping program is to improve aesthetics of the I-710 Corridor, the planting of trees and shrubs will also have secondary benefits, such as the contribution to air quality improvements. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

Additionally, as a result, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward and analyzed in revised technical reports and this Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Build alternative 7 includes a zero emission freight corridor.

CC-41-3

It should be noted that in 2013, the Gateway Cities COG and Metro developed an "I-710 Project Zero-Emission Truck Commercialization Study" in order to evaluate the ZE truck technologies which might meet the needs of the I-710 Corridor Project and drayage users, and develop a business and commercialization plan.Section 2.3.2.1 in the RDEIR/SDEIS provides information regarding the process of developing and deploying zero emission truck technology based on the zero emission truck commercialization study conducted by the Gateway Cities Council of Governments.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Noemi Roman

ADDRESS: [illegible] Fryer CITY: Bell Gardens ZIP: 90201

REPRESENTING: Bell Gardens Community

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I feel that if the group will not be choosing the best option with zero emissions this project is pointless and harmful to our communities. The other alternatives will only create more traffic and more emissions. I recommend greater changes to our public transportation is made in conjunction to these alternatives. The proposed changes to public transportation are not enough to keep people off the freeways. I am trusting that the team will make the best choice for the community and not to serve their own purposes.

Please comment by September 28, 2012

Metro

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CC-42-1

Based on updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward and analyzed in revised technical reports and this Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Alternative 7 includes a zero emission freight corridor. Additionally, Community Alternative 7 has been taken into consideration by the Interstate 710 (I-710) Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the RDEIR/SDEIS. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Augustine Perez

ADDRESS: 1427 S. Sydney Dr CITY: Commerce ZIP: 90640

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I have a major concern for renters that are impacted by this project and as renter myself that lives right next to the 710-I what protection can you offer for us from shady landlords. Contact back at: aperez215@toromail.csudh.edu

Please comment by September 28, 2012

Metro

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CC-43-1

Refer to Appendix D, Summary of Relocation Benefits, regarding the process and coordination undertaken with the California Department of Transportation (Caltrans) relocation agents should a residence require relocation, including the relocation of renters. The Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) analyzes the environmental impacts of the proposed freeway improvements and any socio-economic effects of physical environmental changes.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Kathy Lion

ADDRESS: _____ CITY: _____ ZIP: _____

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I am deeply concerned with the air pollution that the I-710 will cause. There is already enough pollution and traffic causing these issues raises help concerns for people living in the area. Commerce is deeply affected with all the railroads and freeways surrounding the area therefore I agree with the alternative of the 7, it not only helps the environment but the health of many Americans / people living in commerce.

Please comment by September 28, 2012

Metro

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CC-44-1

The Interstate 710 (I-710) Corridor Project proposes alternatives that have beneficial elements. For example, based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

Additionally, Community Alternative 7 has been taken into consideration by the I-710 Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the RDEIR/SDEIS. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Martha Ramos

ADDRESS: 6035 Live Oak St. CITY: Bell Gardens ZIP: 90201

REPRESENTING: Resident.

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I do not want an expansion that will bring more traffic. I support the seperation of trucks and cars and projects that would reduce emissions. As a resident of over 35 years, I believe this can be a project that increases safety for pedestrians and ~~bicycle~~ bikes.

Please comment by September 28, 2012

Metro

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CC-45-1

As discussed in Section 3.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, traffic is forecast to increase in the Interstate 710 (I-710) Corridor Study Area with or without the proposed project. Chapter 2.0 describes the build alternatives considered in the Draft EIR/EIS. Based upon updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward in this Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Alternative 7 includes a separate freight corridor that would be open to zero emissions trucks only. However, full separation of trucks and other vehicles on the I-710 mainline is not included in the build alternatives because trucks will continue to be able to use the I-710 mainline lanes under any of the build alternatives and under the No Build Alternative.

As discussed in the “Bicycle and Pedestrian Facilities” discussion in Section 3.5.3.1, of the RDEIR/SDEIS, the build alternatives include changes to arterial interchanges and intersections that may affect existing sidewalks and bicycle lanes. The build alternatives will provide facilities for bicycles and pedestrians in locations where local streets are affected by the project construction. Those facilities will be designed consistent with the local General Plan Circulation Elements and will comply with the Americans with Disabilities Act (ADA) requirements. The build alternatives will improve sidewalks by replacing old ones removed as part of the project. Bike travel would also be improved by new pavement on the arterial bridges over I-710 and the Los Angeles River, as well as the addition of up to five new bicycle/pedestrian bridges (depending on the alternative selected). Class I Bikeways in the Study Area will be maintained with the build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Stephanie Ramos

ADDRESS: 6035 Live Oak St. CITY: Bell Gardens ZIP: 90201

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I am a resident of Bell Gardens. I am concerned about the cumulative impacts that is already affecting people. I would like to know if there will be any affordable public transportation for the residents that will be affected. In addition, I would like more native and clean improved plants. I have another question, have the impact report researched on the exact population that the residents would be displaced.

Please comment by September 28, 2012

Metro

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CC-46-1

The commenter's concern regarding cumulative impacts is acknowledged. Please see Section 3.25 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for information on the cumulative impacts of the proposed project, as well as avoidance, minimization, and mitigation measures to lessen these impacts.

CC-46-2

This comment requests that affordable transportation be provided during construction of the Interstate 710 (I-710) Corridor Project. An element of the Los Angeles County Metropolitan Transportation Authority (Metro) Board Motion 22.1 is for Metro, in partnership with the funding partners and parallel to the EIR/EIS process, to monitor traffic congestion on all rail and bus routes in the I-710 Corridor Project construction area, to identify and make needed adjustments to service based on actual traffic conditions, and to determine if Metro should operate on an incentive fee structure during the construction period. Additionally, CON-TR-3 has been added as a measure to Section 3.24 that would implement a Fare Subsidy Program during construction.

CC-46-3

As stated in Section 3.6, VIS-1, of the RDEIR/SDEIS, the proposed project will prepare an I-710 Corridor *Aesthetics Master Plan* that identifies areas within the project limits for revegetation, including landscaping for graded areas with plant species consistent with adjacent vegetation and enhancement of new project structures (ramps, soundwalls, and retaining walls). Only native or noninvasive nonnative species will be used for landscaping within the project limits. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping.

CC-46-4

The *Relocation Impact Report* (February 2017) identified specific relocations for each alternative. A revised *Relocation Impact Report* has been completed based on updated project design and a revised set of build alternatives (Alternative 5C and Alternative 7). This information is summarized in this RDEIR/SDEIS in Section 3.3.2 and Appendix L.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Carol Garcia

ADDRESS: 4914 Nobel St CITY: Commerce ZIP: 90040

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

The descriptions on the Alternatives 1-6, don't really have a full description of all the negative impacts building more lanes ~~from~~ on the 710 freeway will have. The river will be heavily impacted if electricity poles are built across it. The only transportation that should be admitted is electrical cars. The city of Commerce already has a very polluted dimension due to all the trucks transporting and exporting.

Please comment by September 28, 2012

Metro

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CC-47-1

The description of the build alternatives in Chapter 2.0 in the Recirculated Draft EIR/ Supplemental Draft EIS (RDEIR/SDEIS) does not include a description of the impacts of these alternatives; rather it provides a description of the alternatives themselves. Chapter 3.0 of the RDEIR/SDEIS provides information on impacts of the alternatives under study.

CC-47-2

Due to substantial changes in design of the revised build alternatives, many of the impacts to the Los Angeles River discussed in the Draft EIR/EIS have been avoided or minimized. Please refer to Sections 3.8 and 3.9 in the RDEIR/SDEIS for the updated discussion of impacts to hydrology, floodplains, and water quality.

Access to Interstate 710 (I-710) is not proposed to be restricted to electric cars only because electric cars currently represent only a very small percent of the vehicles traveling in the I-710 Corridor Study Area, and even in the future are not anticipated to represent a substantial percent of traffic in the Study Area. If the I-710 freeway mainline lanes were restricted to electric cars only, a substantial volume of forecasted traffic in the Study Area, including very high volumes of trucks, would be distributed throughout the local road system, which would substantially increase traffic on local streets in the area. However, Alternative 7 described in this RDEIR/SDEIS includes a freight corridor that would be restricted to zero emissions vehicles (assumed to be electric) only.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Rosa K.

ADDRESS: _____ CITY: comm. ZIP: 90640.

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I agree on Alternative

Please comment by September 28, 2012

Metro

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CC-48-1

Community Alternative 7 has been taken into consideration by the Interstate 710 (I-710) Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Natalie Bracken

ADDRESS: 6037½ Liveoak st. CITY: Bell gardens ZIP: 90201

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

Hello Caltrans,
I ~~b~~ don't want the freeway to expand ~~because~~ because I don't want to get sick from the pollution. I'll like to breath clean air and not dirty air.
— 3 gader

Please comment by September 28, 2012

Metro

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CC-49-1

The Interstate 710 (I-710) Corridor Project proposes alternatives that have beneficial elements. For example, based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Edwardo Sacmiento

ADDRESS: 5501 Village Dr CITY: Commerce ZIP: 90040

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

See attached page.

Please comment by September 28, 2012

Metro

My name is Eduardo Sarmiento and I live at 5501 E. Village Dr., Commerce, CA 90040. I am opposed to all five alternatives listed in the draft environment impact report of the 710 Corridor Project. I grew up in Commerce and I take a lot of pride in working to create a safer and healthier community for our children. I volunteer my time to coach various sports in the City and I see how poor air quality affects the children. Asthma, allergies, cancer, I've seen it all. Widening the freeway to allow for more noise and air pollution is unconscionable. The children are our future and we must invest in them, not in bigger freeways. I know that traffic congestion is a problem but instead of adding lanes to the freeway, why don't we fund better public transit and walking and bicycling routes? Why don't we enforce zero emissions technologies for freight trucks? Why don't we look to solutions that will actually help our community and communities throughout the 710 corridor?

CC-50-1

The commenter's opposition to the build alternatives has been taken into consideration. Alternatives to widening the Interstate 710 (I-710) Corridor such as expansion of public transit and electric transportation have been previously studied as stand-alone alternatives and were found to not be viable on their own. As stated in Section 2.2.2.2 of the Recirculated Draft EIR/ Supplemental Draft EIS (RDEIR/SDEIS), public transportation improvements did not go far enough in resolving the worst of the congestion problems, air quality issues, design elements that need updating, and safety concerns that affect motorists and residents within the overall I-710 Corridor. Additionally, as stated in Section 2.2.2.3, the advanced technology did not sufficiently relieve traffic congestion on the I-710 mainline according to several of the mobility measures, nor did it address existing safety and design elements that need updating on the I-710 compared to other alternatives. However, elements of public transit (selected for its positive air quality benefits) have been integrated into the revised set of build alternatives (Alternatives 5C and 7) and electric-powered (zero emission) truck advanced technology (selected for its positive air quality benefits) is integrated into Alternative 7.

Additionally, where existing sidewalks and/or bicycle lanes will be affected by the project, they will be replaced to be as good as or better than prior to the project effects. For example, all sidewalks disturbed by or provided by the project will be constructed to be compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA) regardless of whether they were ADA compliant prior to the project effects. Bicycle lanes will be replaced at their existing widths and, where right-of-way is available, at greater widths to be consistent with the designations of those bike lanes in the applicable General Plan Circulation Elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Bertha Torreros

ADDRESS: 7231 S. Eastern Ave #1 CITY: Commerce CA ZIP: 90040

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

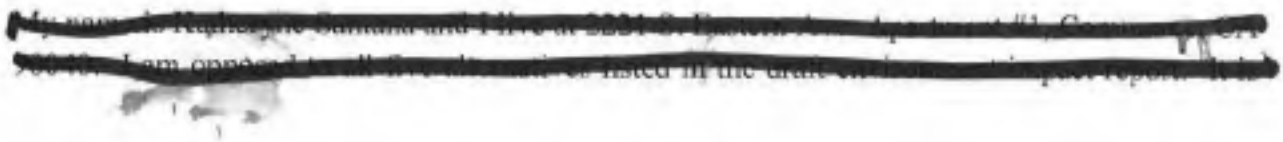
(please print and use additional sheets if necessary):

My name is Bertha Torreros attached copy

Please comment by September 28, 2012

Metro

My name is Bertha Torreros and I live at 2221 S. Eastern Ave. Apartment #1, Commerce, CA 90040. I am opposed to all five alternatives because their primary purpose is NOT to improve air quality and public health. The City of Commerce already has a much higher cancer rate than other Los Angeles County communities due to the toxic air pollution spewed by diesel trucks and trains. I do not trust a report that says that an increase in freeway lanes will create a reduction in air pollution. We need community solutions NOT business solutions such as the five alternatives in this report that prey on minority communities.



CC-51-1

Based on an updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward and analyzed in revised technical reports and this Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Alternative 7, for example, includes a zero-emission/near-zero emission (ZE/NZE) freight corridor. As discussed in Section 3.13, Air Quality, of the RDEIR/SDEIS, all project alternatives will result in substantial decreases (greater than 95%) in mobile source air toxics (MSATs), including diesel particulate matter, when compared to the 2012 Baseline.

CC-51-2

The commenter's opposition to the Interstate 710 (I-710) Corridor Project has been taken into consideration. Please refer to the revised Section 3.3, Community Impacts, of the RDEIR/SDEIS, for an updated discussion of potential impacts to environmental justice populations.

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- My name is Kristina Santana and I live at 2221 S. Eastern Ave. Apartment #1, Commerce, CA 90040.
- I am opposed to all five alternatives because their primary purpose is NOT to improve air quality and public health, as stated in the Draft Environmental Impact Report Executive Summary.
- Inversely, these five alternatives will create disproportionate adverse impacts to minority and low-income populations like ours here in Commerce.
- As a bicycle commuter, I do not see any increase in bike-ability in the study area, aside from minor intersection improvements. It is disingenuous to say that the proposed alternatives will increase bike-ability.
- It is also disingenuous to say that the proposed alternatives will improve air quality when in reality it is recent air quality legislation that will create air quality improvements by the 2035 target date.
- I care deeply about the health and well being of my family and of my community and it is important that you see that if any of these alternatives are approved, they will be subsidized by further jeopardizing our residents' health and quality of life.
- East Yard Communities for Environmental Justice is proposing Alternative 7 as a solution to the traffic congestion and air pollution on the 710. Alternative 7 offers smart solutions such as a committed zero emission freight corridor, and a comprehensive public transit element, pedestrian and bicycle element.
- I urge you to look into East Yard Communities for Environmental Justice's proposed Alternative 7 as the best alternative for OUR community.

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CC-52-1

Please refer to Response to Comment CC-51-1 regarding the proposed project's effects to air quality and public health.

CC-52-2

Please refer to Response to Comment CC-51-2 regarding disproportionate adverse impacts on minority and low-income populations.

CC-52-3

This comment notes that the project does not appear to increase "bike-ability" in the Study Area. The California Department of Transportation (Caltrans) views proposed transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle and pedestrian modes as integral elements of the overall transportation system. Caltrans Deputy Directive (DD)-64-R1 is intended to "…ensure that all travelers of all ages and abilities can move safely and efficiently along and across a network of 'complete streets.'" The project features, including single point urban interchanges, ramp/arterial road interchanges, overcrossings, and undercrossings, have been designed in accordance with the intent of DD-64-R1 regarding bicycle and pedestrian facilities, as well as the Caltrans *Complete Streets Implementation of Deputy Directive DD-64-R1: Complete Streets-Integrating the Transportation System* and the Caltrans Highway Design Manual (HDM). As a result, the project build alternatives will accommodate cars and trucks in the travel lanes, bicyclists in the road shoulders, and pedestrians on sidewalks. Other improvements to "bike-ability" in the Study Area will be addressed separately by the Gateway Cities Council of Governments in the Bicycle/ Pedestrian Element of the *Gateway Cities Strategic Transportation Plan*.

CC-52-4

Although air regulations do reduce impacts in future years as stated in this comment, based on the revised AQ/GHG/HRA, both build alternatives show the air quality and health benefits of the project compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_X and diesel particulate matter (DPM).

CC-52-5

Community Alternative 7 has been taken into consideration by the Interstate 710 (I-710) Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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CC-53

I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Jairi Sanchez

ADDRESS: 7409 Bennington Ave CITY: Pico Rivera ZIP: 90660

REPRESENTING: East LA Community Corporation

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

To whom it may concern:

CC-53-1 I really hope that the health effects of expanding the freeway are taken into account. Scientific evidence has demonstrated that the "benefits" are not healthy and rather reduce the life span of those that live near highways. Also, I hope that you consider how much green space you will be taking from the city of South Gate. Specially if this is all
CC-53-2 the green space that the community has in their city. Thank you for your time and I really hope that you consider my comment.

Jairi Sanchez

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 The Port of LONG BEACH LA THE PORT OF LOS ANGELES

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CC-53-1

Please see the revised Section 3.13 and Section 4.0 in this Recirculated Draft EIR/ Supplemental Draft EIS (RDEIR/SDEIS) for an updated discussion of the Health Risk Assessment (HRA).

CC-53-2

As discussed in detail in the *Community Impact Assessment* (2012) prepared for the Draft EIR/EIS, approximately 130–152 acres of existing land uses would be impacted by the build alternatives within the City of South Gate; however, of these totals, none of the build alternatives would directly impact existing Open Space and Recreation land uses within the City of South Gate (refer to Section 5.18 in the *Community Impact Assessment* for more detail). This information has been updated in the revised *Community Impact Assessment* (2017) Section 3.1.1 of the RDEIR/SDEIS. The Open Space and Recreation land use category includes golf courses, local and regional parks and recreation areas, cemeteries, wildlife preserves and sanctuaries, specimen gardens and arboreta, beach parks, and other open space and recreation. Please refer to the updated Section 3.1.3 for a discussion of the revised alternatives' impacts to Parque Dos Rios.

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CC-54

I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: janet favela

ADDRESS: 530 s boyle ave CITY: la ZIP: 90033

REPRESENTING: myself

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

CC-54-1 I would like to express my opposition to hte expansion of the 710 freeway. I understand that there have been a number of options that have been presented. However, I feel as though these options are far reaching enough. I dont believe they represent the needs of community members that live and work close to the 710 fwy. Displacing community members is never okay. The options that you should include should consider the needs of low income community members. Facilitating the goods

CC-54-2 movement further will not help air quality of the population that has been paying with their health so that other people around the country can have access to products. The problems that diesel emissions brings to low income communities are disastrous to our neighborhoods. I only see community alternative 7 as a better alternative to the

CC-54-3 proposals that have been made. Please take our communities into consideration. Thank you.

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 The Port of LONG BEACH LA THE PORT OF LOS ANGELES

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CC-54-1

The commenter's opposition of the proposed project has been taken into consideration. The proposed project has and will continue to represent the needs of the community by maintaining the comprehensive public participation process outlined in Chapter 5.0, Comments and Coordination of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Although avoiding displacement of community members is preferred, and the revised set of build alternatives has been redesigned to minimize right of way acquisition to the greatest extent feasible, the project will require some relocations. However, these displacees will be compensated in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) and Mitigation Measure C-1. Please refer to Appendix D for a summary of relocation benefits.

CC-54-2

Based on updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward and analyzed in revised technical reports and this RDEIR/SDEIS. Alternative 7 includes a zero emission freight corridor. As detailed in the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

CC-54-3

Community Alternative 7 has been taken into consideration by the Interstate 710 (I-710) Corridor Project Agency Funding Partners. Elements of Community Alternative 7 have been included in the revised build alternatives addressed in the RDEIR/SDEIS. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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CC-55

I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Jorge Villanueva

ADDRESS: 5933 Holmes Ave CITY: Los Angeles ZIP: 90001

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

thank you for your time. I am concerned about the expansion of the freeway and how this will affect residents living in the communities along the freeways and neighboring communities. I support the community alternative 7. This is the best alternative and also the alternative that will benefit the communities along the freeway and nearby. I would like to suggest that the community alternative 7 be added to the offical list of alternatives so that we can look at all options available. CC-55-1

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 The Port of LONG BEACH LA THE PORT OF LOS ANGELES

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CC-55-1

As requested in this comment, Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2 for a description of the elements of Community Alternative 7 that have been incorporated into the revised build alternatives. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: marlene sanchez

ADDRESS: 1901 W Jeanette Pl. CITY: Long Beach ZIP: 90810

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

Even today when it is said that air quality in the West side of Long Beach has improved, the cloth that I wipe my furniture or the windows of my car is covered with fine black dust. My neighborhood is surrounded by all different types of pollution causing sources. Within walking distance of the TI Freeway and almost as close to the refineries; closer than that to the railroad tracks that carry coal, I believe that's where the fine dust comes from. To the East is the Long Beach Freeway, a quarter mile away and to the north the 405. When I learned that construction would last for such a long time I was shocked because construction means a lot of stuff in the air and that is the last thing we need in our area. However,if this project were approved I would insist that most of the items listed by our representative James Johnson be followed specially the use of sound proof walls that should also hide the traffic . I don't think it would be too much to expect to be treated the same way you would the folks that live in affluent parts of the city; where you would never even consider such a project without first consulting the people that would be affected; where 50 million dollars would not have been spent before we had a chance to make our voices heard. Unfortunately, this is the reality that we face living in west Long Beach, as real as the color of the dust that sips indoors and permeates the air that we breathe each day as we go about our daily lives.

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES The Port of LONG BEACH THE PORT OF LOS ANGELES

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CC-56-1

The commenter's opposition to Alternative 6 because it would displace the commenter's home is noted. Based upon the revised design of the build alternatives, the listed address is not currently identified as impacted.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Doris Acuna

ADDRESS: 11610 Bellflower Blvd CITY: downey ZIP: 90241 APT

REPRESENTING: Student Advocate.

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I Have been living in Downey CA for about 1 month but I lived in Northridge, CA for 5 years I was Often in Longbeach so I would take the 710 freeway frequently. Adding the extra lanes would add so much pollution. This would affect the Health of many residents in this Area. forced removal is a Evil, Harsh, and simply inconvient gesture. The way to address issues of the community is going with alternative 7. The voice of the Community is best. expanding the

Please comment by August 29, 2012

Metro Caltrans Gateway Cities 5 Long Beach LA The Port

freeway would take to many homes and Ruin lives. Dont Do it. If there is pollution in this Area their is pollution in my lungs, and my families Lungs. I'm not okay with that I care about my health and my families health. Thats why Alternative 7 is the best choice.

CC-57-1

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

CC-57-2

As requested in this comment, Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

CC-57-3

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Maraqui Barber

ADDRESS: 1455 9th Street #10 CITY: Santa Monica ZIP: 90401

REPRESENTING: Charles Drew University - Public Health - MPH Program

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

The extra lanes you are proposing will effect me by creating more noise and air pollution in this community, where my family lives. Many people have gone so long with different health disparites and influenced by the environment. As a public health student and health care provider, I am for the movement of improving ~~the~~ environmental health, and all other ~~health~~ ways that the public health can lead to better health outcomes in communities near the I-710 Corridor Project.

Please comment by August 29, 2012

Metro

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CC-58-1

The Interstate 710 (I-710) Corridor Project proposes alternatives that are beneficial to the public. For example, based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

Additionally, as stated in Section 3.5, Traffic and Transportation, in the RDEIR/SDEIS, traffic conditions improve under all build alternatives, with the exception of a few arterial intersections.

As requested in this comment, Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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Mobility. Environment. Community. Economy. Technology.

INTERSTATE CALIFORNIA 710

I-710 Corridor Project EIR/EIS

metro.net

I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Robert Bell

ADDRESS: 173 [illegible] E. 120 [illegible] CITY: LA ZIP: 90059

REPRESENTING: Charles Drew University

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

They should have subway [illegible] they should have Fast Track like the [illegible] on the [illegible]

Please comment by August 29, 2012

Metro

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CC-59-1

This comment recommends a subway instead of expanding Interstate 710 (I-710). This alternative was not considered in the Draft EIR/EIS because a subway would not be viable for accommodating the need for goods movement in the I-710 Corridor. However, the existing project commitments for improving transit as part of the I-710 Corridor Project are incorporated into the Project Description and described in Section 2.3.2 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for all build alternatives.

Fast Track tolled lanes were not proposed for the revised build alternatives; a tolling option is no longer under consideration.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Alison Bell

ADDRESS: 4110 Elm Ave CITY: Long Beach ZIP: 90807

REPRESENTING: Charles R. Drew Masters in public health program

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

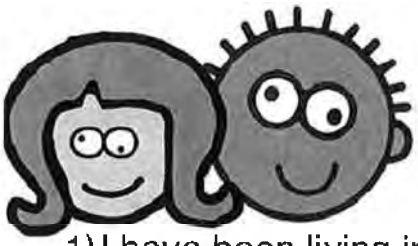
I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I have been living in this community since 2012/jan. the extra lanes you are proposing will effect me by polluting my community and causing great harm to the local dog parks. In the time I have lived here, the problems I have noticed within the 710 are noise pollution and high congestion. I support community Alternative. I because as a masters in public health student it encompasses all of the factors that will reduce the health + harm risks posed by other alternatives. when I am walking/running/biking in my community the smog from the diesel trucks affect my ability to continuously stay active outside.

Please comment by August 29, 2012

Metro



Mad Libs: 710 Community Voices Example Comments

1)I have been living in this community since ___*(Year/Date)*___.

2) The extra lanes you are proposing will effect me by ___*(Describe in detail which ways: health, noise, pollution, forced removal, closer to freeway, removing friends/family, breaking up my community, construction traffic, parks, schools, etc.)*___.

3A) In the time I have lived here, the problems I have noticed with the 710 are ___(Describe specific issues you have with the 710)___.

3B) The way to address these issues is to ___(Describe specific solutions)___, not to ___(Describe a specific issue you have with the project proposals___.

4) I support Community Alternative 7 because ___(Describe why you support Community Alternative 7. Reference elements of Community Alternative 7)___.

5) When I am walking/running/biking in my community ___(Describe what it is like to do those things in the community)___. This needs to be improved.

6) The report does not explain what the construction will look like enough. I would like to see ___(Describe element of Construction Community Alternative 7 you would like to see)___ be part of the priorities for construction because ___(Explain why)___.

7) There is not enough information on ___(Specific aspect of the project)___. A question I have is ___(question)___?

East Yard Communities for Environmental Justice

EYCEJ 2317 Atlantic Blvd Commerce CA 90040 EYCEJ.org
Phone -323.263.2113www.facebook.com/eycej **Twitter:** @EYCEJ

CC-60-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Geneva Byce

ADDRESS: 817 W Stockwell St CITY: Compton ZIP: 90222

REPRESENTING: Charles R Drew MPH Program

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

In the time I have lived here, the problems I have noticed with the 710 are excess pollution and a high volume of accidents. There is not enough information on Alternative 7. A question I have is how will a commitment be made to zero emission. I support Community Alternative 7 because it seems like the option that will allow change to help but still not do much negative effects to the minority communities that would be impacted in the expansion.

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 LONG BEACH LA THE PORT OF LOS ANGELES

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CC-61-1

Section 2.3.2.1 in Chapter 2.0 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) provides a description of the commitment to implement a zero emission freight corridor, including an implementation plan, funding plan, and schedule for the zero emission freight corridor.

CC-61-2

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Karen Callejas

ADDRESS: 2411 Baltic Ave CITY: LB ZIP: 90810

REPRESENTING: EYCEJ.

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I support prop 7 it will improv our air quality that is very needed due to the increasing pollution.

Please comment by August 29, 2012

Metro

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CC-62-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Danielle M Campbell

ADDRESS: 8810 S. Main Ave CITY: LA ZIP: 90002

REPRESENTING: A student, community member and affected individual

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I have lived in this community nearly 3 decades with family habitating longer than 50 years. We have noticed problems with the 710 that include traffic, damaged roads, decrease in quality of life and most importantly of air quality as a result of the 710 traffic. The way to address this issue is to seriously consider alternative transportation solutions and clean energies. I support Community Alternative 7 because it addresses these clean energy alternatives and is community driven.

Please comment by August 29, 2012

Metro

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CC-63-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Renee Chappell

ADDRESS: 1912 7th Ave CITY: LA ZIP: 90018

REPRESENTING: Community Member

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

The project summary is misleading. The project is to reduce elevated levels of health risk but its overall impact will create more health risk, Poor Air quality increase Cancer risk of resident's living near the freeway. There are alternative that should be considered Community Alternative 7 and Construction Community Alternative 7. The I-710 project will have the most impact on ~~poor~~ low income people who have the most disparities

Please comment by August 29, 2012

Metro

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CC-64-1

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

CC-64-2

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

CC-64-3

This comment expresses concern about effects on low-income communities. Please refer to the revised environmental justice analysis in Section 3.3.3 of the RDEIR/SDEIS.

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CC-65
I do not want to have more pollution, since our children are going to be the children of the future. If we continue polluting our children are not going to have a good future.

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CC-65-1

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

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CC-66
My opinion is preserve housing-takes, consider expansions to occur above-ground.

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CC-66-1

The California Department of Transportation (Caltrans) considers avoiding acquisition of right-of-way, including residential and nonresidential uses, a primary consideration in the definition and design of transportation improvements. The conceptual designs of the Interstate 710 (I-710) Corridor Project carefully balance engineering and design standards and capital costs with the potential effects associated with right-of-way acquisition to minimize the acquisition of property, the displacement of residents and businesses, and the disruption of communities.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Alska Emerson

ADDRESS: 319 E. 112nd ST CITY: LA ZIP: CA 90061

REPRESENTING: The Field of Urban Community Health

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

The needs of the community must be taken into account in considering I-710 Corridor Project Plans, Options or Alternatives. This comment card serves as a request for Caltrans to consider Community Alternative 7.

Please comment by August 29, 2012

Metro

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CC-67-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Chelsie Eva

ADDRESS: _____ CITY: _____ ZIP: 91050

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project (please print and use additional sheets if necessary):

I have been living in this community since June 2011. The extra lanes that are proposing will affect me by increasing my health risk of asthma and lung/heart disease. In the time I have lived here, the projects I have noticed with the 710 are increase in truck traffic flow which increase air pollution. I support Community Alternative 4 because of the committed zero emission freight corridor and community benefits. I would like for these elements to be apart of the priorities.

Please comment by August 29, 2012

Metro

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CC-68-1

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

CC-68-2

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Ashanti Fisher

ADDRESS: 1731 East 120th Street CITY: Los Angeles ZIP: 90059

REPRESENTING: Charles R. Drew University of Medicine and Science

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I have been living in this community since 1985. The extra lanes you are proposing will effect me breaking up my community, cause health ailments such as asthma, cardiovascular disease as well as lung disease in many of the residents impacted by the construction. The way to address these issues is to read reports submitted by researchers of the University of Southern California and the University of California, Los Angeles. I support Community Alternative 7 because it will not impact the community

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 LONG BEACH LA THE PORT

by displacing residents and there will be community benefits. The question I have is why haven't you addressed Community Alternative 7? I look forward to reading your response.

Sincerely,

Ashanti Fisher

Ashanti Fisher
Urban Public Health
Candidate, Class of 2014

CC-69-1

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

CC-69-2

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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CC-70
The community supports project First 7 and we support local jobs, more trees, benefits for Long Beach, and Zero emissions. We hope and that the decisions made are the best possible and that those that make decisions can sleep peacefully with a clean conscience.

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CC-70-1

This comment supports Community Alternative 7 and its various components. Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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CC-71

I live close to where the expansion will be built. I am concerned that some neighbors will be removed from their homes, being contaminated from toxic emissions, and the noise levels affecting my family. I wish that the project included a commitment from those in charge to ensure zero emission lanes are part of the approved project. I support proposition 7 because it addresses my concerns. I would also like to see beautification improvements within the city, the LA River with more open space and areas for biking. I request that this project offer local employment in Long Beach and its surrounding areas instead of hiring laborers from far away.

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CC-71-1

This comment supports Community Alternative 7 and its various components. Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Janaii Downs

ADDRESS: 4423 Victoria Park Dr CITY: Los Angeles ZIP: 90019

REPRESENTING: Community

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

In the time I have utilize the fwy, the problems I have noticed with the 710 are the sewage systems, excessive traffic, and pollution.

There is not enough information about the hazardous effect that the expansion/710 project will have. What type of toxins will be released during construction, and what health effects will they have on those exposed? (i.e. those who utilize the interstate to commute only.)

Please comment by August 29, 2012

Metro Caltrans

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CC-72-1

The effects of the revised build alternatives related to air toxics have been analyzed and presented in Section 3.13.3.1 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Quantification of air toxic emissions during construction was not quantified because construction phasing, daily equipment, daily haul trucks, and duration needed to conduct the construction-related analysis of criteria pollutants and Mobile Source Air Toxics (MSATs) are currently unknown. Therefore, as stated in the revised AQ/GHG/HRA technical report and Section 4.13 of the Draft EIR/EIS, the worst-case construction emissions were estimated using the Sacramento Metropolitan Air Quality Management District (SMAQMD) Construction Emission Model (Version 6.3.2). Any estimate of the health risk, particulate matter (PM) mortality/morbidity, or daily construction impacts would be speculative, inaccurate, and misleading.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Portia Cowlings

ADDRESS: 5642 Edgemar Ave CITY: Los Angeles ZIP: 90043

REPRESENTING: The impacted community and abroad.

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I support Community Alternative because it comes from the people whom this is going to effect. This alternative allows for people not to be displaced from their homes with regards to the fact that the other alternatives where they are not guaranteed to even be placed in or back in their own communities. It also implements a guaranteed zero emissions corridor and extensive public transportation, openspace, bike paths etc... This is more conducive for the community and has the least impact on the residents.

Please comment by August 29, 2012

Metro

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CC-73-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Hai Hoang

ADDRESS: 12381 Lambert CITY: Garden Grove ZIP: 92841

REPRESENTING: CDU MPH program

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

The projects draft fails to capture the true environmental impact of I-710 expansion. Volatile Organic compounds produce by disease engins will not ~~improve~~ decrease when more lane are added. There must be a contracted committed to zero ~~adv~~ emmission Trucks. In short, the report fails to capture the true health risk of I-710 expansion.

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 LONG BEACH LA THE PORT

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CC-74-1

The increase/decrease in volatile organic compound (VOC) emissions was addressed in the Draft EIR/EIS in Section 3.13.3.1. Please refer to Section 3.13.3.1 in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for an updated discussion of VOC emissions.

CC-74-2

The commenter's support of the zero emission freight corridor has been taken into consideration. Based on updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward in the RDEIR/SDEIS. Alternative 7 contains a zero emission freight corridor.

CC-74-3

Caltrans respectfully disagrees with this comment that the Draft EIR/EIS failed to provide a sufficient Health Risk Assessment. The results of the revised AQ/GHG/HRA show a decrease in health risks for Alternatives 6B and 6C (with greater benefits at the northern end of the project with the Zero Emission Extension [ZEE] Option). Please see Section 3.13 and Section 4.2 in this RDEIR/SDEIS for an updated discussion of the Health Risk Assessment based on the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Fidel E. Jaramillo

ADDRESS: 24316 Battery Ave. CITY: Long Beach ZIP: 90810

REPRESENTING: RESIDENTS AND COMMUNITY MEMBERS.

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I strongly believe that the new employment created through the means of this project should first be offered to resident of Long Beach itself, instead of giving it to individuals from outside. The areas with the expansion of the corridors comes higher traffic, so will the Caltrans division consider making it mandatory for local companies to use low emissions in hopes of improving air quality for the feature generations?

Please comment by August 29, 2012

Metro

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CC-75-1

The Los Angeles County Metropolitan Transportation Authority (Metro), in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the Interstate 710 (I-710) Corridor Project. This effort is being made parallel to the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) process.

CC-75-2

The commenter's support of the zero emission freight corridor has been taken into consideration. Based on updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward in the RDEIR/SDEIS. Alternative 7 contains a zero emission freight corridor.

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PROYECTO del CORREDOR I-710
Borrador del EIR/EIS
TARJETA PARA COMENTARIOS

NOMBRE: ADELA JARAMILLO

DOMICILIO: 8438 BAILEY AVE. CIUDAD: LONG BEACH C.P. 90810

REPRESENTO A: RESIDENTS OF LONG BEACH

Favor de depositar sus Comentarios en la caja de Comentarios o:

Por correo: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Tengo los siguientes comentarios acerca el Borrador del EIR/EIS para el Proyecto del Corredor I-710 (favor de usar letra de imprenta y si es necesario, utilice hojas adicionales):

PROP 7 STANDS FOR: (1) LOCAL JOBS, (2) WILL BETTER THE ALREADY EXISTING ISSUES WITH THE RIVER, (3) SUPPORTS THE IDEA OF LOW EMISSION VEHICLES WHICH WOULD LOWER HEALTH AND INFORMENTAL ISSUES, (4) PROVIDE A SYSTEM OF TRANSPORTATION THROUGH ALL STAGES OF CONSTRUCTION. MY QUESTION IS, WILL CALTRANS TAKE INTO CONSIDERATION THE ESSENTIAL NEEDS OF RESIDENTS WHO LIVE IN THE AFFECTED AREA?

Favor de someter sus comentarios a más tardar el 29 de agosto de 2012

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CC-76-1

As part of the decision-making process and prior to the selection of any Interstate 710 (I-710) Corridor Project build alternative for implementation, the California Department of Transportation (Caltrans) will carefully consider the need for the project, the project effects, and the project benefits in the immediately surrounding neighborhoods and areas as well as the larger regional area, consistent with the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Mayra Jaramillo

ADDRESS: 2436 PACIFIC AVE CITY: LONG BEACH ZIP: 90806

REPRESENTING: LOCAL WORKERS WITHIN THE COMMUNITY

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I HAVE A FEW CONCERNS:

1. WHERE WILL EMPLOYEES WHO CURRENTLY WORK AT THE BUISNESS LOCATION THAT WILL BE REMOVED GO?
2. WILL THEY BE RELOCATED TO NEW LOCATIONS SO THEY CAN CONTINUE PROVIDING SHELTER, CLOTHES AND MEALS FOR THEIR FAMILIES?
3. HAS YOUR DIVISION TAKEN INTO CONSIDERATION THE FACT THAT PUTTING SUCH A HIGH NUMBER INDIVIDUALS OUT OF WORK ALL AT ONCE WILL ONLY INCREASE THE ALREADY HIGH NUMBER OF UNEMPLOYMENT?

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 LONG BEACH LA THE PORT

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CC-77-1

This comment asks several questions regarding relocation procedures. Please see Section 3.3.2 and Appendix D, Summary of Relocation Benefits, of the Recirculated Draft EIR/ Supplemental Draft EIS (RDEIR/SDEIS).

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Stephanie Landicho, masters in public health candidate

ADDRESS: _____ CITY: _____ ZIP: 90017

REPRESENTING: Charles Drew University of Medicine and Science

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I support community alternative 7 because it provides a solution that's beneficial to both sides of the issue - a freight corridor (for caltrans) and sustainable/environmentally green solution for its residents. Pedestrian/bicycle elements + river improvements will help make gains in the affected community that will also help achieve state goals related to health & environmental justice.

Please comment by August 29, 2012

Metro

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CC-78-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Michael Harlander-Locke

ADDRESS: 11911 Mayfield Ave CITY: Los Angeles ZIP: 90049

REPRESENTING: Charles R. Drew University Graduate Student

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I support Community Alternative 7 because it addresses best the environmental issues at hand with the least impact on the direct communities through which the corridor will be built. The airborne particulate present in LA is already quite evident and increases the number of lanes, ergo increasing traffic volume, will only lead to further deterioration. The community needs the economic stimulus, there can be no outsourcing of this project, regardless of construction plan choosen.

Please comment by August 29, 2012

Metro

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CC-79-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

CC-79-2

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

CC-79-3

The Los Angeles County Metropolitan Transportation Authority (Metro), in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the Interstate 710 (I-710) Corridor Project. This effort is being made parallel to the RDEIR/SDEIS process.

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CC-80
I agree that lanes should be built above ground so that houses or businesses are not identified as right of way takes, the entry and exits are made safer, and noise impacts (from vehicles) are reduced.

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CC-80-1

The California Department of Transportation (Caltrans) considers avoiding acquisition of right-of-way, including residential and nonresidential uses, a primary consideration in the definition and design of transportation improvements. The conceptual designs of the Interstate 710 (I-710) Corridor Project carefully balance engineering and design standards and capital costs with the potential effects associated with right-of-way acquisition to minimize the acquisition of property, the displacement of residents and businesses, and the disruption of communities. The design of the revised build alternatives includes an elevated roadway where feasible.

To ensure the safety of the on- and off-ramps in the build alternatives on the I-710 mainline and the freight corridor, those components, like the rest of the highway components in the build alternatives, will be designed and constructed consistent with Caltrans' most current highway design standards.

Section 3.14, Noise, in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), evaluates the potential noise impacts associated with the build alternatives and identifies noise barriers included in the project to reduce those impacts.

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Movilidad. Medioambiente. Comunidad. Economía. Tecnología

INTERSTATE CALIFORNIA 710

El EIR/EIS del Proyecto del Corredor I-710

PROYECTO del CORREDOR I-710
Borrador del EIR/EIS
TARJETA PARA COMENTARIOS

NOMBRE: James L. Marine

DOMICILIO: 2436 Baltic AVE CIUDAD: Long Beach C.P. 90810

REPRESENTO A: STUDENTS AND SCHOOL BOARD OF CA.

Favor de depositar sus Comentarios en la caja de Comentarios o:

Por correo: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Tengo los siguientes comentarios acerca el Borrador del EIR/EIS para el Proyecto del Corredor I-710 (favor de usar letra de imprenta y si es necesario, utilice hojas adicionales):

When construction is done its usually to improve the living conditions of the community. How does casing business locations help the employees? How will residents of the area specifically teens and children who depend on public transportation to get to and from school be affected? Will the loud noise of construction vehicles affect the concentration of students during class or at home while doing their homework?

Favor de someter sus comentarios a más tardar el 29 de agosto de 2012

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CC-81-1

The EIR/EIS addresses community impacts as a result of the build alternatives. Refer to Sections 3.3, 3.5, and 3.14 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for information pertaining to impacts to employment, access, and noise levels, respectively.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: MARISA MARQUINA

ADDRESS: 403 S. KEELER AVE. CITY: Los Angeles ZIP: 90022

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

THIS PROJECT MUST TAKE INTO ACCOUNT THE NEEDS OF THE COMMUNITIES AFFECTED. THIS PLAN IS CLEARLY GEARED TOWARDS THE INTERESTS OF GLOBAL AND LOCAL CORPORATIONS. THERE IS VERY LITTLE EMPHASIS ON REGULAR LOCAL TRAFFIC (NON TRUCK RELATED). THIS IS YET MORE EVIDENCE OF HOW INDUSTRY DRIVEN THIS PROJECT IS. YOU NEED TO REMEMBER THE PEOPLE YOU SERVE.

i.e. street renovations

Please comment by August 29, 2012

Metro

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CC-82-1

It is acknowledged that there may be a need for local street improvements in the cities and communities in the Gateway Cities Subregion and the Interstate 710 (I-710) Corridor Project Study Area. However, as noted in this comment, the focus of the I-710 project is to improve mobility in the I-710 Corridor for subregional and regional traffic, including both passenger vehicles and trucks, traveling on I-710 to/from the Port of Long Beach (POLB) and the Port of Los Angeles (POLA) (collectively known as the Ports) and to/from locations to the north and east. The California Department of Transportation (Caltrans) does not have authority to modify local streets, except where those local streets are affected by Caltrans' projects on State or interstate highways. Planning for and implementing local street improvements are typically the responsibility of the local jurisdiction (city or county) where the street is located and not of Caltrans. As a result, local street improvements in the I-710 Corridor Project build alternatives are limited to improvements in the vicinity where local streets cross I-710 or are directly affected by the project construction activities.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: MAXINE MCCANIC

ADDRESS: 2451 DELTA AVENUE CITY: LONG BEACH ZIP: 90810

REPRESENTING: MY FAMILY

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

SEE ATTACHED

Please comment by September 28, 2012

Metro

September 24, 2012

Mr. Ronald Kosinski:

In response to the State of California wanting to expand the I-710 Freeway in Long Beach, well, I think it is a **BAD** idea.

The State, probably in collusion with the Ports of Los Angeles and Long Beach is opting to take homes and businesses in what is considered a "sleepy" part of town (Westside Long Beach). Most likely, this decision was made prior to the economic downturn and when potential growth and cargo movement to the area was on an upswing. Recently, that growth has been downward.

There are almost **NO** businesses in West Long Beach now: there is **NO** bank, **NO** pharmacy. What few businesses there are on the east end of West Long Beach, in the area extending west from the I-710 Freeway on Willow Street: a local doctor, barber shop, restaurants, are just miscellaneous types of businesses, but they are pro-active and necessary to the neighboring community. Given the types of businesses they are and the people owning them, it is ***highly likely*** that if these businesses are destroyed, they will not return. Some people depend on that doctor if they cannot get across the bridge to either a pharmacy, hospital or another doctor. The restaurants are ethnically diversified and the neighboring residents enjoy the fact there are eateries catering to their particular cultural heritage.

To take these businesses for the purpose of expanding the I-710 Freeway is just unconscienable. Additionally, this freeway expansion will limit access to two streets: Fashion and Gale Avenues, on both the north and south sides of Willow Street, increase traffic on both Easy and Delta Avenues and with the protracted and prolonged construction period, those two streets face the same problem that is plaguing the I-710 Freeway in the first place: once construction is completed, the traffic will never return to its point of origin.

The point of origin I am talking about in this instance is the Alameda Corridor. The Alameda Corridor improvement construction was conducted back in the late '90's in order to make it easier for the trucks to get in and out of the Ports of Los Angeles/Long Beach and to remove the heavy truck traffic entering and exiting the Ports from the I-710 Freeway. Before that "temporary" construction, I was able to leave my office that was just off Pacific Coast Highway and the Los Angeles River, take the I-710 to the I-405 Freeway and go to the east part of town for lunch and be back with time to spare (I had an hour for lunch). When that construction on the Alameda Corridor began, the I-710 Freeway was backed up to Los Angeles at lunchtime and I had to abandon the practice. I was hoping the completion of the Alameda Corridor would return the traffic back to its homebase, but I was mistaken. Instead of returning, the traffic on the I-710 increased! I never was able to go to the east side of Long Beach for lunch again.

If the State goes forth with this hair brained scheme to expand the I-710 Freeway, the only thing that will be expanded is traffic, the neighboring land use and air pollution. The traffic from Fashion and Gale Avenues will be diverted to Easy Avenue, already the "main thoroughfare" and bus route, near the I-710 Freeway (it is the only traffic signal controlled street until you arrive at Santa Fe Avenue to the west). However, proposed construction will most likely divert traffic from Easy Avenue to Delta Avenue, as it looks that Easy Avenue will be on the very fringe of the construction zone. The State is on the verge of turning Delta Avenue into a main thoroughfare ***and*** the bus route to boot! We most **DEFINITELY DON'T WANT THAT!!!**

If you are going to consider ***any*** kind of freeway construction, why don't you ressurect the plan for the Terminal Island Freeway construction as originally planned, on the extreme west end of Long Beach? Most likely this expansion would be less expensive, as it is a shorter span of space and the potential (or at least that what it looks like to me) for inconveniencing the whole Westside of Long Beach would be severely curtailed. It is out of the way, it is near the Alameda Corridor, goes straight into the Port of Long Beach and there is plenty of space for expansion. You can make *all* the lanes, those "green lanes" that are being proposed. In fact, this freeway is so far out of the loop, it can be ***mandatory*** truck traffic ***ONLY***! If the State wishes to use its imminent domain powers, take that warehouse or whatever it is (that property stood vacant for a number of years & NOBODY quite understood *why* the State didn't snap that up for freeway construction), on the north side of Willow Street up against the railroad tracks (another "plus" for that freeway: close to railroad tracks) for the expansion to the I-405, which at that point traverses through a major industrial area. The State could also build that giant anti-pollution mega-sound wall that people on both sides of the I-710 Freeway/Los Angeles River DON'T want as it would block out the sky. The placement of the Terminal Island Freeway is absolutely perfect: out of sight, out of mind and not heavily congested with traffic. In fact, it did not appear to have any speed limit on it at one time, and given the nature of the truck drivers that speed and plan poorly for exiting *any* freeway, they could have this thoroughfare all to themselves and not endanger anyone else.

Something else to consider, is that from the look of things, it looks that Port expansion of both Los Angeles and Long Beach is going to be seriously derailed with the Panama Canal Expansion completion in 2014. Truck traffic could be seriously diminished with that project's completion. Before impacting the area, wait and see what the outcome is on ***that*** project before spending taxpayers' money, displacing long-time residents and destroying a "laid-back" quality of life just because someone is misguided about both the ***need*** for this expansion and opinions held about the residents of West Long Beach being poor (there are 3 households on my block alone with household incomes over $100,000.00 annually) and stupid (I attended the meeting 8/8/2012 and they appeared to be educated *and* informed, prepared to give reasonable arguments against this project), so they can pull a fast one (land grab and not caring about the quality of their lives), for a frivolous project that the State can ill-afford and that has the *potential* for being unnecessary.

It is a well known fact that the Alameda Corridor is under utilized for its planned and designed purpose. Given the climate of the economy, and strong indications that the needs of the Ports of Los Angeles and Long Beach are going to undergo a serious change in the very near future, it is my opinion that the State of California should invest whatever money is available in education (bringing it back to the levels of the 50's & 60's). The **ONLY** decision that should be considered is **Alternative 1: No Build-- DO NOTHING.** The situation will resolve itself.

MAXINE MCCANIC 2451 DELTA AVENUE LONG BEACH CA 90810

CC-83-1

Please refer to Section 1.2, Need and Purpose, in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), which describes the Purpose and Need for the Interstate 710 (I-710) Corridor Project in detail. As discussed in that section, the project proposes to address diesel particulate matter emissions in the I-710 Corridor, increase freeway and arterial highway capacity in the I-710 Corridor, address existing and future transportation demand in the I-710 Corridor, improve safety on the freeway, update the design of the freeway mainline and interchanges, and support goods movements to/from and through the region.

Forecasts of future goods movement and the demand to move traffic into/out of the Port of Long Beach (POLB) and the Port of Los Angeles (POLA) (collectively known as the Ports) area are not based on a few years of activity. Long-term forecasts of goods movement at the Ports are based on a large number of factors and not on a few years of lower than normal economic activity such as would occur during a recession. Planning for future transportation improvements such as the improvements under consideration in the I-710 Corridor is based on long-term forecasts of travel demand, which considers historic growth trends, forecasts in economic growth nationally and regionally, forecasted growth in population and employment in the region and subregion, and other factors. As a result, the recent recession would not be expected to substantially affect long-term forecasts of goods movement at the Ports because those forecasts are based on a large number of factors. Please refer to Section 1.2.1.4, Social Demands and Economic Development in the RDEIR/SDEIS for discussion regarding future goods movement at the Ports.

CC-83-2

This comment references loss of businesses in west Long Beach. Please refer to Section 3.3.2 for an updated discussion of the impacts to residences and businesses based on the revised build alternatives. The California Department of Transportation (Caltrans) Relocation Assistance Program aims to relocate homes and businesses within the same community. The *Relocation Impact Report* identified adequate relocation properties within five miles of affected properties for most cities within the Study Area. Coordination directly with property owners will take place before and during the process to ensure a business can succeed in its new location. Refer to Appendix D, Summary of Relocation Benefits, for more information.

CC-83-3

This comment raises concerns regarding acquisition of businesses in Long Beach, changes in access to Fashion and Gale Aves., and increased traffic on Easy and Delta Aves. as a result of changes in access. Please refer to the updated Section 3.3 in the RDEIR/SDEIS for a

description of the changes in access and impacts to communities based on the revised build alternatives.

CC-83-4

It is acknowledged that traffic volumes on I-710 have increased since the late 1990s. However, the majority of those increases is not due to the construction and operation of the Alameda Corridor with traffic not going back to its original "points of origin," but is due to increases in population, employment, and goods movement in the Los Angeles Basin. As a result, it is acknowledged that it is unlikely that trips, which previously could be made in a certain period of time, like the trip described in this comment, cannot be accomplished in the same amount of time 20 years later.

CC-83-5

This commenter's concerns regarding traffic diverting to alternative arterials and local roads during construction are noted. Please refer to Section 3.24.4, Measure CON-TR-1, regarding the Transportation Management Plan (TMP) which describes many components of the TMP that will address construction-related traffic impacts on arterials and local streets.

CC-83-6

This comment suggests that only improvements to the Terminal Island Freeway are needed. The Terminal Island Freeway only extends from Terminal Island north to its terminus at Willow St. in the City of Long Beach and, therefore, would not serve the I-710 Corridor between Ocean Blvd. and State Route 60 (SR-60). Therefore, this alternative was not considered in the RDEIR/SDEIS.

CC-83-7

The I-710 Corridor Project Draft EIR/EIS used a year 2035 container cargo volume forecast of 43.2 million annual 21 equivalent units (TEUs) handled by the two San Pedro Bay Ports. This growth forecast is consistent with the cargo forecast included in the regionally adopted Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan (RTP). This forecast was updated in 2009 (*San Pedro Bay Container Demand Forecast Update,* Tioga/IHS Global Insight, July 2009). This update reduced the cargo container demand forecast for the year 2030 from 65 million annual TEUs in the 2007 report to 34.7 million TEUs for the year 2030. This 47 percent reduction took into the account the severe global economic recession that started in late 2008 as a consequence of the global financial crisis and related collapse of the housing "bubble". For comparison, the historical peak in annual cargo container volumes up

through 2012 occurred in 2006, at 15.8 million annual TEUs. Please refer to Section 1.2.1.4 of the RDEIR/SDEIS for an updated discussion of cargo forecasts.

CC-83-8

The commenter's opposition to the Interstate 710 (I-710) Corridor build alternatives is noted. All comments received on the Draft EIR/EIS, including comments expressing opposition or support for the project, are included in this report and will be made available to the decision-makers and the public prior to any action on the proposed project.

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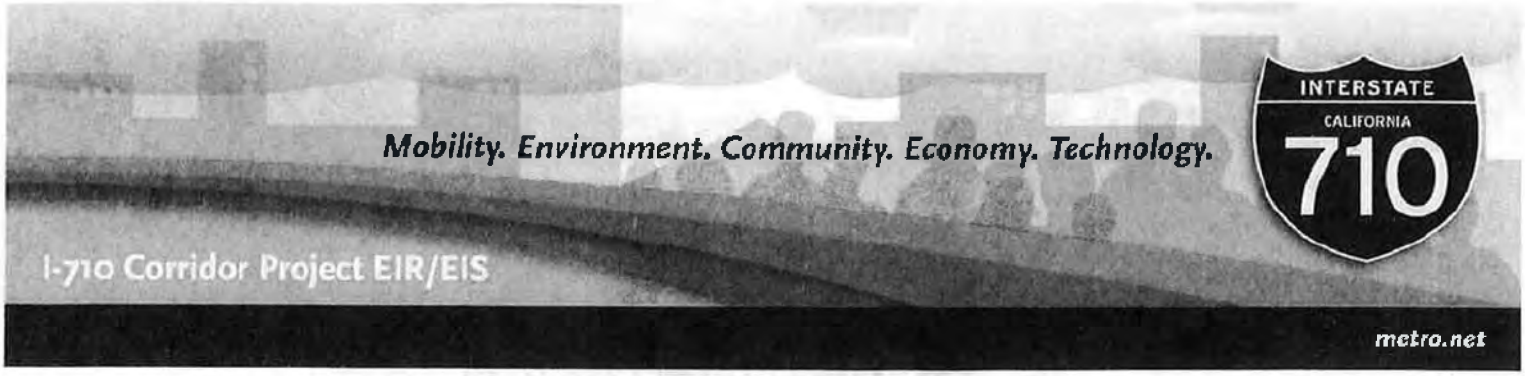

I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Tiffany McDaniel

ADDRESS: 5376 West Fairview Blvd. Apt 207 CITY: Los Angele ZIP: 90056

REPRESENTING: Public Health student

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

Please I support community Alternative 7 because it takes into consideration the people who will be impacted the most by the effects of the 710 free-way expansion. The Alternative 7 highlights the voices, of the community, and community members who have lived in this community for years. This must be included in the development of this plan. These individuals are [redacted] impacted the most once expansion takes place, and should have an opportunity to voice these concerns and ideas.

Please comment by August 29, 2012

Metro

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CC-84-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: CICILI MISLANG MPHc

ADDRESS: PO BOX 64523 CITY: LA ZIP: 90064

REPRESENTING: URBAN PUBLIC HEALTH PROGRAM AT CHARLES DREW UNIVERSITY, STUDENT

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

THE ISSUE OF EXPANDING THE NUMBER OF LANES ON EITHER SIDE OF THE I-710 FREEWAY ALSO INCREASES THE AMOUNT OF PARTICULATE EMMISSIONS THAT CAN DAMAGE THE AIR QUALITY OF THE RESIDENTS IN THE COMMUNITY WHICH INCREASES THE INCIDENCE OF ASTHMA, LUNG &/OR THROAT CANCER. ALSO IF UTILIZING EMINENT DOMAIN, HUNDREDS OF HUMANS WILL BE DISPLACED --- POSSIBLY HOMELESS --- TRANSIENT. IT'S BEST TO USE THE LEAST INVASIVE CONSTRUCTION SO THAT SPACE CAN READILY BE USED FOR IT'S PRIMARY PURPOSE, HOME OWNERSHIP NOT IT'S SECONDARY PURPOSE: HOMELESSNESS.

Please comment by August 29, 2012

Metro Caltrans Gateway Cities 5 Long Beach LA The Port

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CC-85-1

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

CC-85-2

As discussed in Section 3.3, Community Impacts, and Appendix D, Summary of Relocation Benefits, of the EIR/EIS, relocations would occur prior to construction of the proposed project; therefore, residents would not be left homeless as a result of construction. The acquisition of homes and the displacement and relocation of the persons living in those homes is sometimes necessary to accommodate public projects such as road improvements. To address those comments, public agencies, including the California Department of Transportation (Caltrans), must comply with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (Public Law 91-646, 84 Statute 1894) for the acquisition of property for public projects and the relocation of displaced residents and businesses. Caltrans commitment to comply with the Uniform Act for property acquisition for the Interstate 710 (I-710) Corridor Project is provided in Measure C-1 in Section 3.3.2.4 in the RDEIR/SDEIS.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Janet Murrell

ADDRESS: 730 Pine Ave. Apt. 412 CITY: Long Beach ZIP: 90813

REPRESENTING: Masters of Public Health Student – Charles R. Drew Univ.

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I have been living in Long Beach for 1 year. Within one year, I have experienced a few too many close calls with truckers about to run me off the freeway. The way to address these issues is to thoroughly take into account the community's concerns and well-being, not partially resolve the problem of traffic ~~or~~ congestion and air pollution by relocating homes. No one should be forced to leave their home.

Please comment by August 29, 2012

Metro

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CC-86-1

As part of the decision-making process and prior to the selection of any Interstate 710 (I-710) Corridor Project build alternative for implementation, the California Department of Transportation (Caltrans) will carefully consider the need for the project, the project effects, and the project benefits in the immediately surrounding neighborhoods and areas, as well as in the larger regional area, consistent with the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The acquisition of homes and the displacement and relocation of the persons living in those homes is sometimes necessary to accommodate public projects such as road improvements. To address those comments, public agencies, including Caltrans, must comply with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (Public Law 91-646, 84 Statute 1894) for the acquisition of property for public projects and the relocation of displaced residents and businesses. Caltrans commitment to comply with the Uniform Act for property acquisition for the I-710 Corridor Project is provided in Measure C-1 in Section 3.3.2.4 in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS).

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CC-87

I support this alternative 7. I believe in doing things right from the beginning. Zero emission is needed so that the community does not have any health impacts. Be an example to other countries, and show them how projects can favor the community. We want proposition 7 implemented. Thank you. Please carry out this project.

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CC-87-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Shatirea Ray

ADDRESS: 2670 Elendale PL CITY: LA ZIP: 90007

REPRESENTING: Charles Drew University

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I've been in this community since January 1991. The extra lanes will effect me by increasing the prevalence of chronic respiratory health issues from pollution as well as mental health issues from the impact of noise. I've noticed that these trucks increase pollution tremendously. I support Community Alternative 7 because it proposes river improvements & adding a real river instead of just a polluted river. If only a polluted river exist it increases pollution in my body and impacts community health.

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 LONG BEACH LA THE PORT

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CC-88-1

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

CC-88-2

Health impacts related to noise are discussed in Section 3.14.3 of the RDEIR/SDEIS.

CC-88-3

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives; however, there are no specific improvements to the Los Angeles River proposed as part of the Interstate 710 (I-710) Corridor Project. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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PROYECTO del CORREDOR I-710
Borrador del EIR/EIS
TARJETA PARA COMENTARIOS

NOMBRE: Beatriz. Reyes

DOMICILIO: 2464 Seapriont Ave CIUDAD: Long Beach C.P. 90810

REPRESENTO A: East yards

Favor de depositar sus Comentarios en la caja de Comentarios o:

Por correo: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Tengo los siguientes comentarios acerca el Borrador del EIR/EIS para el Proyecto del Corredor I-710 (favor de usar letra de imprenta y si es necesario, utilice hojas adicionales):

Bad project
not safe for my community
or my health.
more pollution
more illnesses

Favor de someter sus comentarios a más tardar el 29 de agosto de 2012

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CC-89-1

The commenter's opposition to the Interstate 710 (I-710) Corridor Project build alternatives is noted. All comments received on the Draft EIR/EIS, including comments expressing opposition or support for the project, are included in this report and will be made available to the decision-makers and the public prior to any action on the proposed project.

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CC-90
It has been my daily experience that my family and I are living the consequences of air pollution. My daughter is an athlete, and some days after her practice runs, she feels terrible and experiences headaches, nausea, reddened eyes, etc. I want you to improve the LA River 100 percent, and please implement Alternative 7 to help mitigate all the ailments caused by bad air quality. And I also want to use private funds for this project. Thank you.

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CC-90-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

There are no specific improvements to the Los Angeles River proposed as part of the Interstate 710 (I-710) Corridor Project.

The commenter's support of the zero emission freight corridor has been taken into consideration. Based on updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward in the RDEIR/SDEIS. Alternative 7 contains a zero emission freight corridor.

As discussed in Section 2.1 of the RDEIR/SDEIS, private funding through a public private partnership is one of the funding options being considered for the project.

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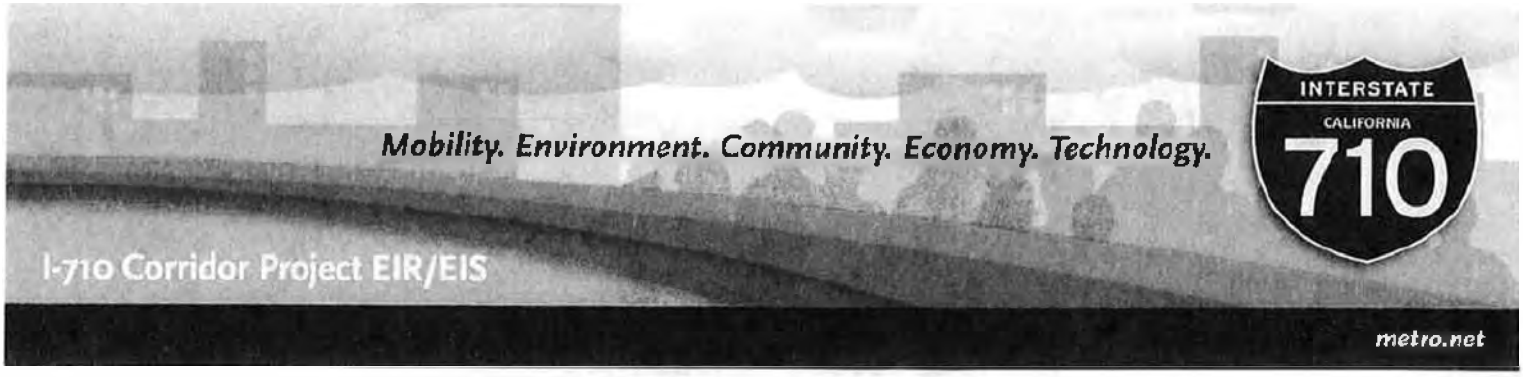

I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Rosario Rico

ADDRESS: 241 N. 118th Pl. CITY: Los Angeles ZIP: 90061

REPRESENTING: Community Member

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I am writing to you to support Community Alternative 7 because it is the most complehensive program that would cost less than the freeway extension & has the most positive impact in the community. As a consumer of the 710 freeway I would love improvement in the freeway but not at the expense of others. & I would like more if there was a better public transportation that could take me down the 710 freeway.

Please comment by August 29, 2012

Metro

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CC-91-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

CC-91-2

Metro currently offers a wide range of bus services throughout Los Angeles County (website: http://www.metro.net/, accessed December 5, 2012). In addition, as discussed in Chapter 2.0, Project Alternatives, of the RDEIR/SDEIS, the Interstate 710 (I-710) Corridor Project build alternatives all include transit improvements in the form of increased service on all the Los Angeles County Metropolitan Transportation Authority (Metro) Rapid and local bus routes in the Study Area along I-710. These improvements, along with additional County of Los Angeles and regional investments in transit services, such as additional light rail, commuter rail, and express bus services, will continue to provide alternatives to freeway travel for all residents in the Study Area.

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CC-92
Please, I hope that the construction equipment and vehicles will take into account zero emission technologies. Additionally please account for pedestrians and bicycles, and additional public transportation services. I feel that any work resulting from this project should hire people who live here. My family and I live in in West Long Beach, and the river needs some improvements in order to protect the breeding grounds for many birds. Please properly mitigate noise and air pollution. Therefore the best alternative is 7

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CC-92-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Based on updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Alternative 7 contains a zero emission freight corridor. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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CC-93
Support Alternative 7 because the elements it contains are best for the community.

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CC-93-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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CC-94
Ever since I have lived here, see unsafe conditions for pedestrians and cyclists near the entrance and exits of the 710. When I'm running is difficult to cross near an entrance or freeway exit. The river smells bad and that area is unsafe for walking. Zero emission lanes is a fantastic idea. I support alternative community 7. This would be an exemplary project where everyone wins. My question is: are zero emissions lanes a commitment or a decision that you will make? Zero emissions is the solution.

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CC-94-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

CC-94-2

The commenter's support of the zero emission freight corridor has been taken into consideration. Based on updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward in the RDEIR/SDEIS. Alternative 7 contains a zero emission freight corridor.

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CC-95
I would like to conserve the river because is it important to have a place where we can go walking and biking as a family. It is a safe place, but above all commit to zero emissions.

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CC-95-1

This comment states the commenter's request for conserving the Los Angeles River as a place to walk and bicycle. Although the Interstate 710 (I-710) Corridor Project does not construct specific improvements to the Los Angeles River, where the I-710 project improvements connect with the Los Angeles River Trail or local streets that intersect with that trail, the project has been designed to be compatible with and enhance bicycle and pedestrian use.

CC-95-2

The commenter's support of the zero emission freight corridor has been taken into consideration. Based on updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Alternative 7 contains a zero emission freight corridor.

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CC-96
Do not take up more land for the 710. More routes for trucks. More safety for pedestrians and cyclists.

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CC-96-1

This comment requests more safety for pedestrians and bicyclists. The California Department of Transportation (Caltrans) views proposed transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle and pedestrian modes as integral elements of the overall transportation system. Caltrans Deputy Directive (DD)-64-R1 is intended to "…ensure that all travelers of all ages and abilities can move safely and efficiently along and across a network of 'complete streets.'" To maximize the safety of the project features (including single point urban interchanges, ramp/arterial road interchanges, overcrossings, and undercrossings), the project has been designed in accordance with the intent of DD-64-R1 regarding bicycle and pedestrian facilities, as well as the Caltrans *Complete Streets Implementation of Deputy Directive DD-64-R1: Complete Streets-Integrating the Transportation System* and the Caltrans *Highway Design Manual (*HDM). As a result, the project build alternatives will accommodate cars and trucks in the travel lanes, bicyclists in the road shoulders, and pedestrians on sidewalks.

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Mobility. Environment. Community. Economy. Technology.

INTERSTATE CALIFORNIA 710

I-710 Corridor Project EIR/EIS

metro.net

I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Nahida Shinwari

ADDRESS: 2832 st CITY: Torrance ZIP: 90503

REPRESENTING: Master in Public Health

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

The extra lines you are proposing will effect me by health, pollution, removing friends family Breaking stress, stuck in freeway when I am walking in my Community I Want feel comfortable high Rick of Cancer or any pollution disease. stress and pollution is cause by stress and not have open space;

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 LONG BEACH THE PORT

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CC-97-1

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Donnalisa Soofer, MPHc

ADDRESS: 1731 E. 120th Street CITY: Los Angeles ZIP: 90059

REPRESENTING: Charles Drew University.

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

Instead of expanding the highway, how about you make subways like in New York. Its cheaper + less air pollution. Expand the metro-system!

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 PORT OF LONG BEACH LA THE PORT OF LOS ANGELES

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CC-98-1

This comment recommends a subway instead of expanding Interstate 710 (I-710). This alternative was not considered in the Draft EIR/EIS because a subway would not be viable for accommodating the need for goods movement in the I-710 Corridor. However, the existing project commitments for improving transit as part of the I-710 Corridor Project are incorporated into the Project Description and described in Section 2.3.2.1 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for all build alternatives. Please refer to the aforementioned section for more details.

There are 30 Los Angeles County Metropolitan Transportation Authority (Metro) bus transit routes serving the Study Area, including five Metro Rapid routes. Long Beach Transit operates 33 bus routes in the Study Area.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Alexandria Taylor

ADDRESS: 8810 S. Mary Ave CITY: LA ZIP: 90002

REPRESENTING: Charles R. Drew University, Urban Public Health Program

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I have been living in this community since 1987. The extra lanes you're proposing will create far more air pollution and noise in my community. The way to address these issues are to not expand on the 710. Use zero emission corridor. Guaranteed. I support Community Alternative because it provides positive aspects to my community. The report does not explain what the construction will look like. I would like to see zero emission equipment used for the duration of construction as well as free transportation during the duration of construction.

Please comment by August 29, 2012

Metro

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CC-99-1

The Interstate 710 (I-710) Corridor Project proposes alternatives that are beneficial to the public. For example, based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

Additionally, as discussed in Section 3.5, Traffic and Transportation, of the RDEIR/SDEIS, traffic conditions improve under all build alternatives with the exception of some intersections.

CC-99-2

The commenter's support of the zero emission freight corridor has been taken into consideration. Based on updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward in the RDEIR/SDEIS. Alternative 7 contains a zero emission freight corridor.

CC-99-3

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

CC-99-4

This comment states that free bus service should be provided during construction of the I-710 Corridor Project. An element of Metro Board Motion 22.1 is for Metro, in partnership with the funding partners and parallel to the EIR/EIS process, to monitor traffic congestion on all rail and bus routes in the I-710 Corridor Project construction area, to identify and make needed adjustments to service based on actual traffic conditions, and to determine if Metro should operate on an incentive fee structure during the construction period. Additionally, potential incentive programs for the Metro Blue Line and Metro buses in the I-710 Corridor and affected by construction would be considered as potential mitigation to help ease the impact of possible delays to bus service.

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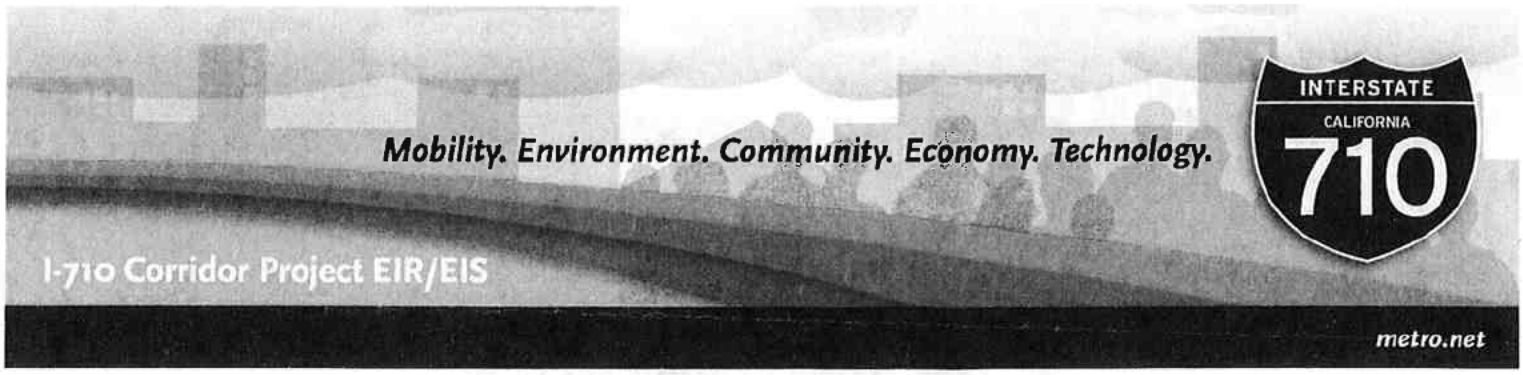

I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Ryan K. Thompson

ADDRESS: _____ CITY: Commerce ZIP: _____

REPRESENTING: My community

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I have been living in this community since 1980. The extra lanes you are proposing will affect me by polluting my air, and breaking my community up. The way to address these issues is to use Community Alternative 7. Please Reconsider !!!

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 LONG BEACH LA THE PORT OF LOS ANGELES

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CC-100-1

As discussed in the EIR/EIS, community cohesion impacts do occur at a localized level within Commerce due to relocations of existing cohesive communities; however, mitigation for relocations within this community is provided through implementation of Mitigation Measure C-1 described in Section 3.3.2.4.

With regard to the air quality concerns raised in this comment, Section 3.13 of the Draft EIR/EIS noted that criteria and air toxic exhaust emissions were found to be generally lower (sometimes as much as 80+ percent lower) in the 2035 build alternatives compared to 2008. Please refer to Section 3.13, Air Quality, in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for additional detail and updated information.

CC-100-2

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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CC-101
I do not want pollution so I support alternative 7

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CC-101-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Kira Watson

ADDRESS: 802 N. Spring Ave CITY: Compton ZIP: 90221

REPRESENTING: Charles R. Drew University, MPH Program & South Los Angeles.

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

The HIA must be strongly considered & Alternative 7 should be implemented. I have lived in South Los Angeles my entire life. (30 years.) I support Community Alternative 7 because it considers the needs of the surrounding communities & focuses on actually decreasing pollution.

Please comment by August 29, 2012

Metro

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CC-102-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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I-710 CORRIDOR PROJECT
DRAFT EIR/EIS
COMMENT CARD

NAME: Nancy Zuniga

ADDRESS: 4843 Marionwood Dr. apt #427 CITY: Culver City ZIP: 90230

REPRESENTING: Charles Drew University - MPH

Please drop comments in the Comment Box or:

Mail to: Mr. Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

I have the following comments on the Draft EIR/EIS for the I-710 Corridor Project

(please print and use additional sheets if necessary):

I am writing as a concerned resident of Los Angeles and Public Health professional. I understand the needs to alleviate the pressures of traffic, particularly in this 710 freeway area. However, after reviewing the Executive Summary I find a great gap in addressing the real public health burdens that will result ~~to~~ from construction and the actual establishment (expansion) ~~of~~ this freeway. I am strongly urging you to review and highly consider Alternative 7, which has been an option supported not only by local community members, but also by experts in the field.

Please comment by August 29, 2012

Metro Caltrans GATEWAY CITIES 5 LONG BEACH LA THE PORT

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CC-103-1

Public health considerations were included in relevant sections of Chapter 3.0 of the Draft EIR/EIS; these sections have been updated in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) .

CC-103-2

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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CC-104
My concern is because I live near the 91freeway and 710 freeway, and I worry about the freeway to freeway connection because it's already noisy this project will make it worse.

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CC-104-1

Please see Section 3.14, Noise, in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for a discussion of noise impacts and identification of soundwalls under the revised build alternatives. The nearest modeled receptors to the I-710/SR-91 interchange are as follows (refer to Table 3.14-2):

- MWB-1, MWB-1A, MWB-2, MWB-3, MWB-5
- MEB-1, MEB-1A, MEB-3, MEB-3A
- MSB-23A, MSB-23B, MSB-23C
- MNB-23

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CC-105

My question is will this project affect my property? I don’t want to lose my property. Over the years I have put in a lot of effort to make my home a comfortable home for my children. Please bear in mind many considerations. Thank you

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CC-105-1

Because no address is provided in the comment, a direct answer cannot be provided for the commenter's property. However, please refer to Appendix L in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) that includes maps and tables showing potential properties that would directly impacted by the proposed project. These properties would require either a partial or full acquisition. Appendix D, Summary of Relocation Benefits, provides information about the California Department of Transportation (Caltrans) Relocation Assistance Program should a property require a full acquisition and subsequent relocation.

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CC-106

I ask for the community alternative. You must commit the corridor will be zero emissions.
Don't widen the freeway because it will affect many families.
Commit to a more efficient public transportation plan.
Include more places for walking and parks.
The community should be given more mitigations such as glass (windows) be triple paned or thicker.
I would like to ask how community comments will be addressed and implemented.
Provide a workshop or have a meeting discussing right of way property takes because many people don't know that they will be affected.

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CC-106-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for more information on elements of Community Alternative 7 that have been included in the revised build alternatives.

CC-106-2

The Draft EIR/EIS analyzed community impacts as a result of the proposed project, including impacts to community cohesion, parks and recreation facilities, schools, emergency services, air quality, noise, as well as several other topics. The Draft EIR/EIS also proposed mitigation to reduce impacts to these topics as a result of the project. Please refer to Chapter 3.0 of the RDEIR/SDEIS for updated information on these topics.

CC-106-3

Metro currently offers a wide range of bus services throughout Los Angeles County, including in the Interstate 710 (I-710) Corridor Project Study area (http://www.metro.net/, accessed December 5, 2012). In addition, as discussed in Chapter 2.0, Project Alternatives, in the RDEIR/SDEIS, the I-710 Corridor Project build alternatives all include transit improvements in the form of increased and new service on the Los Angeles County Metropolitan Transportation Authority (Metro) Rapid and local bus routes in the Study Area along I-710. These improvements, along with additional County of Los Angeles and regional investments in transit services, such as additional light rail, commuter rail, and express bus services, will continue to provide alternatives to freeway travel for all residents in the Study Area.

CC-106-4

Where existing sidewalks and/or bicycle lanes will be affected by the project, they will be replaced to be as good as or better than prior to the project effects. For example, all sidewalks disturbed by or provided by the project will be constructed to be compliant with the requirements of the ADA regardless of whether they were Americans with Disabilities Act of 1990 (ADA) compliant prior to the project effects. Bicycle lanes will be replaced at their existing widths and, where right-of-way is available, at greater widths to be consistent with the designations of those bike lanes in the applicable General Plan Circulation Elements. In compliance with Metro Board Motion 22.1, Metro and the California Department of Transportation (Caltrans) have committed to ensure implementation of Complete Streets treatments that promote sustainable and “livable neighborhoods” for all those arterials, ramp termini, and intersections as part of the proposed

I-710 project. Designs shall be consistent with the principles outlined in Caltrans' *Main Streets, California: A Guide for Improving Community and Transportation Vitality.*

The I-710 Corridor Project does not propose the provision of new parks in the Study Area. The Community Health and Benefit Program, included in both build alternatives evaluated in the RDEIR/SDEIS (Section 2.3.2.1), provides for a grant program for cities and community groups to apply for and obtain grant funding for health-related measures. New parks such as those cited in this comment could be a candidate for this program.

CC-106-5

This comments requests double-paned or triple-paned windows for noise mitigation. A Community Health and Benefit Program is included in Section 2.3.2.1 of the RDEIR/SDEIS and provides for a mitigation program for cities and community groups to apply for and obtain grant funding for health-related measures. The provision of alternative noise abatement would be a potential candidate for this programmatic element of the Project Description.

CC-106-6

All written comments on the Draft EIR/EIS and verbal comments provided to court reporters at the public hearing are responded to in the RDEIR/SDEIS. All comments received on the Draft EIR/EIS and RDEIR/SDEIS, including comments expressing opposition or support for the project, will be made available to the decision-makers and the public prior to any action on the proposed project.

CC-106-7

If a build alternative is selected that would displace businesses or residents, public information meetings and individual meetings with affected property owners would be scheduled by Caltrans consistent with the provisions of Mitigation Measure C-1 in Section 3.3.2.4 of the RDEIR/SDEIS. Appendix D, Summary of Relocation Benefits, contains information on right-of-way acquisition and the rights and benefits afforded to those who may be impacted.

CC-107
My comment is I am fine with widening the 710. But I'm asking you to do it right way by taking into account the community. In my case my daughter and I suffer from allergies and sinusitis.
I ask you to please consider all environmental aspects/impacts and to keep individuals like me in mind when you make decisions that are in the public's interest.

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CC-107-1

The environmental process for the Interstate 710 (I-710) Corridor Project includes analysis and consideration of the effects of each build alternative and the No Build Alternative, as documented in the EIR/EIS. All comments received on the Draft EIR/EIS and the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), will be included in the Final EIR/EIS and will be made available to the decision-makers and the public prior to any action on the proposed project.

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CC-108
In my opinion the barriers in the corridor (fences/soundwalls) should be built higher, to mitigate traffic noise, improve safety, and mitigate smog/air pollution for the benefit of our children and ourselves.

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CC-108-1

The revised build alternatives include noise barriers, screen walls, fences, and landscaping as described in Chapter 2.0, Alternatives, of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). The heights and lengths of the noise barriers will be defined based on the detailed noise analyses conducted for the environmental document and during final design. Landscaping will be provided at various locations along the facilities for aesthetic and mitigation purposes consistent with Mitigation Measure VIS-1 in Section 3.6.4 of the RDEIR/SDEIS. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

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CC-109
If my house is not identified as a residential-take, I request barriers to be installed that reduce noise from construction and freeway traffic. I ask that the people who are affected be treated with respect and treated as people, not just as an aspect of a project. But beforehand I agree with the improvements recommended, as they will benefit the city and residents.

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CC-109-1

This comment requests a sound barrier near the commenter's residence. Please see Section 3.14, Noise, in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), for a discussion of noise impacts and identification of soundwalls under the revised build alternatives.

The California Department of Transportation (Caltrans) considers respectful treatment of all members of the community, including residents, agency representatives, business owners/operators, and other interested parties, to be critical for ensuring that all voices are heard and that all input, opinions, complaints, ideas, and suggestions are carefully considered in the process. Caltrans recognizes and is sensitive to the fact that the Interstate 710 (I-710) Corridor Project will affect residents and businesses and not just places on a map. Caltrans is committed to a collaborative, respectful process that recognizes the importance of each member of the community and the value of their input.

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CC-110
Hello, my name is Maria.
You say that there has been information provided to the community and we do not really have much information. If these public hearings are meant for you to hear the community's concern, then we hope you really take into account alternative 7, and that you carefully coordinate land use and improve what already exists.

I think the priority 1 is the community and any project being considered should not be harmful. It is not necessary to expand the freeway, what the community needs are open spaces (parks) along with improvements to the LA River, since it is used as an exercise area for the community.
I recommend that during construction you provide free public transportation, and protect the community from dust and noise. I hope all your projects have zero emission elements.

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CC-110-1

The public has been involved with the Interstate 710 (I-710) Corridor Project since the *Major Corridor Study*, in which public input played an integral part in the decision to move forward with a project-level environmental document and comprehensive public participation process. Since the inception of the I-710 Corridor Project, an extensive community participation framework has been followed and community participation activities for the I-710 Corridor Project have been designed to provide various community stakeholders the opportunity to work with the technical team throughout the process. The public is invited to attend all of the committee meetings and is given the opportunity at these meetings to comment or express any concerns relative to the project. As a part of this community participation framework, Local Advisory Committees (LAC) were formed to represent each of the cities and unincorporated County areas along the I-710 Corridor and are comprised of representatives from each of these communities in the I-710 Corridor. From January 2009 to April 2011, the LACs met several times each to review, discuss, and provide input on the proposed conceptual highway design (geometrics), technical studies informing the screening of alternatives, the alternative screening methodology and results, the Technical Advisory Committee's (TAC) recommendation on alternatives for study in the EIR/EIS, their respective Community Profiles, and shared ideas for potential Early Action Projects for their communities.

Notices regarding the release of the Draft EIR/EIS for public review and locations/times of the public hearings were published in the Los Angeles Times, the Long Beach Press Telegram, the LA Watts Times, the LA Eastside Sun, and La Opinion on two occasions (once upon release of the environment document in June 2012 and once one week before the public hearings in August 2012). Additionally, mailers were sent to all properties within 300 feet of the proposed project improvements.

CC-110-2

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

CC-110-3

These comments to not expand the freeway and to support more open space and parks are noted.

CC-110-4

This comment states that free bus service should be provided during construction of the I-710 Corridor Project. An element of the Los Angeles County Metropolitan Transportation Authority (Metro) Board Motion 22.1 is for Metro, in partnership with the funding partners and parallel to the EIR/EIS process, to monitor traffic congestion on all rail and bus routes in the I-710 Corridor Project construction area, to identify and make needed adjustments to service based on actual traffic conditions, and to determine if Metro should operate on an incentive fee structure during the construction period. Additionally, potential incentive programs for the Metro Blue Line and Metro buses in the I-710 Corridor and affected by construction would be considered as potential mitigation to help ease the impact of possible delays to bus service.

Measures to reduce dust and noise effects on adjacent communities during construction are included in the project as provided in Section 3.24 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Measures CON-AQ-1, CON-AQ-2, CON-AQ-5 through CON-AQ-12, and CON-AQ-14 through CON-AQ-17 (Section 3.24.4.13) address short-term construction equipment and dust emissions during construction. Measures CON-N-1 through CON-N-8 (Section 3.24.4.14) address short-term noise during construction.

The commenter’s support of the zero emission freight corridor has been taken into consideration. Based on updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been carried forward in the RDEIR/SDEIS. Alternative 7 contains a zero emission freight corridor.

CC-111
I am in agreement with a good alternative. I do not agree with people being displaced from their homes or businesses when those properties are identified as right-of-way takes, and pollution from the freeway needs to be addressed because there are already many individuals from our communities that are already impacted. I live very close to the 710 freeway, and I am elderly individual suffering with asthma, allergies, and diabetes – and I have a granddaughter who also has asthma. Thank you. I hope you read my letter.

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CC-111-1

The EIR/EIS provides mitigation for properties that would be relocated as a result of the project. Please refer to Mitigation Measure C-1 in the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), and Appendix D, Summary of Relocation Benefits, for additional detail about the Caltrans Relocation Assistance program.

The RDEIR/SDEIS also addresses air quality along the Interstate 710 (I-710) freeway, within the area of influence, and in the Los Angeles Basin. Criteria and air toxic exhaust emissions were found to be generally lower (sometimes as much as 80+ percent lower) in the 2035 build alternatives compared to 2008. The greatest reductions are in the South Coast Air Basin (Basin) and I-710 Study Area of Influence. The smallest reductions are along the I-710 freeway. Refer to Section 3.13 of the RDEIR/SDEIS for an updated analysis and mitigation for air quality and health risk impacts.

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CC-112
In my opinion, the expansion of the 710 freeway will be a huge disaster because all the gas and diesel emissions will create infirmities such as asthma, cancer and other respiratory problems. This project will displace too many families that live adjacent to the freeway. I don't believe that this is native.

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CC-112-1

The results of the Air Quality/Health Risk Assessment presented in the Draft EIR/EIS show a decrease in health risks for Alternatives 6B and 6C (with greater benefits at the northern end of the project with the Zero Emission Extension [ZEE] Option). Based upon updated project design, a revised set of build alternatives (Alternative 5C and Alternative 7) have been analyzed in a revised AQ/GHG/HRA and carried forward in this Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS). Alternatives 7 includes a zero emission freight corridor. Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and all health risks (including cancer risk from DPM), compared to the No Build Alternative. For example, the maximum modeled cancer risk in 2012 is 1421 in a million; maximum cancer risk in the 2035 No Build Alternative, Alternative 5C and Alternative 7 is 57, 45 and 30 in a million, respectively.

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CC-113

1. Utilize the Alameda Corridor to move cargo to the terminals at Commerce.

2. Make a new port north of Los Angeles or in southeast Los Angeles.

3. Use electric powered transportation.

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CC-113-1

This comment recommends increasing of usage of the Alameda Corridor. Please refer to Response to Comment IP-4-4 regarding the Alameda Corridor.

CC-113-2

This comment suggests constructing a new port north of Los Angeles. An alternative such as this is beyond the scope of the Interstate 710 (I-710) Corridor Project.

CC-113-3

This comment supports electric powered transportation. As described in Section 2.3.2.3 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), use of electric power is one option for the zero emission freight corridor.

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CC-114
Create a new port north of Los Angeles.
Use the "Alameda Corridor" trains more frequently.

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CC-114-1

This comment suggests constructing a new port north of Los Angeles. An alternative such as this is beyond the scope of the Interstate 710 (I-710) Corridor Project.

CC-114-2

This comment recommends increasing of usage of the Alameda Corridor. Please refer to Response to Comment IP-4-4 regarding the Alameda Corridor.

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CC-115
I support alternative #7. The reason is during construction residents can be hired and trained during that phase. I want the additional lanes to also be used for public transportation. I support considerations for open space and other benefits for the community.

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CC-115-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives, including a zero-emission/near-zero-emission freight corridor without expansion of general-purpose lanes, increased transit (bus and rail) service hours, and addition of up to five pedestrian/bicycle-only bridges. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

The Los Angeles County Metropolitan Transportation Authority (Metro), in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the Interstate 710 (I-710) Corridor Project. This effort is being made parallel to the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) process.

The added general purpose lanes on I-710 in the I-710 Corridor Project build alternatives would be available for use by public transportation as discussed in Chapter 2.0, Project Alternatives, in the RDEIR/SDEIS.

Open space is not a component of the I-710 Corridor Project build alternatives. However, as discussed in Chapter 2.0 in the RDEIR/SDEIS, the build alternatives do include landscaping and other aesthetic treatments along the freeway alignment.

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CC-116
I agree to support the N-7 alternative. For the community.

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CC-116-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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CC-117
I agree with alternative 7 as best way to improve public health and air quality and with all community benefits that were identified.

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CC-117-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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CC-118
For health considerations I do not agree with the expanding the.
Expanding the freeway will hurt many families, especially children and the elderly.

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CC-118-1

The commenter's opposition to the Interstate 710 (I-710) Corridor build alternatives is noted. All comments received on the Draft EIR/EIS, including comments expressing opposition or support for the project, are included in this report and will be made available to the decision-makers and the public prior to any action on the proposed project.

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CC-119
We will fight for this expansion to not be carried out, because this project would affect us all - Mainly with respect to diseases. Hopefully you listen to us and not pursue the expansion.

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CC-119-1

The commenter's opposition to the I-710 Corridor build alternatives is noted. All comments received on the Draft EIR/EIS, including comments expressing opposition or support for the project, are included in this report and will be made available to the decision-makers and the public prior to any action on the proposed project.

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CC-122
I support proposition 7, because it includes many components which improve the river and provides benefits for the community.

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CC-120-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in the revised build alternatives; however, there are no specific improvements to the Los Angeles River proposed as part of the Interstate 710 (I-710) Corridor Project. Please refer to Section 2.2.2.1 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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CC-123
Yes, the expansion of the 710 is needed, but it should be above ground. We want improvements made to the river so that it is made into a park, kept clean and safe for us and the birds.

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CC-121-1

As described in Chapter 2.0 of the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS), no portions of the proposed build alternatives are below ground; they are either at grade or elevated. In addition, there are no specific improvements to the Los Angeles River proposed as part of the Interstate 710 (I-710) Corridor Project. Please refer to Section 2.2.2 of this RDEIR/SDEIS for more information on the elements of Community Alternative 7 that have been incorporated into the revised build alternatives.

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T.1.1 PUBLIC HEARING TRANSCRIPTS

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T1

I-710 CORRIDOR PROJECT

DRAFT EIR/EIS

PUBLIC HEARING

AUGUST 7, 2012

6:30 P.M.

PROGRESS PARK

Reported by:

MELISSA PRECIADO, CSR. 13565

PARAMOUNT, CALIFORNIA, TUESDAY, AUGUST 7, 2012

6:38 P.M.

-000-

MS. McCORMICK: So at this time what I'd like to do is I'm going to be introducing Frank Quon. Frank Quon is the executive officer for Metro and he will be opening our program this evening.

MR. QUON: Good evening, everybody. I'd like to welcome you this evening to our public hearing. I do want to thank all of you on behalf of Metro and our funding partners to take time out of your busy schedule to come out this evening to actually learn more about the project that way you can give your input and your insights on the project as well.

This is the first of three public hearings. There will be another one tomorrow evening, and then the following day as well. I think that what we want to encourage you to do is we've noticed -- I've noticed that all of you -- some of you have taken the opportunity to talk to our team and our experts out there. I encourage you to follow up with that and ask some questions, and hopefully we'll be able to answer all your questions. But your participation and your input is really valuable in this process as we take on this very important transportation project.

And at this time I'd like to introduce our environmental lead is Rob McCann from LSA. Thank you.

MR. McCANN: Thank you, Frank.

And good evening, everyone. I see a lot of familiar faces in the audience, but it's also good to see a lot of new faces here. Those of you that are here and learning about the project for the first time, welcome. And we hope we can answer your questions at our different stations tonight.

Before I get to the very brief presentation for you, I just want to just orient you a little bit to the information we have for you here this evening. Right now what they are initiating is the actual formal testimony portion of the public hearing. However, we have a number of different informational stations where you can ask individual questions and want to get those answered, we can do that. You see along these two walls here we have boards which have different exhibits with different alternatives that are under study.

For many people the first question when they hear about a transportation project is, "Well, how does this affect my home or my business? Is my property affected? For that, we have some gentlemen outside with different computer stations set up. All you need to do is give them your address and they can show you exactly

how close you are to the project, and if there's any effect.

In the hallway out front, one of the major concerns on the project is air quality and health risks, and we have Dr. Julia Lester and her team to help explain some of the air qualities effect of the project. We have members of the engineering team here in this room, we also have members of our traffic and noise team that can answer questions or concerns about traffic or noise.

And then in our far back room we have a -- sort of our library room where we have all the different documents that are available. These are also available in the libraries here within the corridor and also online on Caltrans', Metro's website where we can have the documents and the staff in there that can help if you're interested in a particular topic we can help you with that.

Some other orientations as far as the hearing tonight we -- there's one of three ways you can provide public comments on the Draft EIR/EIS and on the project tonight. The first is we'll have a portion here on the agenda momentarily where you can come up and speak into the microphone in front of the group so the group can hear your concerns. We also have a court reporter in

our library room. They can just take testimony individually in case if you need to get going and can't wait through the whole meeting and take your testimony there. Then there is also comment cards that you received when you came in. You can certainly write comments down and leave those with us in the comment card boxes, or you can take them home, think about, look at some of the information online, and then submit that information by mail prior to the comment deadline.

So those are some of the logistics as far as the hearing itself. Let me just share very briefly what the project is all about. First of all, our purpose and needs. What are we trying to accomplish on this project? Five very important goals are established through a study that was conducted prior to the Draft EIR/EIS and that was called the I-710 Corridor Study that was led by the Gateway Cities Council of Governments in cooperation with Metro and Caltrans and very much a very robust community based process, and from that a number of needs to identify within the I-710 Corridor.

First and foremost, was concerns about air quality and public health risks. So improving air quality and reducing public health risks was our number one priority, including traffic safety guides that we

have in modernizing the design. It's a freeway that's over 50 years old. It was designed back in the 1950's and early 1960's. So upgrade and design to modern standards.

Traffic is growing all around us just as Southern California grows. So addressing not just today's traffic, but what the traffic might be like in 2035. Almost 25 years into the future.

And then finally just addressing the projected growth and population employment for the I-710. As you know if you live, work, or drive -- live or work in the area or drive on the Corridor, this is very important in this area for the region as an economy, and the affects of traffic on the I-710. So these are the different goals that are trying to be addressed by the project.

The study hearing for the project I-710 the limits that are being studied start at Ocean Boulevard in Long Beach and then go all the way north to State Route 60 in East Los Angeles. So the distance is about 18 miles. The project includes, in addition to improving I-710, improvements to the interchanges both of the freeways and, you know, arterial roads.

The alternatives themselves -- don't worry. There's a lot of information on it. There's four basic alternatives that are being studied in the Environmental

Document. And the Draft EIR/EIS it really serves two purposes: The Environmental Impact Report and Environmental Impact Statement it's a disclosure document in terms of disclosing to the public what are the environmental effects of the different alternatives that are being considered in the study. Whether those effects are air quality, noise, property impacts, any sort of impact that may be a concern, that's what's addressed in the document. So it's a disclosure document so that you, the public, know what the effects of these alternatives are, but it also becomes a decision time.

For Caltrans, the owner, and operator of I-710 and working in partnership with Metro and the other agencies that are participating in the project, which includes Ports of LA, Long Beach, Southern California Association of Government, and the I-5, it's a decision time. It's based upon the analysis based upon the public input what is the best alternative to address all that we talked about?

The alternatives are Alternative 1, which is to do nothing at all. That's certainly an option. And just keep I-710 as it is even though there are certainly other improvements occurring within the region.

We have Alternative 5A, and Alternative 5A is

shown on the board on this side of the room. Alternative 5A widens I-710. Basically, adds a lane in each direction. So we'd be making for the most part 8 lanes to a 10 lane facility, 5 lanes in each direction. And that would also improve and modernize the various interchanges. And also there's arterial intersections. Local street intersections improvements. There are 42 different intersections that are being improved under that alternative.

Our next three alternatives are Alternatives 6A, 6B, and 6C by in addition to modernizing and widening the I-710 Freeway itself, it also introduces a component called a Freight Movement Corridor. Basically, it establishes a separate four-length corridor that would be dedicated to the movement of freight -- primarily freight trucks. And so each of those alternatives 6A, B, and C each have a slightly different way that that freight corridor be implemented.

Alternative 6A will be dedicating that freight corridor for the use of existing trucks as they exist today, and providing, again, a dedicated lanes for trucks only. Very limited access and ingress and egress into that corridor. And that freight corridor runs from the Ports up to the rail yards in the Vernon and Commerce area.

Alternative 6B works to address the air quality and health risks components of the project. Alternative 6B includes the freeway widening modernization we have under Alternative 5A, it includes the freight corridor under Alternative 6A, but it makes that freight corridor a zero-emission freight corridor. And the technology being evaluated in the Environmental Document is a electric -- the overhead catenary system much like you would see on the Metro Blue Line, and that would provide the trucks stop at zero-emission mode in terms of operating electrically instead of diesel or other kinds of fuels.

Alternative 6C is a variation of Alternative 6B. It has all the components we have of the previous alternatives with freeway modification, zero-emission freight corridor, but it has a tolling component in terms of -- this is very expensive project the Alternative 6 of the freight corridor would cost up to 6 to 7 billion dollars. And so looking at ways to creating the coming project, providing a tolling feature on the freight corridor component would be one way to do that. And so we study the effects of tolling and how that effects traffic. But the physical features, the features of Alternative segment components 6A, 6B, 6C the actual features are both physically the same in

terms of the freight corridor itself and structures.

I just gave you a quick view of the Alternatives and, again, if you have questions after the formal testimony part, we have our different engineers and experts here that can explain and answer your questions about those.

I mentioned the major Corridor study that proceeded the Draft EIR/EIS was a community based project. And community -- the community basis of the project is continued onto this phase of the project as we worked on the engineering and worked on the Draft Environmental Impact Report and the Environmental Impact Statement.

This hearing tonight is a very important part of the that process, but the public participation really has been ongoing. This part of the study began in early 2008. We have a number of different committees, both at the local level, our local advisory committees where each city has the opportunity to establish a local advisory committee. We have committees that work at the overall corridor level. We have 10 advisory committees which include representatives from the engineering department along with the County and representatives from other key state holders such as the Air Quality Management District and Southern California Edison.

We also have a corridor advisory committee which includes representatives from each of those local advisory committees, and also other state holders within the corridor ranging from representatives from the Communities For Better Environment, the Auto Club and a whole number of other different state holders from that corridor. There are several policy committees that are involved which include elective representatives from each of the cities within that 710 Corridor as well as representatives from the two Ports and the County Board of Supervisors. And then we have the executive committee that is made of the different policy leaders from the Metro Board, Caltrans, the two Ports, and the County.

So there's a very robust public participation that's been ongoing for the last four years, and tonight's hearing is just part of our public outreach. This public participation effort will continue well on throughout the completion of the project. Once we receive all the public comments on the Draft EIR/EIS which will include the testimony we hear tonight, that becomes part of what we need to review, digest, and look at in terms of those committees to deliberate and consider what should be a preferred alternative.

So what this slide shows you is just kind of a

very rough timeline of the major activities that have been undertaken since we began working on the Draft EIR/EIS in early 2008 through scoping, which is basically we were finding the project goals, the purposes and need, the project alternatives, we did some screening analyses, we went and prepared the several drafts of the EIR/EIS, and underwent review by Caltrans and Metro and the many funding partners. And then at the end of June of this year, we actually began the circulation of the Draft EIR/EIS for the formal public comment and review.

And so that's where we are right now, the review and draft of the EIR/EIS. The next steps will be following the closing public comment period to work as I said through that community based process to identify a preferred alternative, prepare a final EIR/EIS. In that final EIR/EIS is the written comments that Caltrans receives, the testimony we hear tonight, that's where we address those comments and that becomes part of that decision making process that's undertaken by Caltrans in partnership with Metro and their other partner agencies.

So that actually completes my portion of the presentation. I'm gonna hand it out to Ron Kosinski, he's the director for the environmental planning in Caltrans and he will formally -- get this hearing on

your way. Thank you.

MR. KOSINSKI: Thank you, Robert. Caltrans and our team is in charge with a very important responsibility, and that is to make sure that the environmental concerns influences the decision making process. We really can't do this alone. We really need your assistance on this. We do this primarily by listening to what the public has to say and working with the engineering staff and other people as close as we can to find a way to avoid impacts, mitigating impacts, and looking at ways of, in fact, enhancing the environment that's out there today.

This is an ongoing effort. Today's a really important part of that effort, and your input is really important to us. I'd like you to keep a couple things in mind before you start the public hearing and you make your statements and comments and suggestions. One, is no decisions will be made until after we reviewed all the public comments, listen to what everybody has said at these three public hearings, and deliberate them for some amount of time. 'Cause there's going to be a lot of different opinions on what we're going to be doing.

So unlike some of these environmental documents that you might have seen in the past where they have a preferred alternative already; we do not have a

preferred alternative. We are looking for what the communities have to say.

Second thing I'd like you to keep in mind is all of the alternatives have significant effects on the community. If we don't do anything and just leaving it the way it is with whatever little improvement are being done -- or if you build something, obviously that's going to have a significant impact. We don't do constructions with major projects without really having some fairly high level disruption to a community.

So keep those two things in mind. I almost like to repeat those again. Which is no decisions are going to be made until after we hear from you, and, secondly, all the alternatives have significant effects on the community. So we're looking forward to hearing from and hearing your comments.

We hope that your comments will focus on three areas: On the alternatives, your perspective on these alternatives, the environmental impacts. There's something in there it's a draft document, which means that we have between now and the time we finish the final to input changes that need to be made. If there's something that we missed, we certainly would like you to come forward and identify that so we can make that correction and include the full information on the

community within the final Environmental Document.

And, thirdly, mitigation measures. There's been some talk about mitigation measures, but I think not enough. I think that we can have the community focus on what kind of mitigation measures you'd like to see with the alternative that's selected. What kind of alternative mitigation measures would you like to see? Because that would be very helpful because that's part of the deliberation process we're going through.

So in conclusion I'd like to say that we hope our team of specialists have identified these important issues that are critical to the community. Again, we have these comments -- I think they're cards, but they're actually sheets. These comment sheets. These are important. If you have something that you want to bring up, please fill this out, give it to one of the staff. And as they mentioned, it will be part of this public hearing bringing you up to speak on the various issues that you're concerned about.

And if you leave the meeting today, there's two more public hearings in the next two days. Or in the next month you think of a comment and you say, "Oh my God. I should have brought this up." You have additional time and opportunity to make additional comments. There's been a request to the Caltrans

director to extend that comment period, and the director made the decision to extend that comment period to September 28th. So even though we got August 29th as the timeframe, keep in mind that you got until September 28th to give us any comments that you might have.

Again, you know, we're Caltrans bureaucrats. We're not living in the community. It's your community, you know more about it than we do -- even though we have done a lot of studies of you have here -- but you know more about this community than we do.

So what's in the Environmental Document now and what's in the final? It should be what's important to you as a community. So that's why we're here today. We're here to listen and learn about your community and what's important to you in dealing, again, with the alternatives, the impacts, and the mitigation measures.

So with that, I am going to pass this over to Mary McCormick and let her commence the formal presentation from you folks. Thank you.

MR. WILLIAMS: Good evening. Dr. Tom Williams, LA neighborhood council. That's up in El Sereno. We're at the other end of the 710. I'm also with the Sierra Club Transportation Committee, and we've been watching this one for a long time. We now are proposing a public private partnership of joining the 710 South, our 710

T1-1-1

North, and the High Desert Corridor because of money. We don't have enough money to give them.

So what we're quite concerned about is what is called "segmentation." That is where you take one project and divide it up into a lot of little pieces and pass them through without seeing the big picture. And we're quite concerned about the big picture because SCAGs has a regional transportation plan which seems to be not the same as the MTA's planned for the 710. Critical element is the freeway, or as they call it "goodsmen." We would call it badsmen, but anyway. We're quite concerned about that because segmentation is a very real element. And we'll be looking at that later on.

There's also the matter that SCAG model and the MTA's 710 South and the 710 North models don't seem to be quite the same, and we're quite concerned about what's the basis of projection with the year 2035. Part of that is the Ports. The Ports of LA and Long Beach. All we're concerned about is that they haven't taken in the planning for that.

Right now we have 40-foot containers. Everybody sees it. And you also see these very long trucks, those are called 53-foot containers and are running right now. That's a major transportation

T1-1-1

T1-1-2

T1-1-3

T1-1-4

element within the South Bay because you have to take them out of the 40 and put them into the 53 where you can put them on rails or truck and that trans-loading element is not reflected in any of the models.

The shipping lines have already started transferring from the old 20 foot to 40 foot, that's already been done. But from the 40 foot to the 53 foot that reduces the number of trucks or the number of freight cars required. T1-1-4

We're also quite concerned that 710 North may not be completed. What happens then? Where does the freight go? Because SCAGs wants it to go to Colton to the east. Various representatives of LA County want it to go to Palmdale where they have the planned High Desert Corridor. T1-1-5

So we will be offering our comments in writing. Thank you for the additional time. We were quite concerned about that. And that we will be doing it all in writing. By the way, the speaker cards were only by request, they weren't offered to every person. Thank you. T1-1-6

MS. PARRILLA: Hi, good afternoon. I'm Monica Parrilla, and I reside here in Paramount. I ask that the alternatives for the community you take it under consideration and not just asking it for me, but T1-2-1

my son is also asking for it. What will be his future? Later on you're going to see him here standing. T1-2-1

You have to make a promise that this corridor is going to be zero emissions. T1-2-2 You don't need to expand it because you're going to remove more homes and green areas. T1-2-3 What you need to do is to find different transportation alternatives more efficient and have places to walk.

Here in Paramount they want to remove or close the park near the Holiday. T1-2-4 Right here we don't have any transportation for the community. T1-2-5 We have to have more benefits for the community. If you want to amplify you should install windows that are double or triple-pane windows. T1-2-6

I don't want it to state just comments and comments just the way you say it, but I really want to know if you're really going to do everything you say you're going to implement and also to have a meeting for us in the community for ourselves. T1-2-7 That's because I hope that after September you really heard all the comments and the suggestions that we may ask the community on the next meeting. Thank you.

MS. CANDELARIA: Good evening. My name is Vickie Candelaria. My husband and I reside in Lynwood, California. My husband's family bought the home in

1951, so we've been a part of Lynwood for many years.

And first I'd like to say to Caltrans, we've watched the improvements of the 710 for the past two years and since we live right on the intersection of the 710 and the 105, we've gotten no response from you every time we've called. Your work yard is right there where we live, and we called and called and called, and got no response. T1-3-1

So this project that you're planning, we're wondering why you're trying to improve something that you haven't even completed yet. And we really did try -- the whole community right there tried because we got sick with the work yard right there. And with this improvement, how sick is everybody going to get? T1-3-2

Also there's so much going on with the 710. When we got this letter, we were blown away. And when we came here to see how much was going on that we didn't even know. And here -- we're going to be affected by it and you drop this on us that it's so unfair. It's so unfair to this community. But you've already made your plans, and yet you drop this on us. And you're not feeling for the people of this community. And it's not fair. You have to treat us fairly, and you're not. T1-3-3

We're people. We're humans. We work hard, and we're the ones that pay the taxes that pay your

salaries. So please treat us with respect because I know that my husband and I have lived there for a long time and we got no response from you. We need that due respect, and this community demands it. Please help us out. T1-3-3

MR. LEADERMAN: Hi, good evening. I'm Ryan Leaderman and I represent the ownership of 4505 and 4651 Bandini Boulevard ownership is Walter. And I just had a few questions, but hadn't had the chance to review parts of it yet. I was just wondering whether a reasonable range of alternatives have been proposed. T1-4-1

And in specific, would any of the buildup alternative multi-access trucks from the mainland? T1-4-2 One of the goals is to reduce the air pollution, but there actually would be more air pollution under the bill of alternatives in the local community. T1-4-3

And then also I was just wondering if analysis have taken into account to reduce truck traffic by the additional capacity. T1-4-4 And then I also did not understand why 4505 Bandini would be fully condemned when there is no physical aspects of the property necessary for the project. T1-4-5 And I specifically would like the EIR to take into account the railroads north of 4505 Bandini and discuss this acquisition in order to access the property so it may be preserved. T1-4-6

And then also I would like Caltrans and the EIR to fully describe the public review process after the final EIR is prepared so that the public can understand entirely and clearly what the public review and approval process is for certification of the EIR/EIS. Thank you. T1-4-7

MS. WILLIAMS: My name is Jeanne Williams, and I'm representing the Los Cerritos Neighborhood Association down in Long Beach. And we wanted to come up here and see if your side, your opinion of what's going on and why I'm really happy to see that we are all, you know, pretty much united on this concern.

You know, mostly it's why are the trucks not being focussed on the freeway? We have the worse case in the nation of asthma on the West side of Long Beach already by the freeway. We're most affected the 710, 405. That area.

So I would like to encourage all of you, there are many organizations, let's exchange business cards, names, and addresses, and unite. Instead of this little pocket here, and this little pocket here so down the road they can't say, "Oh, nobody complained about this," because I want know the results of all these comments. T1-5-1

And I had a question of clarification, you changed the date, you said to September 28 as to comments that can be mailed in or public comments, T1-5-2

correct? Extended to September 28. So if you mail in a comment does that have to be postmarked by that date or arrive by that date? There's no e-mail I don't think. We were told last night at a meeting there was no e-mail. This is what I'm telling you. That the comments were strictly by writing tonight and by mailing in.

MS. McCORMICK: So the date for comments has been extended by September 28. So your letter or whatever you send that has to be postmarked that day.

MS. WILLIAMS: Postmarked. Okay. T1-5-2

MS. McCORMICK: It can't arrive after that day. It has to be postmarked by that date.

MS. WILLIAMS: Now, what am I hearing about e-mail? We were told last night that there was no e-mail. That we cannot make comments on e-mail.

MS. McCORMICK: On the project website you can.

MS. WILLIAMS: On the project website you can? So will that also be considered a public comment?

MR. McCANN: Yes. The Caltrans website has a place to provide comments electronically. You can do it that way instead of writing.

MS. WILLIAMS: Okay. Thank you.

MS. YBARRA: Good evening, everyone. My name is actually Xochitl Ybarra. I've been hearing about the

expansion of the 710 for many years now. It's almost ten years. And I am one of residents in City of Commerce that will actually lose her home if several of the alternatives go through. And for me it's kind of a mixed bag.

I definitely believe that improvements to the freeway that will improve our health whether it be to reduce asthma, or birth defects, or cancer are extremely important. I also believe that extension of the freeway may improve businesses whether it be by improving goods brought into this city or through this city are important.

T1-6-1

T1-6-2

But at the same time I do believe that the lives of everyone that's affected throughout the corridor are just as important. So I would ask Caltrans and anyone involved when I hear the amount of money that is going to be invested for the improvement -- which if I heard correctly, it's 6 to 7 billion -- that amount to me is staggering. I can't even comprehend how much money that is.

And when I heard over the years, as I said, I've been hearing about this close to decade now. Varying degrees about how much would be given for whether it was eminent domain, or friendly condemnation, or whether we agree to move, it's very disturbing how

T1-6-3

uneven that is. The amount that would be invested to improve the freeway versus the amount that would be invested to allow residents to relocate.

And for someone like me, it's probably very easy to relocate from a concept of emotion. But I take care of my mother who lives in that community. She will be 80 years old on August the 28th. And around the time that I imagine the move, she would be be closer to 87 or 88. Which in the minds of some they may say, "Well, she may not live." My grandfather turned 105 last week. So very likely my mom may reach an older age. I worry about her emotional well being. T1-6-3

So I would ask that if we are to lose our homes -- which I think it's a reality. I think I've had enough time to process that -- that whatever relocation process package amounts counselling, support, that that be taken into consideration. Because you are affecting lives whether they're seniors, whether they're people of my age, whether they're children. And these are homes. These are lives that you are affecting.

My father bought our home in January of 1960. Now, I wasn't alive at the time, but that was a huge investment in not a dwelling, but a life. So what I would ask that if you are going to through numbers at us that are 6 to 7 billion, you throw enough money that

allows the residents who are going to be impacted to move. Now, I know it's unrealistic to give us millions of dollars, but I would ask that you would give us equal amount to at least restore our dignity. T1-6-3

And in terms of the gentleman, I would say that it would be appropriate for you to explain to us the mitigation term. I realize you couldn't do it during your time, but it would be helpful to the people because I agree with whoever asked the question. That would be appropriate. Thank you. T1-6-4

MS. HRICKO: Hi there. I'm Andrea Hricko from the University of Southern California. I wasn't actually planning to speak tonight, but I think there are a lot of people in the room who probably aren't filling out speaker cards because many of you haven't heard about this project before even though it has been going on for ten years.

I would argue that some of the outrage of not reaching out to people who really live right along the 710 to get them engaged in the process. So I would really encourage you to think about going to one of the meetings tomorrow night same time at Silverado Park in Long Beach or the next night in the City of commerce, and I think the addresses are in the packet that you got. T1-7-1

Because there are air quality issues with expansion of the freeway and with the freight corridor. There are roadway impacts that means if you live really close to the freeway, or if you go to school close to the freeway, if you play close to the freeway there's a park close to the freeway; there are impacts on health. T1-7-2

There's a lot of noise impacts. And there are some schools and homes and playgrounds where Caltrans has said the noise level will be higher, but if you build a sound wall higher than the one that's there now, that cost benefit ratio isn't high enough for us to lower the sound level just a little bit. So these people up in Boys Town in Compton will just have to suffer through more sound. T1-7-3

There are homes that are going to be taken, as the previous speaker said, or lost. Mobile home parks in Bell and other communities that are going to be taken. There's a senior citizens complex in Compton that was just finished last fall, that will be demolished.

Some parks are going to be taken -- but other parks like Cesar Chavez Park in Long Beach is going to be completely surrounded by on-ramps to the 710 freeway. And yet the Draft Environmental Impact Report says that the park will be enhanced because the road doesn't go T1-7-4

through the park anymore. It says to be surrounded like doughnut. It's going to be surrounded by on and off-ramps. T1-7-4

We do a lot of research at USC on air pollution especially on the near roadway impact that's shown. It's pretty definitively that kids who play, live, or go to school right next to busy roads and freeways are more likely to get asthma. So circling a park with on-ramps and off-ramps and thousands of trucks cannot be taken lightly, and yet Caltrans does not seem to recognize there are health impacts from that. T1-7-5

And finally, again, I just mentioned that you -- I would really encourage any of you who don't know a lot about this to go tomorrow night. There will be some community leaders that will help people understand more of what the impacts will be, and another chance to get to talk and --

Jessica Tovar, if you can raise your hand in the back or stand up. She's with the Long Beach Alliance for children with asthma and they've been trying to reach out to people and educate them about this project. So if you would like to give her your phone number or business card, she'll make sure that you -- over the next -- course of the next month you can stay in touch about this project. Thank you very much. T1-7-6

MS. RIVERA: Good evening. My name is Carmen Rivera, and I belong to Green Generation. We just created a group of mothers from the vicinity it's called Semillas De Esperanza. And what I'm here is to ask all of you to please increment the progress of 710 Freeway. To please promise us zero emissions on this transportation. T1-8-1

Let's say the trucks, because that's causing us a lot of cancer. I just came from my community and there's about eight people with cancer. Do you think that's fair? Mothers and children that have cancer in the throat due to all the toxins of the all the emissions that you're making us breathe.

Please I'm asking you to, please, do not develop that freeway because that's making us to lose our homes, our small businesses, and that's provoking and making everybody of different races, it's affecting us. T1-8-2

Instead of that, why don't you give us more public transportation because not everybody has a vehicle. There are cases where only the father has a vehicle. Ourselves, mothers, and children, we don't have transportation. Last week my car broke down, I had to wait for three hours just to make to my doctor's appointment. So for this reason so we don't have to use T1-8-3

the freeway so much, give us transportation.

There's something else, they want to use our river. I don't know if you know what an estuario (Phonetic) is. That's where birds reproduce themselves, and you want to remove that area. Where are these birds going to reproduce? Please I'm asking you to just for a little bit think about our community. Thank you.

MS. JONES: Hi. I want to talk about things that I'd like to see happen if this freeway gets expanded. First of all, I'd like to see some guarantee that flood insurance will not be mandated on us again. If the freeway truck route goes over the river, how is that going to impact people that live in the flood zone area? Are we going to start paying for flood insurance again? If so, I want that paid for by the Port, by Caltrans, by Metro, whoever, but I don't want to pay.

Second of all, I live where the 91 and 710 Freeways meet. There's a Caltrans yard right across the street. What I'd like to see is that at night when they're doing, "Boom, boom, boom, boom," all night long. And I am seeing cracks develop in my walls. I am seeing cracks develop in my patio. Where are these cracks coming from? "Boom, boom, boom." Now, I'm going to get

T1-8-3
T1-8-4
T1-9-1
T1-9-2

it from the 91 side, I'm going to get it from the 710 side. I want my cracks repaired, and I don't want to pay for it. And I want it done in a timely manner. T1-9-2

Next, I'd like to see the sound walls built first, not last. I would also like to get triple-pane windows to reduce the noise. I think houses that are directly within a certain -- I don't know how far -- that are impacted by the noise, and the dirt, and the pollution should get triple-pane windows installed at no cost. T1-9-3

Next, I would like to see local people hired. I know that they're union jobs and union jobs are going to go to all of the local unions. But what about me? I'm unemployed right now. I'd like a job. I worked construction 14 years. Maybe they hire me. T1-9-4

And lastly, I would like to ask what is mitigation? T1-9-5

MR. KOSINSKI: A: I'd like to encourage you to read the Environmental Document because in the document it has a discussion of the impacts, it has some discussion of the various alternatives, and it has a discussion of possible mitigation measures. And you know what mitigation measures are, you listed a bunch of them.

Mitigation measures are if you're gonna do

something to the freeway or not do something to the freeway. What about sound walls? What about double-pane, triple-pane windows? Those are -- what about -- there was a lady that brought up relocation. What about relocation benefits? And maybe some counselling for our senior citizens.

Because I actually assisted in relocation of people over the years, and senor citizens don't take very well the concept of relocating from the house especially when they're planning on dying in that house. So it's a traumatic thing for a lot of people.

So mitigation measures are things you can do that make it easier for the community to adapt, adjust to whatever the heck it is that we may ultimately decide to do. And you named a bunch of them right there. Thank you.

T1-1-1

This comment raises concerns about project funding. The Interstate 710 (I-710) Corridor Project improvements are proposed to be funded with public local, State, and Federal funds for transportation projects. A public private partnership may be considered to fund the proposed zero emission freight corridor.

T1-1-2

This comment raises concerns about segmenting the I-710 Corridor Project, the SR-710 North Study, and the High Desert Corridor. The issues of independent utility and logical termini are addressed in the Federal Highway Administration (FHWA) regulations (23 Code of Federal Regulations [CFR] 771.111 [f]), which require that a proposed project:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope.

2. Have independent utility or independent significance (be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made).

3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Section 1.2.2.2, Independent Utility and Logical Termini, in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) concludes that the I-710 Corridor Project connects logical termini and is of sufficient length to address environmental matters on a broad scope, has independent utility (is usable and a reasonable expenditure even if no additional transportation improvements in the area are made), and does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Please see Section 1.1 of the RDEIR/SDEIS for a description of the I-710 Corridor Project listing in the current Southern California Association of Governments (SCAG) *Regional Transportation Plan* (RTP)

The SCAG 2016–2040 RTP lists the I-710 Gap Closure Project (the “SR-710 North Study” project) as follows:

- **RTP ID 1M0101:** I-710 from Valley Blvd. to California Ave. and Pasadena Ave.: State Route 710 (SR-710) north project Study Alternatives (alignment to be determined).

- **RTP ID 18790:** Route 710: Study to perform alternative analysis, engineering, and environmental studies to close 710 freeway gap (EA No. 187901, PPNO No. 2215).

As described in the RTP, the SR-710 North Study is intended to meet a different transportation need than the I-710 Corridor Project, closing the gap between the existing I-710 termination at Valley Blvd. and SR-710 to the north.

As a result, because the two I-710 projects meet different transportation needs, pursuing implementation of those two projects separately does not segment the improvements in a way that would be inconsistent with the requirements of the National Environmental Policy Act (NEPA) or the California Environmental Quality Act (CEQA).

T1-1-3

The year 2035 traffic forecasts for the I-710 Corridor Project take into account the forecasted growth in cargo volumes at the Ports of Los Angeles (POLA) and Long Beach (POLB) (collectively, the Ports) and their impacts on truck traffic. SCAG and the Ports have collected data and developed models that relate truck trips to the amount of containers flowing through the Ports and the share of those containers that are forecast to be transported by rail, truck, or a combination of both rail and truck.

T1-1-4

The revised and updated traffic forecasts presented in the RDEIR/SDEIS explicitly account for the fraction and locations of cargo that are transloaded from 40-foot containers to 53-foot containers. Please refer to Section 1.2.1.4 of the RDEIR/SDEIS.

T1-1-5

Recent surveys of truck traffic patterns for the SCAG *Goods Movement Action Plan* confirm that most of the truck trips coming from and going to the Ports are destined to warehousing and logistics facilities near the Ports in southeast Los Angeles County or east of downtown Los Angeles, along the State Route 60 (SR-60) corridor. As a result, it is not expected that truck trips would travel further north on an extension of I-710 destined to northern locations such as Palmdale. With regard to the question of “what if SR-710 North is not built?,” please see Section 3.25.4, in the Cumulative Impacts section of the RDEIR/SDEIS. If the SR-710 North Project is not built, the impacts associated with the construction and operation of that project would not be realized and would not be included in the cumulative condition outlined in Section 3.25 of the RDEIR/SDEIS.

T1-1-6

This commenter separately provided written comments as a representative of the Sierra Club. Refer to comment letter IP-153 and Responses to Comments IP-153-1 through I-153-48 for the responses to those comments.

Speaker cards were made available to all attendees at this public hearing.

T1-2-1

Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7 in the RDEIR/SDEIS. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T1-2-2

The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Although Alternative 5C does not include a freight corridor, project-funded zero emissions/near zero emissions (ZE/NZE) trucks along the I-710 Corridor are a component of both Alternatives 5C and 7, and Alternative 7 includes a ZE/NZE freight corridor. Based on the revised *Air Quality/Greenhouse Gas/Health Risk Assessment Technical Study* (AQ/GHG/HRA) (February 2017), both build alternatives show air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_X and all health risks (including cancer risk from diesel particulate matter [DPM]), compared to the No Build Alternative. For example, the maximum modeled cancer risk in 2012 is 1,421 in one million; the maximum cancer risk for the 2035 No Build Alternative, Alternative 5C, and Alternative 7 would be 57, 45 and 30 in one million, respectively.

T1-2-3

As discussed in Section 2.4.1.9, Transportation System Management/ Transportation Demand Management (TSM/TDM), Transit, and Intelligent Transportation Systems (ITS) Facilities, in the RDEIR/SDEIS), all the I-710 Corridor Project build alternatives, including the Preferred Alternative, include a substantial increase in local, express bus, and community shuttle services as a component of the project. As described in Section 2.3.2.1 of the RDEIR/SDEIS, the proposed build alternatives also incorporate design features which facilitate movement for bicyclists and pedestrians.

T1-2-4

The comment claims the project will remove or close a park “near the Holiday” in the City of Paramount. As documented in the *Community Impact Assessment* (March 2017) and the RDEIR/SDEIS, the proposed I-710 Corridor Project build alternatives would not directly impact any parks within the City of Paramount. Refer to Section 3.1, Land Use, of the RDEIR/SDEIS for additional detail on impacts to parks and other recreational facilities and/or Sections 4.17 and 5.16 of the updated *Community Impact Assessment* (March 2017) for specific information pertaining to community resources and impacts in Paramount.

T1-2-5

Refer to Response to Comment T1-2-3, above, for discussion of bus, pedestrian, and bicycle facilities included in all the build alternatives. All the build alternatives also include improvements to I-710 and the arterial streets, which will improve access in and around the local communities in the I-710 Corridor Project Study Area.

T1-2-6

While not proposed as a noise mitigation measure in Section 3.14 of the RDEIR/SDEIS, double- or triple-paned windows could be eligible for funding under the proposed Community Health Benefit Program included in both build alternatives and as described in Section 2.3.2.1 of the RDEIR/SDEIS.

T1-2-7

All comments received on the Draft EIR/EIS, including verbal comments received at the public hearings and written comments (comment cards, letters, emails) comments, and responses to those comments are included in this report and will be made available to the decision-makers and the public prior to any action on the proposed project. Additional public hearings will be held during the public review period of this RDEIR/SDEIS.

T1-3-1

The California Department of Transportation (Caltrans) District 7 office can be reached by calling (213) 897-3656. Caltrans apologizes for any lack of responsiveness experienced by the commenter.

T1-3-2

As noted in Section 3.13 of the RDEIR/SDEIS and the revised AQ/GHG/HRA, air quality should improve in future years. In addition, mitigation measures will be implemented during construction to minimize emissions such as fugitive dust.

T1-3-3

All comments received on the Draft EIR/EIS, including verbal comments received at the public hearings and written comments (comment cards, letters, emails), and responses to those comments are included in this report and will be made available to the decision-makers and the public prior to any action on the proposed project.

Caltrans considers respectful treatment of all members of the community, including residents, agency representatives, business owners/operators, and other interested parties, to be critical for ensuring that all voices are heard and that all input, opinions, complaints, ideas, and suggestions are carefully considered in the process. Caltrans recognizes and is sensitive to the fact that the I-710 Corridor Project will affect residents and businesses and not just places on a map. Caltrans is committed to a collaborative, respectful process that recognizes the importance of each member of the community and the value of their input.

T1-4-1

The EIR/EIS evaluates several alternatives: the No Build Alternative, and Build Alternatives 5A and 6A/B/C as described in detail in Chapter 2.0. Chapter 2.0 also discusses other alternatives that were considered but that were not carried forward for detailed evaluation in the EIR/EIS. The alternatives evaluated in the EIR/EIS represent a reasonable range of alternatives for improvements in the I-710 Corridor, including general purpose and truck-only travel lanes and zero emissions technology. Also, please see Chapter 2.0 of the RDEIR/SDEIS for a description of the revised alternatives under consideration.

T1-4-2

Please refer to Section 2.2, I-710 Project EIR/EIS Alternatives Development Process, in the RDEIR/SDEIS, which provides a detailed discussion of the process used to identify and screen alternatives for consideration in the EIR/EIS. That process started with a wide range of alternatives (refer to Figure 2.2-1) that were screened to a smaller more-focused hybrid alternative referred to as the locally preferred strategy (LPS). A range of alternatives to meet the hybrid alternative in the LPS was then developed (refer to Figure 2.2-2) and screened. Based on that screening analysis, Alternatives 5A and 6A were advanced for evaluation in the EIR/EIS. Alternatives 6B and 6C, which include a tolling option for the freight corridor, were also added to

the list of alternatives carried forward for evaluation in the EIR/EIS. Alternatives 5A and 6A/B/C provide a reasonable range of alternatives that are consistent with the LPS. In addition to the build alternatives, the No Build Alternative is also evaluated in the EIR/EIS. The build alternatives have now been refined to include Alternative 5C and Alternative 7 as described in Chapter 2.0 of this RDEIR/SDEIS.

The alternatives not advanced for consideration in the EIR/EIS were:

- **Alternative 2:** TSM/TDM/Transit/ITS
- **Alternative 3:** Goods Movement Enhancement by Rail and/or Advanced Technology
- **Alternative 4:** Arterial Highway and I-710 Congestion Relief Improvements
- **Alternative 5B:** Eight General Purpose Lanes plus Two High-Occupancy Vehicle (HOV) Lanes

T1-4-3

With regard to concerns about near-roadway air quality impacts, the AQ/HRA and revised AQ/GHG/HRA contains multiple figures that describe potential incremental near-roadway impacts in locations all along the I-710. Please see Section 3.13, Air Quality, of the RDEIR/SDEIS, for an updated discussion of air quality effects. Also, refer to Figures 3.3-4 through 3.3-8 in Section 3.3.3, Environmental Justice, of the RDEIR/SDEIS for depictions of air quality in relation to environmental justice populations.

T1-4-4

All four of the revised proposed I-710 build alternatives propose adding roadway capacity to the I-710. Alternative 5C proposes adding two general purpose traffic lanes in each direction, while Alternative 7 propose adding two freight corridor lanes in each direction.

T1-4-5

Due to changes in project design, the property at 4505 Bandini Blvd. would be subject to a partial acquisition/temporary construction easement under both revised build alternatives. No relocation of this property is necessary.

T1-4-6

Due to changes in project design, the property at 4505 Bandini Blvd. would be subject to a partial acquisition/temporary construction easement under both revised build alternatives. No relocation of this property is necessary.

T1-4-7

Chapter 5.0, Comments and Coordination, in the EIR/EIS explains the public participation in the environmental process up to the circulation of the Draft EIR/EIS. This RDEIR/SDEIS includes a discussion of the review of the Draft EIR/EIS in Chapter 5.0, comments received on the Draft EIR/EIS, and responses to those comments in Appendix S. For the Final EIR/EIS, for compliance with CEQA, Caltrans will then prepare and adopt Facts and Findings, and a Statement of Overriding Considerations (if needed), will certify the Final EIR, and will file the Notice of Determination with the State Clearinghouse. Caltrans will then prepare the Record of Decision (ROD), and will submit for publication the Notice of Availability of the ROD in the Federal Register, followed by publication of the Statute of Limitations Notice in the Federal Register.

Please note that a Final EIR/EIS does not describe the public review and approval process for environmental documents beyond the information described in the paragraph above.

T1-5-1

All the verbal comments received at the public hearing and the written comments received during the public review period for the Draft EIR/EIS, and responses to those comments, are provided in this Reponses to Comments report.

T1-5-2

This comment requested clarification on the due date for written comments and whether comments could be submitted by email. The meeting attendees were told that written comments needed to be postmarked by September 28, 2012, and comments could be submitted by email to the Caltrans website.

T1-6-1

This comment noting the potential health benefits of the project is noted. No further response is needed.

T1-6-2

This comment noting the potential economic benefits of the project is noted. No further response is needed.

T1-6-3

The compensation process for residential and business relocations is described in Section 3.3.2.4 and Appendix D of the RDEIR/SDEIS.

T1-6-4

“Mitigation” is a generic term used to indicate actions or commitments that are part of the project and that are intended to avoid, minimize, or mitigate potential adverse environmental impacts of a project. Appendix F, Environmental Commitments Record, in the EIR/EIS lists all the avoidance, minimization, and mitigation measures included in the I-710 Corridor Project build alternatives to address potential short- and long-term environmental impacts of the project.

T1-7-1

In this comment, the commenter suggested that attendees at the August 7, 2012, public hearing could attend other public hearings scheduled after the August 7 meeting but does not ask a question or raise a concern that requires a response. No further response is necessary.

T1-7-2

This comment expresses concern regarding near roadway air quality impacts. The analysis in Section 3.13 of the RDEIR/SDEIS shows that the cancer risks decrease as compared to the 2012 Baseline. There are some pockets near the I-710 that show some increases that are presented in the isopleth figures. Refer to Figures 3.3-9 in Section 3.3.3, Environmental Justice, of the RDEIR/SDEIS.

T1-7-3

This comment expresses concern regarding noise impacts near the Boystown of California School in the City of Compton. In the original noise study, sound barriers Soundwall (SW) No. 507 under Alternative 5 and SW No. 612 under Alternative 6A were analyzed to determine how much noise reduction would be achieved at Boystown of California School and in the vicinity of the City of Compton. Very little (0–1 decibel [dB]) noise reduction was achieved based on the location of the proposed soundwall along the edge of shoulder of the southbound I-710. However, as part of the Early Action Soundwall Project, this same barrier (SW No. 507) was

analyzed along the State right-of-way. It was determined that a 16-foot high noise barrier would provide 4–6 dB noise attenuation, which is a readily perceptible reduction in noise. Please refer to Section 3.14 of the RDEIR/SDEIS for an updated discussion of potential noise impacts of the revised build alternatives.

T1-7-4

The commenter's characterization regarding Cesar E. Chavez Park is misstated.

Please refer to Figure 6-1 in Appendix B, Draft Section 4(f) Evaluation) of the RDEIR/SDEIS which shows the following:

- Similar to existing conditions, the majority of the alignment of I-710 will be west of and outside the boundary of Cesar E. Chavez Park
- Existing Shoreline Dr. through Cesar E. Chavez Park will be removed and that land will be incorporated in the park
- Existing 3rd St. will be extended into the park, intersecting with Broadway just west of the alignment of Shoreline Dr.
- Similar to existing conditions, the southernmost part of the park will continue to be bounded by 3rd St./Broadway, Golden Ave., Ocean Blvd., and I-710.

As a result, Cesar E. Chavez Park will not be "…completely surrounded by on-ramps to the 710 freeway…" or "…surrounded like a doughnut…" as described in this comment.

T1-7-5

The park referred to (Cesar E. Chavez Park in Long Beach) is already surrounded by on-ramps and off-ramps. The proposed project will remove the ramp that currently bisects the park, thus reducing impacts. See also Responses to Comments T2-16-1 and T2-16-2.

T1-7-6

In this comment, the commenter suggested that interested attendees at the public hearing could provide contact information to Ms. Jessica Tovar, a representative with the Long Beach Alliance for Children, to learn more about the project. No further response is necessary.

T1-8-1

The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Project-funded ZE/NZE trucks along the I-710 Corridor are a component of both Alternatives 5C and 7, and Alternative 7 includes a ZE/NZE freight corridor. Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_x and all health risks (including cancer risk from DPM), compared to the No Build Alternative.

T1-8-2

The commenter's opposition to the I-710 Corridor Project is noted. All comments received on the Draft EIR/EIS, including comments expressing opposition or support for the project, are included in this report and will be made available to the decision-makers and the public prior to any action on the proposed project.

T1-8-3

This comment requests greater consideration of public transit improvements. As discussed in Section 2.3.2.1, under the subheading TSM/TDM, Transit, and ITS, in the RDEIR/SDEIS, all the I-710 build alternatives include a substantial increase in local and express bus services as a component of the project. Also as described in Section 2.3.2.1 of the RDEIR/SDEIS, the proposed build alternatives also incorporate design features that facilitate movement for bicyclists and pedestrians.

T1-8-4

This comment asks about effects of the project on the Los Angeles River and birds. As discussed in Section 3.16.3.1, Permanent Impacts, of the RDEIR/SDEIS, the build alternatives are expected to permanently impact 0.11-0.18 acre of estuarine habitat due to improvements to bridges. These improvements are required to address structural and safety requirements along I-710; therefore, the impacts cannot be avoided. However, as discussed in Measure NC-1, these impacts will be mitigated at a minimum 2:1 mitigation-to-effect ratio with a success criterion of at least 80 percent cover by wetland/riparian vegetation. The regulatory agencies (i.e., United States Army Corps of Engineers [USACE], California Department of Fish and Wildlife [CDFW; formerly California Department of Fish and Game [CDFG], Regional Water Quality Control Board [RWQCB]) will oversee this mitigation to ensure compliance. This mitigation will ultimately result in a net increase to estuarine habitat in the long term; thereby, creating additional habitat for nesting birds and other animal species dependent on this habitat type.

T1-9-1

This comment asks about how the project would affect the floodplain designations of the Los Angeles River. As discussed in Section 3.9, Hydrology and Floodplain of the RDEIR/SDEIS, the designs of the project modifications in floodways were assessed and hydraulic analyses were conducted where the build alternatives would result in longitudinal encroachments in the floodplains. Those analyses indicated the longitudinal encroachments would not pose a significant risk to the floodplains. Because the proposed project modifications would not alter the base flood elevations, no revisions to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) are required as a result of the project. Therefore, it is not expected that areas currently outside flood zones and areas where flood insurance is not currently required would be changed by the project and, therefore, no new requirements for flood insurance would be expected in those areas as a result of the proposed project.

T1-9-2

This comment expresses concerns regarding noise impacts during construction. There are contract provisions as part of each project along the freeway. The contractor, who is responsible for construction, is to abide by these provisions including those of construction noise. There are also State and Federal construction noise thresholds (86 dB maximum instantaneous noise level (L_{max}) at 50 feet from the operating equipment) that must be adhered to by the contractor, in addition to any local noise ordinances. If the residents in the nearby community feel that the noise levels are excessive, they need to contact the Caltrans Resident Engineer for that project, who in turn, will contact the Noise and Vibration Branch at Caltrans, which will send a technician out to the construction site for noise/vibration monitoring.

T1-9-3

Generally, sound barriers are constructed (as allowed by the project) first before major widening work. As for triple-paned windows, Caltrans (and FHWA) does not have a program or a mechanism to provide soundproof windows. While not proposed as a noise mitigation measure in Section 3.14 of the RDEIR/SDEIS, double- or triple-paned windows would be eligible for funding under the Community Health Benefit Program, proposed under both build alternatives and described in Section 2.3.2.1 of the RDEIR/SDEIS.

T1-9-4

Los Angeles County Metropolitan Transportation Authority (Metro), in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source

Hiring Policy for permanent jobs created by the I-710 Corridor Project. This effort is being made in parallel to the RDEIR/SDEIS process.

T1-9-5

“Mitigation” is a generic term used to indicate actions or commitments that are part of the project and that are intended to avoid, minimize, or mitigate potential adverse environmental impacts of a project. Appendix F, Environmental Commitments Record, in the RDEIR/SDEIS lists all the avoidance, minimization, and mitigation measures included in the I-710 Corridor Project build alternatives to address potential short- and long-term environmental impact of the project.

I-710 CORRIDOR PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT

T2

SILVERADO PARK

PUBLIC MEETING

AUGUST 8TH, 2012

6:00 P.M.

Reported by:

Olivia Lizarraga, CSR No. 13475

Job No. 128784

LONG BEACH, CALIFORNIA, WEDNESDAY, AUGUST 8TH, 2012

(7:06 P.M.)

~oOo~

MS. NAKAMURA: Good evening. My name is Susan Nakamura. I'm a planning manager at the South Coast Air Quality Management District. The AQMD staff is reviewing the Draft EIR/EIS, and we're still in the midst of reviewing it, so our comments are preliminary at this time.

Despite much progress, this region still has the dirtiest air in the country with substantial health impacts, including thousands of premature deaths each year. Based on the AQMD'S multiple air toxics exposure study, the health risks along the I-710 represents some of the highest health risks in the region, primarily due to diesel trucks. This project is one of the most important projects for goods movement, as it is a major freight corridor connecting the ports to the L.A. rail yards and freeways where trucks travel east to transloading facilities and out of the region.

It is likely that any zero-emission technology used on the I-710 will dictate technologies that will be used on the northern and southern end of this project. This is a one-time opportunity to get it right for the

T2-1-1

environment, for the health of the residents that live near this freeway. The AQMD staff supports a zero-emission freight corridor component to the proposed project. This region will need a broad based appointment of zero or near zero emission technologies, particularly for heavy-duty diesel trucks to attain federal ozone standards. T2-1-1

Regarding localized air-quality impacts, the Draft EIR/EIS shows a significant cancer risk of more than 400 in a million without a zero emission freight corridor. Zero emission freight corridor component should be operational on commencement of the project. T2-1-2

The lead agency should provide greater specificity regarding the actions described in the EIR/EIS to develop and deploy zero-emission technologies. The AQMD staff recommends that the lead agency establish a schedule for development and deployment of the zero emission freight corridor, identify the responsible parties that will make decisions to ensure that this process stays on schedule, require that zero-emission technology decisions be made while -- will be made before construction begins in 2020, and set a clear market signal to the developers that zero-emissions trucks will be available at the commencement of this project. T2-1-3

The lead agency must establish mechanisms to T2-1-4

ensure needed incentives, policies, regulations are in place to ensure zero-emission technologies will be used on the I-710, coordinated efforts needed between agencies and responsibility -- responsible parties, including the AQMD. We are willing to be a partner with Metro and Caltrans. T2-1-4

The AQMD staff does have concerns with the air-quality analysis. The AQMD staff is concerned that the Draft EIR/EIS lacks sufficient operational mitigation for air-quality impacts. The Draft EIR/EIS concludes that the proposed project will have significant operational air-quality impacts. However, the EIR/EIS provides only one mitigation measure, which is to provide near-roadway monitoring. The EIR/EIS should include mitigation measures to reduce emissions. Zero-emissions technology is a feasible mitigation measure. T2-1-5

Lastly, the AQMDstaff is unclear what the process is for the selection of the preferred alternative and for the adoption of the final EIR/EIS. We recommend that an adoption hearing be held. The AQMD staff is a willing partner and would like to work with the lead agency and Metro as you continue on this path. T2-1-6

MS. AHN: Hi, I'm Susan Ahn, and I'm a facilities project manager for the Long Beach Unified School

District. And we are currently reviewing the document and are going to submit a letter, comment letter, and -- but we wanted to make one comment regarding construction impact to Chavez Park.

It's identified in the document that basketball courts would be ripped up, and the park would have a temporary detour road that goes through it. It's not clear where that road is, and the school, Chavez school, uses that basketball court, owns half of it. It's a joint-use project. They use that portion of Chavez Park. That roadway cannot go through there. I -- we couldn't allow an impact like that, temporary or otherwise. We wanted it known that we have a concern with that portion, and we're still reviewing the other schools. There are, I believe, 21 Long Beach Unified School Districts in the corridor. So, that's all. T2-2-1

MR. JOHNSON: Well, Thank you. First, I want to thank Caltrans for taking my advice and the advice of many other elected officials. Extending it to 90 days is important. Round of applause, I appreciate that. T2-3-1

Real quickly I want to note, this project is better than what was proposed years before. No longer are we taking hundreds of west side homes and destroying neighborhoods, no longer looking at taking goods movement and putting out more diesel trucks. We're looking at T2-3-2

moving away from diesel trucks in the future. So there are significant improvements. I do want to recognize that. T2-3-2

I see the project objectives is really three fold: One, clearer air for our communities, which is critical, two, reduce traffic injuries and fatalities, particularly for our young people who are dying on the current 710 due to its poor design, and, finally, reduce congestion so families spend more time together and less time jammed on the 710 Freeway. These are all critical to the health and well being of our neighborhood. None the less, we do need to continue to examine these project areas to achieve these important goals with less negative impacts in our neighborhood. T2-3-3

First, I want to address flooding. I want to see continued assurances, particularly from the project team, that we will not build anything that will potentially risk flooding in our neighborhood. I don't think there is going to be any risk. I am confident that the Army Corps will make sure of that, but I think the community needs to hear an expressed agreement that we will not move foward unless the Army Corps says there are no risks, as I believe is the case. T2-3-4

Second, Gale Avenue. For those few residents that are impacted, I want to make sure they have a T2-3-5

choice. They should have a choice for maximum compensation if their homes are needed, or to relocate on premises to an alternative site, which I believe has been said is possible in that location. For sound walls, I think there's some room for improvement. I think it's great that we're talking early-action sound walls. Let's build them now, not 10, 15, or 20 years when we have to do this freeway.

Real quickly, a couple sound walls on Exhibit 8A, adjacent to 33rd Street at Pasadena Avenue, those need to be further west all the way to Elm Avenue. Second, sound walls adjacent to 35th Street Exhibit 8A near Pine Avenue, also need to go further east. They should go past Locust Avenue, not stopping before Weston Place. The sound wall north of Wrigley Heights, that's Exhibit 8 north of Baker Street, seems to be located in the middle of the road under the new construction. That needs to be figured out. Also currently it appears that the sound wall basically, well, needs to be re-designed, because of the reconfiguration of the project.

At Long Beach Boulevard Exhibit 8A from the 405 South near the 710 interchange, that needs to be looked at for a sound wall at Memorial Heights. The 405-710 interchange near the 3700 block of Gale Avenue,

T2-3-5
T2-3-6
T2-3-7
T2-3-8
T2-3-9
T2-3-10
T2-3-11

currently there's no barrier whatsoever between the road and that neighborhood. That needs to change. All these sound walls need to be of high quality and high design and high construction quality, including foliage such as trees that negate the visual impact.

T2-3-11

T2-3-12

And, finally, the current 710 is basically built higher than the sound walls when you look at all the trucks. We should not be able to see the trucks on this freeway, and the new walls need to be high enough to remove that visual block. And I'll go quickly.

T2-3-13

Finally, on open space. There are several opportunities for open space where, basically, we're removing some freeways. Let's look at that. I do think we need to seriously look at zero emissions, and I appreciate the inclusion of that. And, finally, elevated lanes. I don't believe all we need all this capacity south of Willow where I think we should look at it. Can we build this freeway without elevating? Is that a possibility, given that would reduce congestion south? If we could do that, that would reduce the visual impacts. On arterials, I think we need to look at Santa Fe avenue, which is an (inaudible) arterial.

T2-3-14

T2-3-15

T2-3-16

And, finally, my last point, the Wrigley Heights pedestrian walk. We have a pedestrain walk from Wrigley Heights to Los Cerritos which has been

T2-3-17

decaying for year, appears unsafe, and vandalized. That will need to be rebuilt, because of this construction. I'd like to hear about that as an early-action project. Thank you. T2-3-17

MR. ROCKWELL: My name is Ben Rockwell. I live less than a half mile from the 710 Freeway. I have less than 50 percent of normal lung capacity. I'm concerned about the dust that may be coming from this project, dust that is going to cause pollution that is going to make it more difficult for me to breath. These problems have been growing over the years as the trucks go by with the particulates from their tires and everything else. T2-4-1

We were promised 20 years ago that the Alameda Corridor was going to take off a good large percentage of trucks off the 710 Freeway. We all know that that never happened, that, indeed, the traffic of the trucks has increased, the numbers of trucks have increased over the years. This is in 20 years. We're looking at a project that's expected to start within less than ten years. With how many homes being displaced because of this project? How many thousands of individuals is projected? T2-4-2

Up to 2400 houses are going to be used. But how many thousands of people is that going to affect that can ill afford to move because they're too old, too T2-4-3

disabled to be able to move, don't have enough money, people that are low income that have built or have moved in close to the freeway because it is cheaper? Are these people going to be moved in a way that they can stay close to their jobs, close to the schools that their children are going to, close to the shopping that they have? Or are they going to be moved out of the community and be forced even lower end into the low-income echelons of society? This is something that we need to consider: What is happening to our communities as this goes on? T2-4-3

Also in the event of a disaster, earthquake, or any other kind of disaster, how are we going to get out of this area when the freeway is blocked and there is no way to use the freeway to get out? Are we going to be stuck in the area of highest problems, the highest impact? I hope not, but it looks like it's going to happen. T2-4-4

MS. QUINTANA: Hello, everyone. First of all, I just want commend Caltrans and Metro for putting this project -- actually, this public hearing together. I think it's really exciting. Besides being a requirement for the community to expose what the project is about, I also think it's amazing that the community is coming together to really find out what the project is all about. Because at the end of the day, this project is T2-5-1

ours. It's our communities. It's something we're that we're going to use.

Again, my name is Ana Maria Quintana. I'm a councilmember for the city of Bell, and I simply came here today to document some of the concerns, and put on the record some of the concerns that are pertaining specifically to my city. One of them is the environmental impacts that this freeway is going to have on my community. People have mentioned it in terms of improvements on the on the air quality. We're definitely in favor of having true zero-emissions. That's really important, especially in a community like ours. We're literally besides -- right next to the freeway. We have homes. We have Communities. We have businesses there. That definitely has to be taken into account. T2-5-1

Our second concern is the proposed Slauson interchange and the impacts that it's going to have to the community. As of now, my city, itself is -- I don't know if you guys are familiar with the city of Bell, but we're located off the 710. We have two exits, one of which filters on over to Atlantic, and the other one is on Florence. So it's talk about recreating a new exit on Slauson, and I'm wondering if that's really the way to go. T2-5-2

One of the things that we would like, actually

is to fix those two exits but not necessarily open up another one, because it would possibly create a additional traffic that definitely is not condusive to our community. So definitely let's give some thought to that.

T2-5-2

An item that has been recommended as a mitigation is the prohibition of parking during the a.m. and the p.m. peak hours of both sides of Atlantic. We'd like to explore that further. Two items that are very important that people have mentioned are the bicycle and the pedestrian issues. Our communities are walking communities, and that's actually something that our community definitely wants to commend. In order to increase revenue for our cities, we want to be able to make the businesses accessible to each other. So in compliment to the 710, we'd like to see the expansion of bicycle and pedestrian modes of transportation, and what not.

T2-5-3

T2-5-4

And most importantly, California is definitely traffic heavy. Let's also consider incorporating alternative modes of transportation. We've talked about the Orange Line. Bell, in itself, we don't have any railway systems. With the construction of the Orange Line, that definitely is going to alleviate something. And also working with Metro so that we can

T2-5-5

have bus lines, for example so that people aren't, in fact, dependent on their own vehicles, and whatnot. That's it for the most part. The City of Bell is always working. If you guys have any questions, contact me. Thank you. T2-5-5

MR. MARQUEZ: Good evening, and thanks for this opportunity. My name is Jesse Marquez. I'm executive director and founder of the Coalition for a Safe Environment. We are an environmental justice organization in Wilmington. So I'll be speaking as executive director, and I'll be speaking as an individual resident of Wilmington who is impacted.

The origin of the port trucks is the Port of L.A. and the Port of Long Beach with a final destination of the Union Pacifc and the BNSF railroad yards in East L.A. and Commerce. What we were told, as were brought up by another speaker, the Alameda Corridor was built by -- with public monies in order to take truck traffic off the freeway. For over five years now, it is operated at only 30 to 35 percent capacity. The Port is asking us to spend billions on this project. Well, I also did some math. T2-6-1

The four dedicated truck lanes cost two billion dollars to add those to the project. The route is 16 miles long. That is $125 million per mile that you T2-6-2

and I are going to be paying for. They want -- they say -- so right now they're prepared to spend that. That is one of the alternatives. They're prepared to spend it right now, today.

T2-6-2

They've also said in the EIR, and they've discussed, that they're prepared to do test demonstrations of the (inaudible) system. They mentioned Maglev trains. Well, they didn't mention there are already two Maglev train demonstrations test tracks and trains already operating here. What they didn't mention is, the ports refuse and the railroad industry refuses to do a full-board demonstration of those projects.

T2-6-3

And so to let you know, the American Maglev technology train cost about 20 to $25 million per mile. It is zero emissions. It is near noiseless. It travels two, three times faster than a train or a truck. The maintenance costs are also significantly less.

So what we're asking is that they not consider these four dedicated truck lanes that we, the public, are going to be paying for. That if they're going to study and do assessments, then we bless them to do a demonstration of the Maglev train project here. The ports don't have to do it on their site. It can be done at another container storage yard to prove that yes, you can take it off, and, yes, you can put it back on. Thank

you for your comments. Thank you. T2-6-3

MS. JONES: Hi, my name is Julie Jones. I live in the Coolidge Triangle where the 91 and 710 Freeways meet. I'm going to be doubly impacted where I live, because they are changing the entire interchange from the 91 to the 710, and the 710 to the 91. So not only will I have the noise and dirt and inconvenience from just the 710 Freeway, but I'm going get it from the 91 direction, too.

My suggestion is -- which I spoke last night and gave several suggestions, but I failed to mention that I think it's important that the public have an opportunity to speak with someone on a daily basis if needed about problems that we're facing, that we should T2-7-1 have a mitigation monitoring and reporting program set up in each community, not just one for the project, but one divided into maybe three communities, four communities. And we should be able to speak to a live person, not an answering machine, but a live person with our concerns and our problems to get things taken care of that need to be addressed. This is really important. I don't want to call and be put on hold and then get an answering machine. I want to have someone who's going to address my issues.

I would also like to see during the T2-7-2

construction phase more trees and greenscape. If they're going to build new sound walls, please, please build them with vines, put trees in. We need to have more oxygen. Thank you. T2-7-2

MS. CARRILLO: Good evening. My name is -- I'm Sophia Carrillo. I'm the (inaudible) of the Coalition for a Safe Environment and Wilmington resident. I'm concerned that the Draft EIR does not address the impacts to the community. When different freeways entrances and exits are closing during construction, there is no assessment of the public transportation impacts, the (inaudible) for the people traveling to work and school, increase the traffic congestion in the traveling lanes, increase the public (inaudible) traffic accidents. Increase the public's safety and (inaudible) from walking around and from closing the streets. Increase the traffic on other neighboring streets' intersection. T2-8-1

There is no identifying plans and mitigation in the Draft that is (inaudible), street closing and the tours public notification plans, stricter signal light adjustment for longer lines, public-safety personnel assigned to critical locations. Establish a community advisor committee. Thank you. T2-8-2

MR. MERCADO: Hello, everybody. My name is

Flavio Mercado. I'm with the Coalition for a Safe Environment. I'm also a resident of Wilmington. So I'll be speaking on behalf -- as a resident.

I would like to start out by saying, how many of you guys own hybrid or electrical vehicles? Raise your hand. A few; right? We know that mainly everybody owns a vehicle owned by gasoline; right? How many of you guys have vehicles with diesel? Do you guys own any of those? No; right? Did you guys receive this blue paper from the front desk; right? If you see the last paragraph: T2-9-1

"Why is the project needed? What are the project goals?"

The last sentence:

"Notably the existing I-710 corridor has elevated levels of health risks related to high levels of diesel particulate emissions."

What is the problem? The trucks. The trucks are causing all the pollution. We know the gasoline causes a few of the pollution, but the majority are the trucks. As Jesse pointed out, the Alameda Corridor is at 30 to 35 percent capacity. Why do -- why instead of building this, why don't we put the trucks back to Alameda Corridor? Increase the capacity to 100 percent,

and we will drastically remove all those diesel particulates.

We're also going to increase -- we're going to diminish the traffic. Think about it. Many of you guys have drove along the 710. The trucks take a lot of space. If we diminish those trucks, put them on the Alameda Corridor, we're going to come back with more space for the public to use. T2-9-1

Something else I would like to say is earlier today -- I didn't have enough time. I am a GIS analyst and cartographer. I was going to make a map to show you guys. I want you guys to go Google Earth. Not Google Earth. Go to Google. On Google Maps, type in "schools." Zoom in to the Long Beach area above the 710. It's going to give you schools, education institutes, daycare centers. You're going to get so much information to point data. See how many schools and daycare centers. All those sensitive receptors that are along the 710 Corridor. They're within like a quarter mile, half a mile. Just look at that. I want you to see that and see how many schools are impacted by all the diesel. T2-9-2

So I think the diesel is the main problem, the problem. I want all the trucks to go back to Alameda Corridor and increase it to 100 percent capacity. That's what I want.

MR. CABRALES: Thank you very much. My name is Luis Cabrales. I am Deputy Director of Campaigns at Coalition for Clean Air, a state-wide organization that's been working for more than 40 years to reduce air pollution in the state of California. I am also a resident that will be impacted by the growth or by the expansion of the 710 Freeway.

Coalition for Clean Air has been working with a broad range of partners in Long Beach and Los Angeles to reduce air pollution from freight industry. We are concerned about the increase in air pollution that will be as a result of the expansion of the 710. Now we need to clarify that this process of reviewing the 710 expansion has been going on for almost ten years. A lot of progress has been made over the last ten years from the original ideas and plans of the 710 expansion to the alternatives that we are looking at today. Having said that, the alternatives are far from perfect to fulfill the need or the potential need of the growth in freight traffic in the year 2035 when the 710 expansion will be completed. T2-10-1

In the process of reviewing these alternatives -- and we have also made comments in writing -- we need to make sure that the alternative that is finally agreed on will incorporate language to set T-10-2

aside truck lanes for zero-emission technology. Between today and the year 2035, which is approximately 25 years give or less, 23, we will have technologies available for zero-emission trucks. It is a fact. As we speak today, we have those technologies available. As a matter of fact, in Europe and in Asia, electric trucks and trains have been in use since the year 1992. Unfortunately we have not had the political will to make sure those technologies are available in the areas where they are needed the most, here in Southern California, especially those areas mostly impacted by air pollution. Thank you. T2-10-2

MR. AVILA: Hello. My name is Caesar Avila and I'm a Realtor, but I live here on the west side on Gayle. I've been living here for 30 years, and my mom lives right against our freeway. My concern is the home values, which, as a Realtor, that's what I hear. "What's going to happen? Are they going to give us enough money so we can buy another house? Is it just going to be the land?" T2-11-1

Well, I'm concerned because, as you know, right now I'm sure we'll get promised everything. Right now my concern is, who benefits the most? Yeah, they're telling us we need this freeway very badly, but who really benefits the most? Okay. I mean, we have people from T2-11-2

the City and people from the big corporations telling us how badly we need it, and, unfortunately, I don't think there's anything we can do about it. They're here. Fortunately they want to hear our comments, but there's a lot of people whose comments have been, "don't build it." So I don't think it's more of the comments they're looking for. It's more of the we've already lost the battle. What are the terms of the surrender?

T2-11-2

I wrote a couple things. We want to -- you know they hired the best experts. So any argument you have, they have an expert that will tell you how wonderful it's going to be. The air is going to be cleaner, how it's going to better with more trucks on the road. We aint going to win. Okay? And, yes, because with big money, they're not going to quit. In this economy there is no way we can compete with big money and these times that we have.

I mean, that's what it's going to be used for, to get promised there will be more employment. Many of those won't even live here. I wonder how many of the big corporations of you live next to the freeway. I do. Thank you.

MS. RAMIREZ: Hello. My name is Evangelina Ramirez, and I live near the 710 Freeway. I have a few questions in reference to this project. We have a few projects

T2-12-1

that they're coming also, which is the projects coming from Long Beach Central Community Downtown Plan, it's called. They're going to start doing this construction what it is now downtown Long Beach. They're going to start doing the construction where it is on the 710 Freeway and some of the projects concerning what is coming from the Harbor or from the port. T2-12-1

I would like to know how you're going to be able to manage all this, with all these projects at the same time. When we start this project, we're going to have more contamination, more noise, more dust, and obviously more noise. I would also like to know what are the alternative routes that you're going to have when this freeway starts construction because, logical, traffic is going to start looking for different alternative routes, so which routes are you going to use? And I would like to know what streets are those that you're going to use, and are you really prepared to do this? T2-12-2 T2-12-3

And, also, I want to know how you're going to help us with this. I have a daughter who has asthma, and I don't want her to suffer with this consequences because of this. And also, myself, since I'm part of the Alliance Group for Children with Asthma, I'm really worried with all these things. And also I would like to T2-12-4 T2-12-5

know if all these projects that you have right here, you paint them very beautiful, but are you also going to employ people that live in our areas? One more thing, please. I have an interpreter, so I think I deserve more time. T2-12-5

Also, I also like to know how is it you're going to operate or work around these schools, because that's what we would like to know. And we have children in these schools and entering and riding in and out of these freeways, Cesar Chavez. How are you going to do it when these children are present in school, and then you're going to start construction on these freeways. As you can see, I have a lot of questions ever since it started with all these projects. And you also -- I see -- I notice that you are missing one alternative because you have B, C, and D. You're missing the alternative, Alternative Number 7, which is the one that we're asking for. Thank you. T2-12-6 T2-12-7

MR. CHRISTOPHERSON: Hello there. My name is Gary Christopherson, born and raised here in '57. Okay. That's 55 years. I've seen a lot in 55 years. Yes, I have. And this 710 Freeway expansion, in my opinion, is totally 100 percent a joke. Now, look, we're already in a recession. Recession is, we don't have no jobs. So let's buy some more import. Can we buy some more import T2-13-1

Why not? Why not? You get 90 percent intake, and 10 out. Is that what you want? You want more to come in?

We want jobs here now, ASAP. Now, not a wider freeway. We need jobs, not more import. I'll take the port out, if I had anything to say about it. God damn it. Excuse me. You're right, that port would not be there. I'd cut it down to a quarter. We need jobs here now. Look at your clothes. What do you buy? Nothing American. We need American now. We need jobs now. We're hurting, people are unemployed, losing they're homes. Homeless, how do you like that? 55 years old, and I'm homeless. How do you like that apples? Because there's no God damned work for this carpetman. Yeah. Yeah, it's the God's truth. T2-13-1

We don't need an expansion of the freeway. We need jobs. That's the God's truth. The freeway will always be there. That's Death Alley. Take the cars away, take the trucks away, and it will no longer be Death Alley because the 710 Freeway is Death Alley. That aint going to cure the problem. That will not cure the problem. We need employment here, not a freeway, not a job for us. That's temporary, for China. Damn. How about think about America, by God. Thank you.

MS. GALVEZ: Hello. My name is Blanca Galvez, and I'm here because we're starting to -- in Long Beach we're

starting to eat better, do exercise so we can get healthier. We have a lot of kids with asthma. Unfortunately, we have a lot of parks and a lot of schools here along the freeway. We have a lot of kids playing outdoors. We have parents. We have seniors. We have a lot of people to take care of. And the city of Long Beach is very united, and I think that you guys all -- the comments like Evangelina said, we're with her on the -- I'm sorry. I'm a little nervous. But we're here to support the community, and if we want benefits from this also, as you guys are going to benefit from it we want some benefits. We want improvements on the L.A. River. We want improvements on the schools, on parks, and like they said, we want more trees, more trees, planting trees. We want more trees, more. And that's it. Thank you very much. T2-14-1

MR. MARTINEZ: Good evening. My name is Adrian Martinez. I'm an attorney with the Natural Resources Defense Council. I'm here to testify on behalf of our thousands of members in Los Angeles County, including many members in the project area. At outset, I will be working with the Coalition to provide some more detailed comments. Three minutes isn't enough to provide enough detail on the thousands of pages.

But from the outset, they're very few projects

that I've seen that have as immense impacts on a wide range of communities, whether you're concerned about putting power lines in the L.A. River, you're concerned, perhaps, about our addiction to oil and the adding of general-purpose lanes. People may be concerned about the seven years of construction that will impact communities from Bell to Long Beach, or you may be concerned about taking warehouses that provide provisions for homeless facilities in Bell, taking community resources in Long Beach that provide benefits for people with AIDS and other impacted and sensitive populations, or you just may be concerned about taking Dale's Donuts in Compton. You may be a donut aficionado. T2-15-1 T2-15-2

There's just a wide range of impacts from small to very big, and I think the fact that there is no preferred alternative means that Caltrans should have a public hearing once it releases a final EIR and chooses an alternative. That process needs to be very transparent. Thank you. The California Department of Transportation is not here, and this situation isn't only acting as a state agency for compliance with the California Environment Quality Act, it is also taking the duties of the Federal Highway Administration under the National Environmental Policy Act. T2-15-3

So this project with immense impacts deserves

one, at least, 30-days comment in the final EIR and then a public hearing, so the public can decide and comment on what alternative is taken. Also, I think I've worked with the community -- Coalition of Community Groups that proposed an alternative that's called Alternative 7. It was just referenced. I think the agency really needs to take a look at this alternative and see if it can be implemented. I'll provide more comments later with our coalition, but that's it for now. Thank you. T2-15-3 T2-15-4

MS. RICO: My name is Andrea Rico, and I'm a professor at the Keck School of Medicine, University of Southern California, where I also direct a community outreach and education program on environment health.

My concerns tonight are primarily around near-roadway impacts. We know from lots of studies now that pollution levels are higher really close to busy roads and freeways. And our scientist at USC have been studying children in Southern California for nearly 20 years, including children in Long Beach. They now know that kids who grow up or go to school near busy roads and freeways are more likely to have asthma, are more likely to have lungs that don't work as well as they should. T2-16-1

There are new studies that they have done that imply that possibly autism might have some links to near-roadyway air pollution or maybe even obesity or T2-16-2

diabetes. None of these studies that USC has done over the last 20 years are cited in the Draft Environmental Impact Report. And there are studies from other parts of the world about middle-aged women who live near busy roads and freeways and develop heart disease at a higher rate than if they don't live near the busy roads, and that people who are elderly are more likely to die from heart disease and stroke. T2-16-2

So these studies are really serious endeavors, and epidemiologic work that's been going on for the last 20 years. And I think that Caltrans should have reviewed these studies and included them in their Draft Environmental Impact Report. I believe that the DER does not pay close enough attention to these near roadway impacts and the high pollution levels that there are near roadways.

We also have concerns about diesel engine exhaust. The World Health Organization recently reiterated that diesel engine exhaust causes lung cancer and that is a cause of concern not only for truck drivers and railroad workers, but for people in the community where there's a lot of diesel traffic. And I would say that would be along the 710 Freeway. T2-16-3

A careful reading of the Draft EIR seems to imply -- to say that alternatives 5A, 6A, B, and C would T2-16-4

all increase air pollution by 2035 compared to what would happen if we didn't build those alternatives, and that it appears that the only way we could build this project and not increase pollution would be to not -- possibly to not build the extra lanes on the main part of the freeway and to have zero-emission corridor for trucks on the top of the freeway, that that's the only way that we really could go to the future with less air pollution. T2-16-4

USC Engineering School did a study about soundwalls, and there's been some discussion about noise. And it looks like after this project is done, the sound walls will -- I'll complete this thought -- the soundwalls will be along almost the entire part of the freeway. Well, the US engineering study shows that the pollutants come out of the trucks and go jump over the freeway and travel out to maybe 400 meters away from the freeway, much further than pollutants would travel if there were no soundwalls. I believe that Caltrans needs to do modeling, and needs to understand what that means for people who live within one quarter of a mile within the freeway, which is 400 meters. Thank you. T2-16-5

MR. SHELTON: Thank you very much. My name is Gary Shelton. If everybody -- this is a great crowd. Just take a minute, shuffle around in your seat a little bit. Get some blood going. We're going to be here for

another 20 minutes or so, I guess.

I'm on the Board of Directors of an organization called Housing Long Beach. I'm also on the Board of Directors of an organization called Interfaith Community Organizations, and I'm also on the board of directors of an organization called Long Beach Area Coalition for the Homeless. It's the last organization, the Long Beach Area Coalition for the Homeless, of which I am their spokesman this evening. I'm going to drill down immediately for the staff to Section 3-3, page 48, of the EIR so that you can have a referrence to what I'm talking about on that, and then I'm going to broaden my thoughts from that.

3-3, 48, is the page where it mentions the homeless -- multi-service center for the homeless. A lot of people may know that's on just off Anaheim Street on the west side of the freeway, that direction from here, (indicating.) It's -- with the build 6A, B, and C, T2-17-1 there's a freeway interchange of Anaheim Street that will cause the demolition of the multi-service center for the homeless. Now, 3-3, 48, suggests that there's another sub-document that is referred to as the Draft Relocation Impact Report. And it says that they had identified five potential locations where the multi-service center can be moved to, and that's great.

However, it took me a week to find the DRIR, the Draft Relocation Impact Report. There's also a final version of it that nobody seems to be able to find and -- but I was able to sort of get a sub rosa copy of the thing, and I have a part of it right here. It does say that, in fact, the multi-service center is an impacted non-residential displacement. It's a government and a nonprofit organization. And then on page -- I'm not going to know the page, but I can refer you to it. T2-17-1

It has a chart in the Draft Relocation Impact Report that says that the number of business sites that are available for rent, purchase, or development right now for government or nonprofits is zero. So there's a mismatch between what the EIR says and what the DRIR says, which I thinks needs to be addressed. That brought me to ask, how long is it going to be? And I see I have maybe 30 seconds. How long is it going to be before demolition of that property? I asked around, and the working term is ten years. But there's no indication as to how that ten year build period was developed, whether it was based on any kind of factors at all or just guess work.

And so for those of us out here in the public that are trying to make decisions on either home sales or T2-17-2 acquisition, property sales or acquisition, or make

future planning for what we do when relocation is needed, we have no way to really realistically base that unless we know your basis. Thank you very much. T2-17-2

MR. GOLSON: I'm Jeff Golson, just a private citizen. I live about one mile east of here, and I wrote down on my slip that I wanted to get some feel for seeing charts or seeing something grammatically demonstrating what the alternative routes would be for trucks over the seven-to-ten-year construction period. It's hard for me to imagine all of that truck traffic going somewhere else besides city streets. And can you imagine the nightmare? T2-18-1

The other thing I'd like to say is, this port complex, Los Angeles and Long Beach, is very big and very important. It's one of the biggest shipping complexes in the world. It's our ticket to ride as far as jobs go. This doing nothing with the 710 is not an alternative. Wishing that the ports would go away is not an alternative. What we have to do is look for accountability, effective use of our tax monies, and make sure that we do this thing right. T2-18-2

And just today I learned a shameful fact that the Alameda Corridor is only operating at 35 percent capacity. Do you taxpayers know that that thing is not even paid for? Bonds are being retired, but that is a source of major contention. Something should be done. T2-18-3

There should be somebody accounting for that. That's all I have. T2-18-3

MR. ANDRADE: Hello. My name is Jose Andrade. I only have one point that I wish to address, that is the impacts that the freeway is going to have, for example, in the City of Commerce on Washington off-ramp, I believe. There's one option to take as many as 100 homes. There is another option of building a sky bridge; that will take an enormous amount of homes as well, and the third option is just to take a few homes. And that is the sort of things that Caltrans should do: Make a minimum impact on the environment and on our homes. Thank you. T2-19-1

MS. CARRIOLA: Good evening. My name is Elena Carriola, and I am a participant in the Communities for a Better Environment in Huntington Park. I've lived there for over 40 years, and I'm here to give my testimony about the cancer that took my husband's life.

He worked for UPS as a driver for almost 22 years. These UPS trucks don't have any doors on the sides. Therefore, he inhaled for over 22 years all of the smog that trucks and his own truck also let off. He was diagnosed a brain tumor, a cancerous brain tumor, due to the smog that he inhaled for over 22 years. That is why I'm here protesting against the 710 expansion, T2-20-1

against the expansion. That means there will be more traffic starting with all of those trucking jobs, and it's going to affect everyone that is living who lives around the freeway, especially children, and a worsening of other illnesses such as asthma, emphysema. T2-20-1

That is why -- that is why I'm against the expansion, and especially the way it affects the residents in taking their homes. And I am here supporting the people who have been diagnosed with illnesses due to these types of projects. Think about it first. Thank you. T2-20-2

MS. WAYMOND: When are you going to start crying? What's it going to take? This is unbelievable to me that this is even happening. I don't live near the 710. I'm from Belmont Heights. And you know what? The more privileged folks in those areas, we're starting to get really wind of what's happening. Air is something that affects all of us. My son, asthmatic, hospitalized, almost died four years ago, and I don't even live right near the 710. Air quality is something that affects all of us. T2-21-1

Electric has been around for a long time. This is inexcusable that it has not yet happened. What are we waiting for? These are people too. These are humans too. Only the privileged class are deserving of cleaner

air? I mean, I don't understand this. Let's call out the elephant in the room. This is racism and classism. Don't surrender. Do not surrender.

The rest of Long Beach is starting to catch on to what's happening in this city. We are here, brothers and sisters, and we will support you all the way. All human beings are deserving of health, of their health, of clean air, all of us. I'm part of the professional privileged class. I understand. I understand that this has been business as usual, and so that's how we go ahead and proceed and have these plans, but times are changing.

T2-21-1

We understand that we're all a part of each other. We're all interconnected. You suffer, we suffer. Electric is the only way to go, whether it's trains, whether it's our trucks. That's it. Please, to me, it's even impossible to understand that you are the final decision makers. To me, this is not even something that can be approved until the whole community as a majority decides, yes, it's okay, and we will proceed. Until then, do not give up. We are in this together, all of us. Thank you.

MS. CERNA: My name is Laura Isabel Cerna, and I'm also a professor at USC, all though, nothing related to the environment, to engineering, et cetera. I'm a historian of Cinema. I live in the Bixby area, which is

a little bit more than a mile from the 710 off the Del Amo interchange. And Marcie actually send me a bunch links about this.

I spent some time at work this week, not doing my own research, but reading the EIR. And I have a Ph.D., and it was pretty tough going. But I noticed -- so there could be some more transparency in terms of translating that study into language that everyday people can understand. But I have two comments: One is, I take the Blue Line to USC every day, and if there is no parking spot in the Del Amo Station, then, ironically, I drive the Alameda Corridor, which is the quickest way for me to get from Long Beach downtown. T2-22-1

And what I noticed was missing from the report and from many of the alternatives is a considered innovative integration of public-transportation issues into the expansion of the freeway. For example, building more parking spaces at stations. Del Amo is filled every single day, so there are clearly people who do want to take public transportation. The other thing that was a mystery to me -- and I consider myself not super, I'm a little sharp -- is why we need to expand general-purpose lanes if you build a zero-emissions truck corridor. T2-22-2 T2-22-3

Because everything I have read indicates that

if you expand a freeway, more cars will come to fill it. So that is not the answer. So I am going to have more questions, because I have a little more time between now and the start of the semester to continue my reading and the study of this report. But I don't think any of these alternatives demonstrably better the quality of my life, my family's life, or of the communities that surround the freeway. Thank you. T2-22-3

MR. RIVERA: Good evening. My name is Tony Rivera, and I represent the west side counsel, which is south of PCH.

It's very frustrating since you folks came to our meetings over there. We mentioned before that we need a ramp to connect downtown to 90th street and not to shut down the connection from our community to the port. And what do you guys do? Take it away. We don't have that, because I see a problem the way you are doing this. This is either for the rail -- you guys are working for the rail, not for the public or -- because it's only going to Washington. It's affecting all the communities. T2-23-1

I happen to be working in Long Beach for 30 plus, 30 years, and live in Bell Gardens, which I get hit twice. I work in Long Beach, and I sleep in Bell Gardens, which is Commerce over there. I think you guys need to pay attention. When the community's asking

for ramps to be connected with downtown, don't do the opposite, disconnect the city. The community's been here for 50 years or more. T2-23-1

Second thing is just -- I have a little trucking company with two trucks, clean trucks, and you guys try to be EPA. Why don't you study what EPA is providing to the state of California? Clean trucks is -- diesel or whatever is available, and put it down and explain to the people what's the contamination. It's still trying to bring something from Europe, or making a few guys to buy just electrical trains over whatever you call it, or make a decision. T2-23-2

Are you guys going to be working for the rail and wants to make the rail happy? Make a lane across the river and have them take the containers from the port, or find another way to lie to the people because this is not going to cut it. We're going to be in the process, and I think it's getting too late, if the community doesn't get involved heavy. You guys got too many public politicians in here dancing around with this freeway, that it's not helping anybody. Just say the truth. Thank you. T2-23-3

MS. NORCROSS: Hello, my name is Carol Norcross. I'm a resident of Wrigley, and I live about two blocks from the river.

So, first of all, I'd like to, one, ask why T2-24-1

there's not been a global view of transportation from the ports. There are two ports: One's the Port of Long Beach, one's the Port of L.A., and, yet, all the traffic has been directed down the 710 Freeway. You've said that L.A. doesn't want the traffic to go on the 710, the truck drivers don't want to drive down there. However, that means that we get the brunt of everything here. T2-24-1

Also, I'd like to talk about environmental concerns. You, sir, used those words. And here in this area, environment, to us, means more than just air pollution. The river is a major gateway for a lot of us. It's our open space. It's the place we go to see the sky. It's the place we go to go bicycling there. We walk there. We meet our neighbors there. People walk their dogs there. It's an amazing place. That part of the river between Willow and PCH, in any documentation of the L.A. River, always talks about this. It's the only natural-bodied area of the L.A. River. T2-24-2

You see, it's a very unique and special place. It's someplace that should be treasured. And most communities, they're turning to their rivers and finding out ways that people can interact with them and make them a place of beauty. And instead, we drive our truck traffic down it. The solution for elevated freight corridor is to put a huge wall. Two options: Concrete T2-24-3

wall, metal wall. I'd love to give you my idea of what that metal wall would look like in 20 years, and the concrete wall, too.

You talk about what it's like to be in our back yards, that we won't see that. However, when you're on top of the levy, you look across that, and what you see currently is mountains, neighborhoods. I see this neighborhood has palm trees. I see palm trees in my neighborhood. You can see down for miles and miles and miles. If you go there on the 4th of July, you see fireworks from communities all over the Southland. T2-24-3

So, I don't understand. Please don't take the one piece of open space. This area does not have open space. And please see how other communities can also bear part of our pain. Thank you very much.

MS. AGUILAR: Good evening, everyone. Thank you for being here. My name is Gracie Aguilar. I'm sorry. I have lived one block away from you for 45 years, and I agree with everyone else that has spoken here tonight. We don't need this. My father worked in the Port of Long Beach. We realize the traffic is horrible. We don't mind not using the Long Beach freeway to go to downtown. We can take surface streets for that. It's okay. T2-25-1

My father died of lung cancer seven years ago.

All though there's nothing I can do about that tonight, I really have one question for them. We recently did -- and I don't know who to ask the question to or who to address it to. All your graphics, and your maps, and your reports are very impressive, but what the hell does that mean to us? Explain it to us in layman's terms. We're not children, but we shouldn't have to require a Ph.D. to be able to read those reports. I don't know what any of that reads. T2-25-2

My question is, we recently had obtained the last, before it was cancelled, of city loans to renovate our home. Our home desperately needed a new roof, and there were other issues. When we were doing work in the backyard, we were told that because of the expansion of the freeway, we were going to lose five feet of our backyard off of Spring Street. I live one block from here on Spring Street. T2-25-3

Well, I apologize for people who are losing their homes, but that's where we have memories of our father, things he built right there that are not very pretty to look at, but it was our father's memories. My mother is confined to a wheelchair. Her only joy is that backyard. The most beautiful part of it is off of Spring Street. Spring Street is -- our backyard faces Spring Street. We don't understand. If the freeway T2-25-4

expansion is widening lanes, is there going to be another exit on Spring Street? Why would it be widened so that those of us that don't have to move don't lose five feet of our backyards? T2-25-4

In the meantime, my mother also has a lot of autoimmune diseases that are very serious and debilitating. All though we aren't losing our home -- we bought the house -- I have lived there for 45 years, since I was five years old. At $18,000, the value has gone up, but she can't afford to -- and we don't really want to -- sell the house and live somewhere else. Can she be relocated in the mean time so that she doesn't have to endure all the noise and all the pollution that's going to go on? That's if we don't win and stop the project, just in case. T2-25-5

So I apologize for the tears and the emotions, but my father was a minister of Jehova's Witnesses. Two of my sisters were married --

MR. PAIGE: I live on Golden, which is two streets from the riverbed, and I agree with the other Wrigley member that what I find very offensive is, I was at the Wrigley Association meeting, and there were pictures that show the esthetic impact that are not here. How many of you use the riverbed? If you had the pictures, you would be able to see how badly destroyed the esthetics are of T2-26-1

the riverbed. You will not see trees. You will not see San Pedro. It will become an industrial-looking area. It will be hideous. T2-26-1

And I would like another alternative, that the two-tier truck lane and the sound corridor are offensive ugly, and should not be put in to destroy the one natural element we have around here, that is, the riverbed. T2-26-2

I am concerned that my property value will be driven down, because we're going to turn into an industrial area with high traffic and ugliness. Has anybody thought about our property value in this process? T2-26-3

That attracted me to the area, was to be able to walk a block, go up to the levy, see tons of birds, which I think will be impacted by construction, at least during the time the construction occurs, which is -- what -- seven to ten years? How could animals' nesting rituals and all that not be impacted by that time period? T2-26-4

I also live on one of the -- a very nice street called Golden. It doesn't have speed bumps. We're going to have to put speed bumps on it, because we're going to be inundated by traffic. Traffic is going to come up and down; it already does. Animals are killed, people speed up it, and I am concerned that the traffic will be dispersed into our neighborhoods because of the construction traffic for this amount of time. It will T2-26-5

make life hell. It will make it dangerous, more polluted, and complications to get in and out of our area. T2-26-5

To me, the riverbed is the one Green space we have, and, to me, it will be ruined with this process. Again, my concerns are property value, the loss of the esthetics of the riverbed. And I would like to know why the pictures are not here of the esthetic impact of the construction. Why are they not here? I want that answered right now, because nobody has any idea how bad the area from PCH to Willow Street is impacted without those pictures. I don't feel we're being adequately educated by this.

MS. ESTRADA: Hello, I'm Joselyn Estrada. I'm 14. I live in the Wilmington area. I am for Alternative 7 and against the 710 expansion. It's bad for us. It's bad for our health, and it's destroying homes. And as I am a high school student, it's going to be us in the future. We're going to have effect on it. It's going to be effecting our pets, which we love. How would you feel having your wife, your daughter, your son in the hospital for pollution? It's not cool. So that's all. T2-27-1

MS. HERNANDEZ: Hi. My name is Ashley. I work in the city of Wilmington with youth folks in the neighboring city of Long Beach. Yeah, I do a lot of, you

know, commuting, going from work. I do a lot of -- I make a lot of trips there.

So, again, the reason why the expansion of the 710 is not in any way beneficial to the people is because it will be taking away the homes of a lot of families. And not only that, it's going to be creating so much pollution in a place that's so highly contaminated, especially being, again, from Wilmington, and then going to Long Beach and seeing how far it stretches down. We're in such a small space, in such a small little bubble, and it's so heavily industrialized. It's insane.

T2-28-1

T2-28-2

At the end of the day, the one thing that the 710 is going to be doing, it's not going to be in any way facilitate, like, the one easy solution for less traffic. It's actually going to be promoting more. I'm saying this because, again, I live in the city of Wilmington, and all the trucks are always in my city. That's how they get to the 710. That's how they go to the city of Long Beach. So then that's my city being affected. Not only that, that's my neighbor's city being affected. I do not agree with that in any way.

T2-28-3

At the end of the day, the one thing that's going to be happening is people are going to be dying, and people are going to be losing their homes. By any means, it is not okay for people just to die and to get

T2-28-4

sick and to lose their homes. It's so inhumane for this to be going down and for people to just propose projects like this. It's insane, and it's one of the most, again, like, inhumane things that I see doing this work, how people just really don't care about the people. They care about the wallet. They care the about the pocket size of how much profit they're going to be getting. T2-28-4

Again, it's not going to be helping my community. It's not going to be helping the people a lot of health issues in my community. It's going to be impacting it more. And AQMD said in a study that 2,400 people die of port pollution alone. That's in my community. And if it's going to be coming anywhere near Long Beach, that is not okay at all. It's not. It doesn't matter where I live, but what matters is that there's people here, and these people are going to be suffering just so people can get money and so people can be, like, okay we're going to have less traffic, which is BS. T2-28-5

Let's keep it real. The people that are going to be affected here haven't had the resources to read the Environmental Impact Report, and that is not okay. Check it, you know? So that's it. T2-28-6

MS. GAONA: My name is Natalie Gaona, and I live in Wilmington, and I think Alternative 7 is better than, you T2-29-1

know, the 710 expansion, because the 710 expansion is going to be taking away people's home. Where are you putting them? Where are those people going to go? Like, are you putting them somewhere? People have lived in their homes for so long, and just to take them away? And it will also, like, pollute, pollute Long Beach and me, living in Wilmington. T2-29-1

My brother has asthma, you know? Having him exposed to all those fumes, all those gasses from those tracks. What if he gets cancer? Is anyone going to care? Is anyone going to do something about that? This is going to cause more pollution, more trucks to show up. It's not going to make it better.

MR. SOLIS: Good evening. My name is Fernando Solis. I represent the CBE. I live in the city of Bell, and the reason I'm here is because you guys don't care about us. There's a lot of sickness all around the 710. You guys care about the money only. We have to -- I mean, there is thousands of people waking up from this, and we're not going to let it happen. I want to make sure everybody around that it's affecting for this, fight and never quit about this. We have to not let it happen. There is a lot of alternatives. There is technology already. So you have to make it happen the right way, not the wrong way. Thank you. T2-30-1

MS. GARCIA: Hi, my name is Marisa, and I live probably three blocks over, born and raised in Long Beach. I was actually part of that USC survey that the professor was speaking of earlier. I have been since I was about six.

All these people are talking about their asthma being affected, but this, the diesel, the pollution from the trucks, that's causing the asthma in my neighbors, in myself, and all these people who have come up to speak. I think that with this project, we have an opportunity for unique solutions and Green solutions. And California is trying to Green its economy and Green the state, but we're doing the same old thing we've always done. T2-31-1

So, diesel, as the World Health Organization has stated, is a carcinogen, which means it's as bad for our lungs as tobacco smoke, and it doesn't stay over the freeway. It doesn't only affect you if you drive over the freeway. It's going to affect everyone who lives in the area, everybody who lives in Long Beach, not even just the people in this neighborhood.

And these alternatives you're providing for us, they are expanding the amount of cars? I don't see how that fits in to California's general plan to make a Greener state. I'm sorry. I'm really upset about this. We're claiming that California is going to get Greener, T2-31-2

but we're doing the same old thing we've always done. We don't need to expand. I agree we need renovations. There needs to be some changes; that freeway is outdated. But does that mean expanding and adding twice as many lanes and twice as much pollution? T2-31-2

I hope cars gets Greener, that's going to take a really long time. In the meantime, we're going to be breathing all of the pollution from double the amount of traffic. I don't agree with that, and I hope that you guys take into serious consideration the health effects that's going to have, not just on my neighborhood. Thanks. T2-31-3

MS. COTO: Hi. My name is Evie Coto, and I live in Commerce. I live right between the 710 and the 5 Freeway. I actually have my grandparents that live just a few blocks, my grandpa. They live here. They just celebrated their 50th anniversary. Great for them. T2-32-1

But my grandparents, they suffer from diabetes, and my grandpa already had three heart attacks within his life span, three heart attacks, while living right next to the railroad. And then pretty much everybody from my mom's side of the family suffer from diabetes and high blood pressure. Everyone from my dad's side of the family have high cholesterol. And then I just wanted to let you know that not only that, but also mental

disabilities are also coming up very common. Don't you agree?

Almost one out of 20 to 50 babies have asthma or has autism. Every one out of 25 has ADHD. So what does that tell you? It's so common. How do we handle it? We can't, you know. Anyway, I just wrote something down. I think what we should be doing is research more on the Green technology. My mom just saw in the news T2-32-1 that Japan or China, on the freeways, they built filters, filters in the freeway so it wouldn't cause so much air pollution. And Germany and Italy, they have Green cars, you know, or they run by really good air quality.

So I think as -- you know, they say America's the most productive better country, but why is it that all the other countries have better ideas and are living much better than we are, you know? So I also realized this. I've been thinking about this for a while now, that if companies, you know, corporations, companies, they need money to get in here. Don't they -- in order for them to need money, they need consumers; right? Well, if there's no consumers, then there's no money.

How can, you know, they use expand or do all the other projects if there's no consumers? So, just letting you know that. They don't realize that we have the power, and they need us more than -- than we need

more than them. Let's just use it. Thank you. T2-32-1

MR. CABRALES: Good evening. My name is Robert Cabrales. I'm with Communities for a Better Environment. I live in Huntington Park, and I've been part of this process with a lot of the different partners and with the coalition partners for eight, close to ten years, and I'm sure there was more years that the city had came out.

I also want to quickly say that the partners and imaging, and the different architects and engineers did a great job with the maps. They worked so hard for many, many years to do these amazing maps. Unfortunately, none of these maps and alternatives represent the real needs from the community, the real solutions that we have been asking for for almost ten years.

In those ten years we have been talking about different alternatives in moving cargo. In those ten years we've been talking about, what about the corridor, Alameda Corridor? None of those solutions in these T2-33-1 alternatives are actually implemented in the Draft EIR. We are not seeing any one alternative form of moving cargos from the Port of Long Beach and L.A. into the communities and the warehouses. I think I'm very T2-33-2 disheartened to see that the health impact assessment was

also not part of the EIR, and it was as a separate document.

So I do not support none of these alternatives presented to us. We have presented an alternative to the alternatives, which is Alternative 7. We want to see a commitment to true zero-emissions along the corridor. We want to see a freight corridor that actually makes zero-emissions trucks a priority. If you add two lanes to the freeway that is actually for trucks only, that would only be for zero-emissions trucks.

We want a very comprehensive public transit system. That's something we haven't seen. We know that there's people traveling from all different directions, from the south to the north part of the corridor. Our transportation system sucks. That's one of the realities. So Metro being part of the funding partners and people that are on the table, there's not a real solution to moving people, other than putting people on the freeway.

I think it's time for us to start moving away from the old form of moving people. Instead of building freeways, putting more public transit. We've seen a lot of hours and citizens being cut on every part of the county. We do not need more rail systems. We need more public services. There's a lot of thousands of hours

T2-33-2

T2-33-3

T2-33-4

that have been cut out from our bus systems, and in this study and alternatives and the Draft EIR, not of these systems are are looked at. T2-33-4

We definitely want to see improvements on the river. We want to see an increase in pedestrian and bicycle elements along the freeway, which is something we do not currently have. It sucks to drive. Not sucks to drive, it sucks to ride your bike on Firestone Boulevard across the freeway. Is stuck equally on Florence Avenue. It sucks equally on Gage Avenue, and it sucks equally on Slauson Avenue. All these different roads, there's not a bike-friendly element. T2-33-5

Travelling to go visit some of our friends and allies in Commerce and along Glenn Boulevard, it's very dangerous. You are actually passing through some very dangerous truck routes where trucks can pass you by carelessly and putting us in danger. So this is something that's very much missing in this study. We would like some of these things implemented in the community. So, I support Alternative 7.

MS. VERDUSCO: Hello, everybody. First of all, I want to start off saying that I had been waiting anxiously for the Draft EIR to come out, and when it came out I was actually really disappointed that it was so hard to access it. I went to my public library and I T2-34-1

asked them, "Do you know where the I-710 Draft EIR is," and they couldn't help me. They didn't really know where the document was. And I kept track of time, of how long it took them to find that document.

It took them from 12:30 -- I was able to get my hands on that document at 2:47. And after that I figured, okay, I will be able to have this document to my access, but my librarian only allows for us to read that document for one hour. And you're only allowed to read it one hour, because that's the time limit that they give you on their computers. So if I wanted to read any more of this document, I would have to come back the next day, which is what I did. But just to go each day and only read one hour is really aggravating, because I have a lot of things to do on my own time. And I can only think of the parents and all the other community members who actually work. I'm still in high school. T2-34-1

And also I want to speak about privilege. Because I'm not privileged that much myself, it's hard to access this document, because I can't go on the internet to go look it up. And, you know, I'm lucky that I even have a semi-working telephone that intakes incoming calls. It doesn't give outgoing, but at least we get incoming calls.

And to speak about the riverbed, I know how T2-34-2

that's going to affect my community, in itself. I know that my school and neighboring schools like Southeast High School -- I go to Southgate -- we access that riverbed, and this whole summer we've been on that riverbed every morning from 7:00 to 9:00 a.m. And that's where we hold our practices.

So I was reading in this document that that riverbed is going to be closed down for the construction, before and after. So how is my school and the neighboring schools going to access it? That's our practicing grounds. And I ask you: What is going to happen to the new high school that is opening up just, like, a few couple-hundred feet away from the riverbed? It is literally -- you are -- here is the river, (Indicating,) and here is a walkway where the bicycle path is, (Indicating,) and there's the high school. Why even open up that high school, if, you know -- for what? They're just going to shut it down. T2-34-2

That's my question: What's going to happen to those high-school students who are going to school there? What's going to happen with their education if we need a Ph.D. to understand this document? Thank you. T2-34-3

MS. LOPEZ: Hello, my name is Janet, and I live in the city of Huntington Park. And how Robert was saying, I also agree for Alternative 7. I don't agree with any T2-35-1

of the other six alternatives. T2-35-1

Living in Huntington Park, I live borderline to -- I live borderline to Huntington Park. The city next to me is the city of Vernon. It's a very industrial city. And like someone was saying, what's going to happen to the L.A. River? It's an open space for me and my sister. We ride bikes. We run. What's going to happen to that river? I have had enough of industrial areas in my community, and I don't want to see any more of it. I'm a little nervous. T2-35-2

And also -- I also wanted to talk about Alternative 7, to get better public transportation, because I'm an incoming freshman for UCLA. I'm going to be commuting on the bus every day. So I've gone to UCLA before many times, and they have been cutting out hours from the busses. So it's 9:00 p.m., and I'm waiting for several minutes, hours sometimes, for the bus to get home. And what's going to happen? I don't want to keep waiting hours. I have things to do as well. I have to study. I have to take care of my little brothers. I have to feed them. I want to be with my family, you know? So why can't we take some money to better -- make our public transportation better? T2-35-3

And, as I was saying, I live borderline Huntington Park, so the city next to me is the city of

Vernon. I live a street away from Slauson. Every day trucks pass there. What if you do expand the freeway? I don't want more trucks coming there because, literally, that is the longest light I've ever waited in. I'm waiting there for several minutes, because all these trucks are passing, and I'm breathing in everything.

I walk with my little brothers every day to school. They have to pass through that. They have to breath it. I don't want them to keep breathing any more. I want them to be healthy. I care about them, and I care about my community and I care about their health as well.

MS. MORDANO: Hi. I was actually waiting for you to come back inside. I wanted to you hear me, too. Hi, my name is Olga. I am a youth member at Communities for a Better Environment.

I have been living in Southgate for 19 years. I'm 19 years old. And just recently, like, about five years ago, I got to experience bronchitis. And after, you know, going back, you know, to when I was a younger child, I started to realize, what could have affected this? My mother worked in Pasadena for so many years, so we would always take the 710 Freeway. She used to clean houses, and she used to take care of children that weren't hers. By the way, I recommend you guys to watch

the (inaudible.) It's a really touching story.

So now that I remember, why did I get bronchitis? Because the reason why, I -- we would commute through the 710 Freeway all the way, you know, to the Fremont and Valley Boulevard, you know. That was our exit. Then we would go and take another freeway. When I was a child I would always, you know, see there's a lot of trucks, and still we see it. We do have family members, and we do have family members in Pasadena and East L.A., and we always take the 710 Freeway to that route.

It is hard to see that there's younger generations that go through that freeway that live around that area. People will have their homes being destroyed. I read an article in my high school newspaper, and they interviewed a girl that lived along the 710 Freeway, and she expressed her version and her story on what and how it's going to affect her. And this was actually six years ago.

I'm here right now supporting, you know, the families that are being affected. And not only that, the people that will drive every day, day and night, you know, on the 710 Freeway. I don't think you guys should expand it. It's, you know -- none of the extension -- I, mean, Pasadena, south Pasadena, they fought for it.

That's what we're trying to do. The expansion, it's going to effect the L.A. River, yes. It's going to effect homes.

A couple years ago, I was probably -- what -- you know, ninth grade. My uncle was reading a book about how the L.A. River used to look. Yeah. Do you guys see trees on it? Do you guys see green? No. All you see is a cement wall covered with street-art graffiti from people in our communities who did that. Why? Because they want to decorate it, because it looks empty; right?

You know, I breath that air. People that live around that area breath that air. My uncle lives near the park in Southgate which is not a couple-hundred feet away from the freeway. People do ride bikes on the riverbed, and they are exposed to contamination that's coming off through that freeway. Why? Because of the trucks. You see youth a lot riding bikes.

I agree with Alternative 7. Your alternatives really suck. I don't think you guys know what's going on. I don't see you living in my community. I don't know where the hell you guys live, but you dont live in my community. Are you guys going through what I'm going through? No, I don't think so. Have you guys had bronchitis? I don't know, maybe. They say it's hereditary. I doubt it.

T2-36-1

My aunt grew up in Mexico. When she came here, see was diagnosed with asthma. She was living here for about more than ten years, and I did not notice her with asthma until now. She's almost 90 years old, and I know she's been through a lot too. She lives in Wilmington now. She grew up in Harbor City. She was living there, you know, with her family and kids, and now she's lives in Wilmington and I hear her cough all the time. She does have asthma now, and she would tell me, "When I was in Mexico, I didn't have this." And it's true.

It's not hereditary. People come here to make a better life, but yet they're being affected. Either way, they're being exposed. People are dying of cancer, lung cancer, whatever. My grandfather dies of a heart disease. One of his arteries got clogged. I don't know how the hell that happened. He came back a week later from Mexico, and he passed away a week later.

I'm sorry. So I agree with Alternative 7, and I don't think they should be making this decision, but everybody that lives around the communities around the 710 Freeway. Thank you.

MR. DIAZ: Hi. Good evening, everyone. I just want to start by saying, I'm not angry at anyone or -- I am a truck driver. I drive a Bobtail truck. I've been driving Bobtail trucks all over California, and now I've

settled down on a little place by PCH and Santa Fe. My friend came over and said, "Oh, man, you're going to die living here near all this pollution." It was my choice to live there. It was my choice to stay there. The way I see it, I'm going to die sooner or later of one thing or another.

I work currently as a chandler. I just drove here today from beautiful Ventura County down PCH. Why is the air so clean over there? Maybe just the geography over there, maybe the way the wind pattern move. Who knows. Over here, unfortunately, the reality is that we do have the Port of L.A., the Port of Long Beach. A lot of containers come in to our ports. Apparently we have an appetite for imported goods. I see a lot of new cars also being brought in by ship. I doubt that it's going to stop. It's possible that the 710 might have to expand as our country grows, as our city grows.

I heard someone mention Alternative 7, and I think it was associated with public transportation. The main reason why I'm here behind this microphone is basically along that concept of maybe promoting more local transportation. If any expansion is going to be taking place and properly designed, maybe Green technology should be considered, cleaner cargo transporting, machinery can be employed for cleaner air.

T2-37-1

T2-37-2

maybe make wider sidewalks.

Somebody mentioned "sucks" and "sucks" and this "Gage sucks" and "Florence sucks." Well, leave that "S" word behind. Those sucking machines are good for, you know, gathering dirt instead of blowers and pushing it down the road. The point I'm trying to make is, make sidewalks wider. That's what I would add, folks, to any new design. Wider sidewalks, for example, over bridges that go over a widened freeway or current freeway to help people walk off some stress in the evening, bicycle off some stress in the evening. Hopefully, you know, nobody falls over, you know, the small rail in the current narrow sidewalks that we have over PCH or Willow. T2-37-2

One other key thing that I thought of in my recent life as a driver in the community, I notice Anaheim Street does not connect directly with Highway 103. If some kind of a freeway redesign can be done there so that Highway 103, that short freeway, can directly be connected to Anaheim Street, it's possible that some of the heavy traffic down in the downtown Long Beach area, L.A. River area, could be lightned up a little bit too. I just wanted to add that folks. And -- T2-37-3

MS. HOLLY: Okay. My comments are -- my name is Lydia Holly, and I'm a north Long Beach resident. And I do appreciate the opportunity to speak to you concerning

these proposals, because the first time around that these proposals came up, the destruction of my neighborhood was extremely disconcerting. And so, no, there will not be homes taken as of the original design, but nevertheless, there are some concerns. I wasn't able to really fully evaluate the alternatives in the impact for this, what I consider to be a generational plan, and that's very disturbing to me.

In light of the fact that this is a Hollywood Era and computer-generated graphics environment that we live in, I am absolutely astonished that there was not any that were made available for these residence and the citizens to evaluate these alternatives more intelligently. It was not in our presentation. There's only two-demontional models and posterboards, but not one computer-generated simulation as to what these alternatives would like to be able to fully and intelligently evaluate them has not been made available and is, therefore, not possible. T2-38-1

I would have liked to have seen what traffic flow will look like, particularly when one of the presentations, it indicated that our population in the state -- I presume this is the state -- will be increasing up to 24 million. I don't know if that's L.A. County or the state. But the point of the matter T2-38-2

is, that's a sizeable increase in our population. So what will this look like from a traffic point of view, freeways, and also on our streets?

What would it look like with the levies? What is the worst-case scenario, if there is a flood? How will that be handled? What will it look like? The air quality, what will it look like? While I realize that there may be zero-emissions in, I think, Alternative 6, B, and C, still there are electrical emissions from the wires that will be overhead. What is that impact?

And the fact that we don't have anything to truly evaluate a generational plan for traffic as well as commerce is absolutely astonishing. So what I would suggest before or by the time an ultimate alternative is decided upon -- and one will be -- that the State of California invest the requisite funds to do exactly what they did not do the first time around so that the residents can actually see what the ultimate plan is going to look like and the impact that it will ultimately have on all of us.

My home is about half a block from the sound wall of the 710 in north Long Beach. I want to know what it looks like. I can imagine what it would maybe look like, but I want to know. So I want to know what the

T2-38-2

T2-38-3

T2-38-4

T2-38-5

T2-38-6

planners and architects and the politicians and the bureaucrats know with regards to what these plans will ultimately look like if they are implemented. I want to know what you know. Because right now, 1400 pages, and all of the bells and whistles and the pictures simply does not give me the kind of information that you have, and that's what I'm interested in. T2-38-6

MS. McCORMICK: Well, ladies and gentlemen, thank you. That closes our public hearing for this evening. We thank you so much for attending. There's another meeting tomorrow night. We do that that information if you're interested. But we appreciate you coming. Thank you so much, and have a good evening.

(Hearing is concluded at 8:31 p.m.)

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T2-1-1

The commenter's support of the zero emission freight corridor component of the proposed project is appreciated and has been taken into consideration.

T2-1-2

With regard to the requested commitment to a zero emission freight corridor, the revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Project-funded zero-emissions/near zero-emissions (ZE/NZE) trucks along the I-710 are included in both Alternative 5C and 7, and a dedicated ZE-only freight corridor is a design option for Alternative 7. Based on the revised AQ/GHG/HRA, both build alternatives show the air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for nitrogen oxides (NO_X) and diesel particulate matter (DPM).

T2-1-3

Information on deployment of zero emission truck technology is based on the zero emission truck commercialization study conducted as part of the *Gateway Cities Strategic Transportation Plan* and is described in Section 2.3.2.1 of this RDEIR/SDEIS.

T2-1-4

The California Department of Transportation (Caltrans) appreciates South Coast Air Quality Management District's (SCAQMD) offer of partnering on the zero emission freight corridor and looks forward to SCAQMD's ongoing involvement in the project.

T2-1-5

This comment requests additional operational mitigation measures for air quality. Please see Section 3.13.4 of the RDEIR/SDEIS for an updated list of operational mitigation measures for air quality.

T2-1-6

Additional public hearings will be held during the public review period of this RDEIR/SDEIS. Caltrans respectfully declines the request to hold an adoption hearing for the certification of the Final EIR. We appreciate that the SCAQMD staff has been an active participant during the life of the I-710 Corridor Project, and we look forward to continuing that relationship.

T2-2-1

These comments are the same issues raised in the commenter's formal comment letter. Please refer to Responses to Comments L-16-54 (City of Long Beach) and IP-19-8, IP-19-15, and IP-19-49 (Long Beach Unified School District [LBUSD]), earlier in this report, for discussion regarding the project effects at Cesar E. Chavez Park and Cesar E. Chavez Elementary School including effects related to the basketball courts and access to the recreation resources in that area, and mitigation to address those effects. Refer also to comment letter IP-19, from LBUSD, earlier in this report, for additional comments from that agency and the responses to those comments.

- **Detour:** As discussed in Appendix B of the RDEIR/SDEIS, the I-710 Corridor Project would require temporary use of 0.41 acre in the central part of Cesar E. Chavez Park; however, the duration of the use of the land in the park for the detour would be less than the total time needed to construct the project, and there would be no change in the ownership of the land. Also, changes in the area in the park used for the temporary detour would be negligible and the land would be returned to the City of Long Beach in a condition as good as or better than prior to the use of the area for the detour road. Further, the area used for the detour road would not result in any permanent adverse physical impacts in that area of the park and would not interfere with the protected activities, features or attributes of the part of the park on a permanent basis. The following measure is also included in Appendix B of the RDEIR/SDEIS to address impacts resulting from the detour:

    - **PR-14: Temporary Closure for Detour Road in Cesar E. Chavez Park.** When the temporary detour road in Cesar E. Chavez Park is no longer needed, Caltrans will require the construction contractor to remove the road materials and return the area occupied by the temporary detour road to its original condition and/or incorporate enhancements to the road. The required improvements for the rehabilitation of that area will be determined in consultation among Caltrans, the City of Long Beach, and the construction contractor.

      It is possible the City of Long Beach may wish to keep some or all of the temporary detour road for use as a road, path, or bicycle lane in that portion of the park, consistent with its overall plan for improvements at Cesar E. Chavez Park. Therefore, it is possible the City may request Caltrans to require the construction contractor to make more limited improvements to rehabilitate the area occupied by the temporary detour road prior to accepting the site from the construction contractor. In that event, the level of effort that the City will require prior to accepting the land used for the temporary detour road from the

construction contractor would be negotiated among Caltrans, the City, and the construction contractor.

- **Basketball Courts:** As discussed in Appendix B of the RDEIR/SDEIS, the I-710 Corridor Project would result in temporary removal of the basketball courts in the part of Cesar E. Chavez Park west of the school; however, the effects of the temporary removal of the basketball courts would be mitigated by Measures PR-11 and PR-12. Measures PR-11 and PR-12 requires Caltrans to coordinate with the City of Long Beach on the replacement of the basketball courts that would be removed by the build alternative to a location accessible to Cesar E. Chavez Elementary School and park visitors. Also, because the basketball courts are in the area used by the school, the replacement courts will be constructed no later than three months before closure of the existing courts.

T2-3-1

We thank the commenter's appreciation regarding the extension of the public comment period.

T2-3-2

We thank you for acknowledging the efforts that the Project Team has taken to make this a better project for the community.

T2-3-3

The goal of the I-710 Corridor Project team is to provide a facility that meets the goals set forth in the Draft EIR/EIS and RDEIR/SDEIS while having the least impact on the communities.

T2-3-4

This comment raises concerns about any effects on increasing flood risk. As discussed in Section 3.9, Hydrology and Floodplain, of the RDEIR/SDEIS, construction of improvements in the build alternatives in the 100-year floodplain will not substantially increase the base flood elevation. At this time, it is anticipated that a Conditional Letter of Map Revision (CLOMR) would be required but no revisions to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Letter of Map Revision [LOMR]) are anticipated. Measure FP-1 (Section 3.8.4) requires the preparation of a Final Location Hydraulic Study during final design if a build alternative is selected for implementation. The change in floodplain elevations will be evaluated based on the final design of the bridges and other structures where they encroach on the 100-year floodplain. The modeling results will be included in the application for a CLOMR (and LOMR, if required) which would be processed through the Los Angeles County Flood

Control District and FEMA. As shown in Table 2.5-1 of the RDEIR/SDEIS, approval of the CLOMR from FEMA is required before the project can proceed.

T2-3-5

In accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), relocation impacts are expected to be fully mitigated so that there is no net adverse effect to the owner or occupant of each property. The acquisition of land for the project, including any properties in the area around Gale Ave. as cited in this comment, would be conducted in compliance with the Uniform Act. The potential benefits under the Uniform Act, which would be available to residents and businesses displaced by the project, are described briefly in Appendix D, Summary of Relocation Benefits. If a parcel is identified as a full parcel acquisition, it would not be possible to relocate the existing use elsewhere on the parcel. In the case of a partial acquisition, the existing use is typically not displaced from the parcel. The compensation for any land acquired for the project (full or partial parcel) would be based on the fair market value of the land; in addition, some relocation benefits are typically provided to displaced residents and businesses as described in Appendix D of the RDEIR/SDEIS.

T2-3-6

The program for early action soundwalls is described in Section 1.2.3 of the RDEIR/SDEIS.

T2-3-7

Regarding the specific soundwall mentioned in this comment, please refer to Section 3.14.5 of the RDEIR/SDEIS for an updated discussion of this soundwall.

T2-3-8

Regarding the specific soundwall mentioned in this comment, please refer to Section 3.14.5 of the RDEIR/SDEIS for an updated discussion of this soundwall.

T2-3-9

Regarding the specific soundwall mentioned in this comment, please refer to Section 3.14.**5** of the RDEIR/SDEIS for an updated discussion of this soundwall.

T2-3-10

Regarding the specific soundwall mentioned in this comment, please refer to Section 3.14.5 of the RDEIR/SDEIS for an updated discussion of this soundwall.

T2-3-11

Regarding the specific soundwall mentioned in this comment, please refer to Section 3.14.5 of the RDEIR/SDEIS for an updated discussion of this soundwall.

T2-3-12

As stated in Section 3.6, Measure VIS-1, of the RDEIR/SDEIS the I-710 Corridor Project will include a Corridor Aesthetics Master Plan. As a part of this plan, soundwalls and screen walls adjacent to sensitive areas would be mitigated with vines, trees, or bushes. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

T2-3-13

As stated in Section 3.6, VIS-7, of the RDEIR/SDEIS, Caltrans will include screen walls along the freight corridor in areas where soundwalls are not provided and where sensitive viewer groups are exposed to the view of the freight corridor. Aesthetic enhancements for screen walls in the project design will include attractive, decorative elements that provide an expression of the “sense of place” for the I-710 Corridor communities.

T2-3-14

No existing freeways are proposed to be removed as part of the I-710 Corridor Project although some ramps will be modified or removed. If not needed for transportation purposes, excess land can be retained for possible future use for transportation, or sold or leased with the revenues used to pay back the funding source or for other transportation improvements, or could be offered to local agencies for purchase to convert to open space or park uses.

T2-3-15

The commenter’s appreciation for the inclusion of a zero emission freight corridor component has been taken into consideration. The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Please refer to Section 3.13, Air Quality, for a discussion of the air quality impacts and benefits under the revised build alternatives.

T2-3-16

Alternatives featuring the freight corridor must include an elevated alignment south of Willow St. to avoid adverse impacts.

T2-3-17

Due to changes in the project design, the commenter's concern regarding the pedestrian walk may no longer be affected by the design. However, improvements to the walk may be considered as part of the active transportation element of the *Gateway Cities Strategic Transportation Plan*.

T2-4-1

This comment is on entrained dust. Please see Section 3.13 of the RDEIR/SDEIS for additional information on this topic.

T2-4-2

The Alameda Corridor EIR (January 1993) forecasted that the Alameda Corridor Project would slow the increase in truck traffic to and from the Ports of Long Beach (POLB) and Los Angeles (POLA) (Ports), but would not reduce the absolute number of truck trips. This forecast has generally been upheld by actual traffic data on both the Alameda Corridor and I-710, since the Alameda Corridor opened in 2002.

T2-4-3

This comment expresses concerns about the number of property acquisitions and relocations. Based upon the revised design of the build alternatives, the number of properties to be acquired has been reduced from what was reported in the Draft EIR/EIS. Please see Section 3.2.3 of the RDEIR/SDEIS for this updated information.

T2-4-4

This commenter's concerns regarding potential damage to the project features and evacuation from the area in the event of a major earthquake or other natural disaster are noted. The I-710 Corridor Project improvements will be designed to current seismic standards and, therefore, it is expected that those improvements would withstand the effects of a major earthquake. As a result, I-710 may be available as an evacuation route for travel after a major earthquake.

T2-5-1

The commenter's support of this project is noted. The commenter's preference for a true zero emission freight corridor has been taken into consideration. The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Please refer to the updated Section 3.13 of the RDEIR/SDEIS for a revised discussion of the air quality impacts and benefits of the proposed build alternatives.

T2-5-2

The commenter's concern regarding the Slauson Ave. interchange is acknowledged. Under the revised build alternatives, a partial freight corridor interchange is proposed at Slauson Ave. under Alternative 7 only.

T2-5-3

This comment makes a statement wanting to further explore peak hour parking restrictions but does not say what particular interests or concerns are proposed for that further exploration. Additional analysis of the peak-period parking restrictions within the affected communities is provided in Section 3.3.1 of the RDEIR/SDEIS.

T2-5-4

This comment notes the importance of pedestrian and bicycle modes. Caltrans views proposed transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle and pedestrian modes as integral elements of the overall transportation system. Caltrans Deputy Directive (DD)-64-R1 is intended to "…ensure that all travelers of all ages and abilities can move safely and efficiently along and across a network of 'complete streets.'" To maximize the safety of the project features (including single point urban interchanges, ramp/arterial road interchanges, overcrossings, and undercrossings), the project has been designed in accordance with the intent of DD-64-R1 regarding bicycle and pedestrian facilities, as well as the Caltrans *Complete Streets Implementation of Deputy Directive DD-64-R1: Complete Streets-Integrating the Transportation System* and the Caltrans *Highway Design Manual* (HDM). As a result, the project build alternatives will accommodate cars and trucks in the travel lanes, bicyclists in the road shoulders, and pedestrians on sidewalks. Other improvements for bicycle facilities in the Study Area will be addressed separately by the Gateway Cities Council of Governments (Gateway Cities COG) in the Bicycle/Pedestrian Element of the *Gateway Cities Strategic Transportation Plan*. Improvements to pedestrian facilities not affected or improved by the I-710 build alternatives would be the responsibility of the applicable local jurisdictions.

T2-5-5

The existing project commitments for transit as currently incorporated into the Project Description are described in Chapter 2.0 of the RDEIR/SDEIS. These commitments include increased service on all Los Angeles County Metropolitan Transportation Authority (Metro) Rapid route and local bus routes in the Study Area and are outlined in more detail in Section 2.3.2.1 of the RDEIR/SDEIS.

T2-6-1

Please see Response to Comment 2-4-2 regarding the Alameda Corridor.

T2-6-2

This comment raises concerns about project funding. The I-710 Corridor Project improvements are proposed to be funded with public local, State, and Federal funds for transportation projects. A public private partnership may be considered to fund the proposed zero emission freight corridor.

T2-6-3

As part of the I-710 Corridor Project, a comprehensive alternatives development and screening process was conducted to identify alternatives that best address the adopted Purpose and documented Need for the project. Alternatives were developed and evaluated based on measures directly related to the project Purpose and Need. a wide range of multi-modal improvement alternatives other than freeway widening were developed and assessed prior to and in the I-710 Corridor Project EIR/EIS. These included maximum goods movement by rail; advanced container movement technologies, including magnetic levitation systems; ITS including “smart corridors;” traveler information systems including interconnected traffic signals, real time adaptive signal timing and closed circuit TV monitoring and control of traffic systems; and the freight corridor included in Alternatives 6B/C/D. The alternatives development and screening process is documented in detail in the following study reports: *I-710 Corridor Project EIR/EIS Final Technical Memorandum - Alternatives Screening Analysis* (May 29, 2009) and the *Final Report Technical Memorandum – I-710 EIR/EIS Initial Feasibility Analysis* (December 24, 2008). Section 2.2.2, I-710 Corridor Project RDEIR/SDEIS Alternatives Development Process, in the RDEIR/SDEIS provides a detailed summary of that process and the alternatives identified and evaluated through that process.

T2-7-1

Appendix F, Environmental Commitments Record, in the RDEIR/SDEIS lists all the avoidance, minimization, and mitigation measures incorporated in the I-710 Corridor Project to address the impacts of the build alternatives. The Environmental Commitments Record will serve as the Mitigation Monitoring and Reporting Program (MMRP) for the I-710 Corridor Project. Caltrans will require the construction contractor to properly implement and monitor the measures in both the Environmental Commitments Record and the MMRP. The actual monitoring of individual measures will be conducted for the individual stages of construction. For example, construction at a major interchange may be considered one stage; the monitoring for implementation of the measures at that interchange will be documented as part of the construction of that stage of the project. Monitoring and documenting the monitoring by community, as requested in this comment, would not necessarily be contiguous with the construction stages and, as a result, would substantially complicate the monitoring documentation. As a result, the monitoring for the project will not be conducted by community or for groups of communities.

For a project as large as the I-710 Corridor Project, Caltrans will have at least one field office in the Study Area that will be staffed a minimum of eight hours per day, six days per week. Caltrans will widely publish the contact phone number and address for the field office to maximize public access to the field office and services provided at that office.

To ensure a proactive communication plan prior to and during construction, Measure CON-LU-2 was added to the list of construction-related measures in Section 3.24 of the RDEIR/SDEIS. Please refer to that section for a description of the measures.

T2-7-2

As discussed in Section 2.3.2.1, under the subheading Landscaping and Irrigation Systems, of the RDEIR/SDEIS, landscaping will be provided as part of the build alternatives to provide aesthetic treatment, replacement planting, and mitigation planting. Coordination among Caltrans, Metro, various I-710 corridor committees, and the landscape design consultant was conducted to identify areas available for planting in addition to coordination with Caltrans' Operations and Maintenance Branch to ensure consistency with their objectives and requirements. The *Urban Design and Aesthetics Toolbox Report* (February 2012) was developed in coordination with these stakeholders and identifies a wide range of design elements, including landscaping, that could be applied within the overall footprint of the I-710 Corridor improvements, which includes not only the freeway right-of-way, but also areas in the adjacent communities and cities, and the Los Angeles River. The *I-710 Corridor Aesthetics Master Plan* (2015) was later developed based on the *Toolbox Report.* Features included as part of the project design may include drought-tolerant and native landscaping, plants that

change colors with the seasons, and the use of vines where space is limited. Refer also to Section 3.6, Visual/Aesthetics, for additional discussion of those possible design features and for view simulations of with-project conditions from adjacent land uses.

T2-8-1

If a build alternative is selected for implementation, Measure CON-TR-1 in Section 3.24.4.5 in the RDEIR/SDEIS requires Caltrans to prepare a Transportation Management Plan (TMP) that will address short-term transportation impacts during project construction. The objectives of the TMP are to maintain traffic safety during construction; maintain an acceptable level of traffic flow throughout the transportation system during construction; minimize traffic delays and facilitate reduction in the overall duration of construction activities; minimize detours and impacts to pedestrians and bicyclists; and foster public awareness of the project and construction-related impacts. Major elements in the TMP will include extensive public information, traveler information strategies, incident management, construction strategies, demand management, and alternate route strategies.

T2-8-2

Throughout the life of the project, an extensive community participation framework has been followed, and community participation activities for the I-710 Corridor Project have been designed to provide various community stakeholders the opportunity to work with the technical team throughout the process. The public is invited to attend all of the committee meetings and is given the opportunity at these meetings to comment or express any concerns relative to the project. As a part of this community participation framework, Local Advisory Committees (LACs) were formed to represent each of the cities and unincorporated Los Angeles County (County) areas along the I-710 Corridor and are comprised of representatives from each of these communities in the I-710 Corridor. From January 2009 to April 2011, the LACs met several times each to review, discuss, and provide input on the proposed conceptual highway design (geometrics), technical studies informing the screening of alternatives, the alternative screening methodology and results, the Technical Advisory Committee (TAC) recommendation on alternatives for study in the EIR/EIS, their respective Community Profile, and shared ideas for potential Early Action Projects for their communities. Please refer to Chapter 5.0 of the RDEIR/SDEIS for a description of public outreach activities since the release of the 2012 Draft EIR/EIS.

T2-9-1

The Alameda Corridor is a series of bridges, underpasses, overpasses, and street improvements that separate freight trains from street traffic and passenger trains, facilitating a

more efficient transportation network. The Alameda Corridor is restricted to rail traffic only. Therefore, it is not possible to directly shift truck traffic from I-710 to the Alameda Corridor as suggested in this comment.

T2-9-2

Additional detail regarding potential air quality impacts to sensitive receptors, including schools, is provided in Section 3.13 of the RDEIR/SDEIS.

T2-10-1

This comment expresses the importance of improving air quality. The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Project-funded zero emissions/ near zero emissions (ZE/NZE) trucks along the I-710 are included in both Alternative 5C and 7, and a dedicated ZE-only freight corridor is a design option for Alternative 7. Based on the revised AQ/GHG/HRA, both build alternatives show the air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_X and DPM.

T2-10-2

This comment requests a commitment to zero emission technology. The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Although Alternative 5C does not include a freight corridor, Alternative 7 includes a zero emission freight corridor and will result in air quality benefits.

T2-11-1

The compensation process for residential and business relocations is described in Section 3.3.2.4 and Appendix D of the RDEIR/SDEIS.

T2-11-2

There is no one group or community of people who benefit the most from the proposed project. The I-710 Corridor Project proposes alternatives that are beneficial to the overall public in the Study Area. For example, based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035,

exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

Additionally, as stated in Section 3.5, Traffic and Transportation, of the RDEIR/SDEIS, traffic conditions improve under all build alternatives, with the exception of some arterial intersections.

T2-12-1

The Project Team appreciates the information provided by the commenter on the Long Beach Central Community Downtown Plan.

T2-12-2

The Project Team has been closely coordinating with all the cities within the Study Area and has considered in its design and analyses all projects that affect the I-710 Corridor Project. Please refer to Section 3.25, Cumulative Impacts, of the RDEIR/SDEIS, for analysis and discussion of the cumulative impacts of these projects.

T2-12-3

Please refer to Response to Comment T2-8-1, above, which describes the required TMP during project construction. The TMP will identify appropriate alternative travel routes/detours including signing to direct travelers (vehicles, pedestrians, bicyclists) to those routes. The TMP will also address issues related to access to/through/around neighborhoods including schools, to/from area businesses, access for pedestrians and bicyclists around/adjacent to construction areas, and access/travel routes for trucks (to/from the Ports) as well as project-related construction equipment.

T2-12-4

This commenter is concerned regarding an increase in asthma. Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental

Draft EIS for more discussion of the proposed project's effects on air quality. Therefore, the proposed project should have an overall positive health effect for people with asthma.

T2-12-5

Metro, in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the I-710 Corridor Project. This effort is being made parallel to the RDEIR/SDEIS process.

T2-12-6

Please refer to Responses to Comments T2-8-1 and T2-12-3, above, which describe the TMP that will address transportation issues during construction, including issues associated with access to/from/around schools.

T2-12-7

Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T2-13-1

As discussed in Section 3.2, Growth, the increase in capacity on I-710 under the Preferred Alternative is not expected to influence demand for growth at the Ports nor would growth of port cargo handling capacity at the Ports substantially increase travel demand on I-710. Regarding employment during construction, Metro, in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the I-710 Corridor Project. This effort is being made parallel to the RDEIR/SDEIS process.

T2-14-1

The I-710 Corridor Project is a transportation project that primarily includes improvements to the I-710 freeway, interchanges, ramps, and arterial intersections. However, as described in Mitigation Measure VIS-1 in Section 3.6.4 of the RDEIR/SDEIS, the proposed project would also include texture treatments (for structures, median barriers, etc.), planting, irrigation, and concepts from the *I-710 Corridor Aesthetics Master Plan* (2015) to mitigate visual and community impacts of the increased scale of the project improvements. Please refer to the

"Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

T2-15-1

The RDEIR/SDEIS contains construction impact information in Section 3.24, including construction associated with the alternatives, typical sequence and methods for each type of construction, and potential construction-related impacts.

T2-15-2

As discussed in Section 3.3 of the RDEIR/SDEIS, the Bell Shelter has been avoided in the revised design of Alternative 5C. With regard to Dale's Donuts, only a small portion of the parking lot is needed under the build alternatives, and no changes to the structure would occur. Please refer to Section 3.7.3 for more information.

T2-15-3

Additional public hearings will be held during the public review period of this RDEIR/SDEIS. Caltrans respectfully declines the request to hold an adoption hearing for the certification of the Final EIR.

T2-15-4

Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T2-16-1

Caltrans acknowledges the many scientific studies on near-roadway impacts -- this is one reason why expanded AQ/HRA analyses beyond Caltrans' standard protocols were conducted for the I-710 Corridor Project.

T2-16-2

Near-roadway impacts studies were reviewed. The EIR is not required to discuss all related scientific research. Expanded AQ/HRA analyses were conducted, in part, based on recent near-roadway health impact studies.

T2-16-3

The Office of Environmental Health Hazard Assessment (OEHAA) and the California Air Resources Board (CARB) have long considered DPM an air toxic and carcinogen. DPM impacts are explicitly analyzed in the HRA; please see Section 3.13.3.2 of the RDEIR/SDEIS.

T2-16-4

This comment is correct in stating that the zero emission freight corridor reduces air quality impacts compared to the No Build Alternative.

T2-16-5

This comment points to a USC study that evaluates the impact of soundwalls and has concluded that the pollutants can increase impacts up to 400 meters from the freeway. Caltrans has reviewed the soundwall literature referenced. Impacts downwind of the soundwall can vary; increases further downwind (approximately 400 meters) would be those locations where overall concentrations would be lower (due to dispersion). Soundwalls are being investigated as mitigation because of near-roadway reductions and because of increased dispersion resulting from the wall disrupting air flows.

T2-17-1

As discussed in Section 3.3 of the RDEIR/SDEIS, the Long Beach Multi-Service Center has been avoided in the revised design of Alternative 5C.

T2-17-2

Regarding existing properties, Caltrans encourages people to make any purchase or sale decisions on properties irrespective of the status of the I-710 Corridor Project. If a build alternative is selected, property owners will be compensated in accordance with the provisions of the Uniform Act.

T2-18-1

Please refer to the Responses to Comments T2-8-1 and T2-12-3, above, which describe the TMP that will address transportation issues during construction, including issues associated with truck traffic to/from the Ports and through the Study Area.

T2-18-2

The commenter’s opposition to the No Build Alternative has been taken into consideration.

T2-18-3

At the assumed 41.4 million annual 20-foot equivalent unit (TEU) container volume and 50 percent rail mode share of Port container volumes in 2035, the Alameda Corridor will be used by 80 to 125 trains per day from on-dock and near dock intermodal rail facilities. The Alameda Corridor may appear to be underutilized today because it was designed to handle both existing and future cargo volumes up to the year 2030 and beyond, with a capacity of about 150 trains per day. The Alameda Corridor currently carries about 33 percent of the container volume. The number of trains per day using the Alameda Corridor peaked at 59 trains per day in 2006, before the global economic recession. This corridor currently averages about 43 trains per day, or about 30 percent of its approximately 150 train-per-day capacity.

T2-19-1

This comment expresses concerns regarding residential relocations at the I-710/Washington Blvd. interchange in the City of Commerce. The revised build alternatives have been designed to minimize property acquisitions to the greatest extent feasible. Please refer to Section 3.3.2 for an updated discussion of relocations under the revised build alternatives.

T2-20-1

The I-710 Corridor Project proposes alternatives that are beneficial to the overall public in the Study Area. For example, based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

Additionally, as discussed in Section 3.5, Traffic and Transportation, traffic conditions improve under all build alternatives with the exception of some intersections.

T2-20-2

This comment expresses opposition to the alternatives that expand I-710. All comments received on the Draft EIR/EIS are included in this report and will be made available to the public and decision-makers prior to any action on the proposed project.

T2-21-1

Alternatives to widening the I-710 Corridor, such as electric transportation, have been previously studied as stand-alone alternatives and were found to not be viable on their own. As stated in Section 2.4, the advanced technology did not sufficiently relieve traffic congestion on the I-710 mainline according to several of the mobility measures, nor did it address existing safety and design elements that needed updating on the I-710, compared to other alternatives. However, elements of zero emission truck advanced technology have been integrated into the revised build alternatives.

Additionally, as discussed in Section 3.3, Community Impacts, some disproportionate adverse impacts to minority and low-income populations were identified. However, mitigation to compensate for those impacts has been proposed.

T2-22-1

The public review process to certify the EIR is as follows. The RDEIR/SDEIS will be revised to include all public comments and responses, as well as discussion and analysis of the Preferred Alternative. As required by the California Environmental Quality Act (CEQA), Caltrans will provide copies of the Responses to Comments received from public agencies at least 10 days prior to certification of the Final EIR. After certification of the Final EIR, Caltrans will approve the Final EIS. As required under the National Environmental Policy Act (NEPA), the Final EIS will be made available for a 30-day public availability period in the same manner that the Draft EIR/EIS was made available to the public. After the 30-day public availability period of the Final EIS, a Record of Decision (ROD) will be prepared and will contain responses to any comments received on the Final EIR/EIS. Signature of the ROD by Caltrans and publication of the Statute of Limitations notice under NEPA completes the environmental documentation process.

T2-22-2

Elements such as additional parking spaces at public transportation stations do not address the Purpose and Need of the proposed project and were, therefore, not included as part of the proposed project. However, certain public transportation elements were included in the build alternatives such as substantially increased service on all Metro Rapid routes and local bus routes in the Study Area.

T2-22-3

It is acknowledged that transit, pedestrian, and bicycle modes are important components in the transportation system in the Study Area and the region. In addition to the I-710 Corridor Project, Metro and Caltrans are pursuing other projects directly related to transit services and facilities.

Please see Section 2.3.2.1 of the RDEIR/SDEIS for a discussion of active transportation features of the project design that will benefit both pedestrians and bicyclists.

T2-23-1

This comment questions the need for the project based upon today's conditions. The I-710 planning horizon is 2035, and the Port growth assumption is 41.4 million annual TEUs. The share of containers transported by train is about 50 percent of all international containers. This is not higher as trucks are cheaper for moving containers between 350 and 550 miles from the Ports, whereas rail is cheaper for moving containers greater than 550 miles. Over 18 million consumers live in the five-county Los Angeles metro region and another two million live in the San Diego metro area. Las Vegas and Phoenix are also within the 350-mile range in which trucks are usually the cheaper way to deliver containers, adding another several million customers and demand for imported goods. Of the remaining 50 percent that are carried by rail, 30 percent are projected to be loaded on trains at on-dock rail facilities at the Port terminals, and another 10 percent at the Intermodal Container Transfer Facility (ICTF) near-dock rail yard. Trains from these facilities are routed through the Alameda Corridor and to their destinations outside of the Los Angeles metro area.

The 9th/10th street ramps between West Long Beach and the Shoemaker Bridge are proposed to be removed in the build alternatives as their removal makes space for the improvements to I-710. The West Side community is still afforded access to downtown Long Beach via both Ocean Blvd. and Anaheim Street, both of which would be improved as part of the project.

T2-23-2

The number 1 goal established for the I-710 Corridor Project is to improve public health, principally air quality. The AQ/HRA analyses performed as part of the Draft EIR/EIS employ assumptions of the increasing future fraction of the truck fleet that will meet Environmental Protection Agency's (EPA) current regulations for diesel emissions. Because of the project goal, Metro and Caltrans and the study advisory committees felt it was important to include an alternative that proposed an even cleaner truck fleet than current EPA regulations, hence the development of Alternatives 6B/C, which both included a zero emission freight corridor with separate lanes for use by zero emission trucks only. The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Although Alternative 5C does not include a freight corridor, Alternative 7 includes a zero emission freight corridor and would result in air quality benefits. Also included in both revised build alternatives is a Zero Emission Truck Deployment Program (see Section 2.3.2.1 of the RDEIR/SDEIS for more detailed information).

T2-23-3

These comments regarding the rail component and the involvement of individuals and communities in the project area are noted. No further response is required.

T2-24-1

I-710 is the most direct freeway-based travel route between the two Ports and intermodal rail yards in the Cities of Vernon and Commerce which are major transfer points for cargo coming from the Ports and destined for locations around the country. State Route 60 (SR-60) is the primary freeway travel route from the northern segment of I-710 to cargo destinations in the Inland Empire and areas to the east. Other area freeways do not provide equivalent or better access to the Ports, the intermodal rail yards, or the Inland Empire.

T2-24-2

Your comment is acknowledged and included in the project record. All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project. The RDEIR/SDEIS does address potential impacts to the Los Angeles River in several sections, including Section 3.1 with regard to land uses and recreation, Section 3.9 with regards to water quality, Section 3.10 with regard to hydrology, and Sections 3.16-3.21 with regards to the biological environment.

T2-24-3

Please refer to the visual simulations located in Section 3.6, Visual/Aesthetics, for proposed views of the freight corridor and the different possible aesthetic treatments that are proposed for these features. These aesthetic treatments include screenwalls that will block the views of trucks on the freight corridor, and in many cases, blend the elevated freight corridor into the background sky.

T2-25-1

The commenter’s opposition to the proposed project has been taken into consideration.

T2-25-2

The Project Team aimed to provide a document that made some very complex technical discussion/analysis easily understandable to the public. Thank you for making us aware that the document was not easy to understand, and we encourage you to attend the meetings that are available to the public as part of the I-710 Corridor Project public participation process. Please

refer to the Metro website for a complete listing of upcoming meetings (http://www.metro.net/projects/i-710-corridor-project/).

T2-25-3

This comment expresses concern regarding impacts to the commenter's property. The build alternatives do not include a freeway exit at Spring St. As a result, there would be no property acquisition in the vicinity of Spring St.

T2-25-4

The build alternatives do not include a freeway exit at Spring St. As a result, there would be no property acquisition in the vicinity of Spring St.

T2-25-5

The build alternatives do not include a freeway exit at Spring St. As a result, there would be no property acquisition in the vicinity of Spring St.; therefore, this commenter's property would not be affected.

T2-26-1

Please refer to the visual simulations located in Section 3.6, Visual/Aesthetics, for proposed views of the freight corridor and the different possible aesthetic treatments that are proposed for these features. These aesthetic treatments include screenwalls that will block the views of trucks on the freight corridor, and in many cases, blend the elevated freight corridor into the background sky. As the build alternatives have been revised in response to public comments, the visual simulations conducted in the City of Long Beach for Alternatives 5A and 6A/B/C are no longer relevant. Please refer to Key Views 1 through 10 for visual simulations representative of the build alternatives within the City of Long Beach.

T2-26-2

Due to changes in the project design, please refer to the revised Section 3.6, Visual Impacts, of the RDEIR/SDEIS.

T2-26-3

This comment raises a concern about the project's effect on property values. Appendix D of the *Community Impact Assessment Environmental Handbook Volume 4* (Caltrans, October 2011)

provides additional information on the potential effects of both freeway and transit on residential property values.

As stated in the appendix, Caltrans conducted a study of a major new construction project and researched the effects of the freeway construction on the residential property values. The analysis included several methodologies, such as comparison controls, analyzing the before, during, and after case history, and interviews.

The study showed that property values cannot be attributed to the construction or improvements of a freeway because there are several different variables that affect property values, including nearby land uses, community services such as sewer and water, land use controls, topography, natural amenities, regional growth or decline, mortgage interest rates, availability of capital funds, and supply and demand of the markets.

From studies reviewed, it appears that properties abutting the freeway or in very close proximity to it (generally a block or two) appear to suffer most of the adverse effects from the freeway. While a majority of the studies found that these abutting properties do not appreciate as rapidly as other properties, several studies determined that there is a net gain in a value in the general vicinity of the freeway due to increased accessibility. In those studies in which the adverse and beneficial effects of freeways were quantified, houses in both the abutting and secondary impact zone appreciated more than the comparable properties in the control zone. One study, however, did show a loss in value for all properties in the impact zone relative to the control zone. Variables such as freeway design, location, and integration of community appear to influence the direction and magnitude of highway effects on property values.

Overall, Caltrans notes it is important to understand that the loss to property owners with homes abutting the freeway is only part of the total picture of effects and that several variables influence property values.

T2-26-4

Measures have been included to avoid and minimize temporary impacts to birds and other animals during construction. These measures are provided in the RDEIR/SDEIS in Section 3.24.4.16, Natural Communities; Section 3.24.4.19, Animal Species; and Section 3.24.4.20, Threatened and Endangered Species, beginning on page 3.24-50. Additional measures provided in Section 3.24.4.9, Water Quality; Section 3.24.4.17, Wetlands and Other Waters of the United States; and Section 3.24.4.21, Invasive Species, will also indirectly benefit animals during construction.

T2-26-5

Please refer to Responses to Comments T2-8-1 and T2-12-3, above, which describe the TMP that will address transportation issues during construction, including issues associated with truck traffic to/from the Ports and alternate routes for that traffic to avoid truck traffic traveling through neighborhoods.

T2-27-1

Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T2-28-1

All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

T2-28-2

All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

T2-28-3

It is acknowledged that some truck traffic destined to/from the Ports currently travels on routes other than I-710 through areas in the community of Wilmington.

T2-28-4

All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

T2-28-5

All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

T2-28-6

The Draft EIR/EIS for the I-710 Corridor Project was made available to the public in the following ways:

- At several libraries throughout the corridor, five copies of which were hard copies,
- Online on the Metro and Caltrans websites, and
- Executive summaries of the environmental document were translated into five different languages and were made available at the public hearings.

T2-29-1

Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

For more information regarding compensation for those being displaced as part of the I-710 Corridor Project, please see Appendix D, Summary of Relocation Benefits.

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

T2-30-1

The commenter's opposition of the proposed project has been taken into consideration. All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

T2-31-1

This comment requests consideration of green solutions. The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Project-funded zero emissions/near zero emissions (ZE/NZE) trucks along the I-710 are included in both Alternative 5C and 7, and a dedicated ZE-only freight corridor is a design option for Alternative 7. Based on the revised AQ/GHG/HRA, both build alternatives show the air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_X and DPM.

T2-31-2

In addition to improvements to I-710 that will accommodate cars and trucks, the build alternatives also include additional transit service as well as design features that will better accommodate bicyclists and pedestrians. Please see Section 2.3.2.1 in the RDEIR/SDEIS for a description of these features.

T2-31-3

All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

T2-32-1

Green technologies are being explored as part of the proposed project and will continue to be explored during final design. The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Although Alternative 5C does not include a freight corridor, Alternative 7 includes a zero emission freight corridor and will result in air quality benefits.

It is correct that consumers drive the goods movement industry, which thus affects the I-710 Corridor. Please see Section 1.2.1.2 Capacity, Transportation Demand, and Safety, for information regarding the need for the proposed project from a transportation demand perspective.

T2-33-1

According to the *I-710 Railroad Goods Movement Study* (February 2009), by 2035, the Alameda Corridor will be at maximum capacity and will not be able to suffice as an alternative to improvements in the I-710 Corridor. Alternate methods of moving goods were explored and ruled out in the *Alternative Goods Movement Technology Analysis, Initial Feasibility Study Report* (January 2009).

T2-33-2

Although the full *Health Impact Assessment* was not included in the Draft EIR/EIS, public health considerations based on the pathways presented in the *Health Impact Assessment* were included in relevant sections of the Draft EIR/EIS.

T2-33-3

Your opposition to the I-710 Corridor Project build alternatives presented in the Draft EIR/EIS has been taken into consideration. Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T2-33-4

This comment requests a comprehensive public transit element. The existing project commitments for transit are described in Section 2.3.2.1 of the RDEIR/SDEIS for all build alternatives. These commitments include increased service on all Metro Rapid route and local bus routes in the Study Area.

T2-33-5

This comment notes the potential safety issues for bicyclists in the Study Area. Caltrans views proposed transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycling as an integral element of the overall transportation system. Caltrans DD-64-R1 is intended to "…ensure that all travelers of all ages and abilities can move safely and efficiently along and across a network of 'complete streets.'" To maximize the safety of the project features (including single point urban interchanges, ramp/arterial road interchanges, overcrossings, and undercrossings), the project has been designed in accordance with the intent of DD-64-R1 regarding bicycle and pedestrian facilities, as well as the Caltrans *Complete Streets Implementation of Deputy Directive DD-64-R1: Complete Streets-Integrating the Transportation System* and the Caltrans HDM. As a result, the project build alternatives will accommodate cars and trucks in the travel lanes and bicyclists in the road shoulders. Other improvements for bicycle facilities in the Study Area will be addressed separately by the Gateway Cities COG in the Bicycle/Pedestrian Element of the *Gateway Cities Strategic Transportation Plan.*

T2-34-1

Thank you for making us aware that the Draft EIR/EIS was so difficult to access at the public library that you visited. We were unaware of the constraints of this particular library and hope that you were able to access the document at another one of the several locations along the I-710 Corridor in which they were located.

T2-34-2

Please refer to Appendix B, Section 4(f) evaluation, for an updated discussion of potential impacts to access to the Los Angeles River trail during construction.

The commenter also asks if the project will impact the new high school proposed adjacent to the Los Angeles River. At the time the *Community Impact Assessment* and Draft EIR/EIS were prepared, the Los Angeles Unified School District (LAUSD) proposed a new high school at 5225 Tweedy Blvd. called South Region High School No. 9. Since public circulation of the EIR/EIS was initiated, South Region High School No. 9 opened in August 2012. As discussed in the updated *Community Impact Assessment*, the school is located on the west side of the Los Angeles River, and all improvements to the I-710 freeway in this area are east of the river; therefore, the school will not be directly impacted by the proposed project.

T2-34-3

As noted above in Response to Comment T2-34-2, this high school will not be impacted by the build alternatives.

T2-35-1

Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T2-35-2

Potential impacts to the Los Angeles River are addressed in several sections of the RDEIR/SDEIS, including Section 3.1, regarding land uses and recreation; Section 3.9, regarding water quality; Section 3.10, regarding hydrology; and Sections 3.16-3.21, regarding the biological environment.

T2-35-3

The existing project commitments for transit as currently incorporated into the Project Description are described in Section 2.3.2.1 of the RDEIR/SDEIS for all build alternatives. These commitments include increased service on all Metro Rapid routes and local bus routes in the Study Area.

T2-36-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T2-37-1

The existing project commitments for transit as currently incorporated into the Project Description are described in Section 2.3.2.1 of the RDEIR/SDEIS for all build alternatives. These commitments include increased service on all Metro Rapid routes and local bus routes in the Study Area.

T2-37-2

This comment raises concerns regarding pedestrian and/or bicycle access, mobility, and/or safety in the project area and on local streets crossing I-710. As discussed in its *Complete Intersections Guide: A Guide to Reconstructing Intersections and Interchanges for Bicycles and Pedestrians* (http://www.dot.ca.gov/hq/traffops/survey/pedestrian/Complete-Intersections-A-Guide-to-Reconstructing-Intersections-and-Interchanges-for-Bicyclists-and-Pedestrians.pdf), Caltrans policy is to view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers. Refer to Section 2.3.2.1 for a detailed discussion of active transportation features included in the revised project alternatives.

T2-37-3

The connections between Anaheim St. and State Route 103 (SR-103, part of the Terminal Island Freeway) requested in this comment are not considered in the project alternatives because they are beyond the scope of the project.

T2-38-1

This comment requests three-dimensional simulations of what the project will look like. While such simulations may be helpful to the public, there are not sufficient public funds available to pay for these as part of the EIR/EIS effort.

T2-38-2

The forecasted traffic volumes in the I-710 Corridor Study Area discussed in Section 3.5, Traffic and Transportation/Pedestrian and Bicycle Facilities of the RDEIR/SDEIS, reflect forecasted increases in traffic volumes based on adopted land use changes in the Study Area and

forecasted increases in cargo volumes at the Ports. The traffic modeling for the I-710 Corridor Project included model inputs based on those adopted land use changes and forecasted increases in traffic demand including truck volumes to handle the forecasted cargo volumes at the Ports.

T2-38-3

Discussion regarding the proposed project construction and features at and near the levees are included in the descriptions of the build alternatives in Chapter 2.0 of the RDEIR/SDEIS. Analysis of the potential for the build alternatives to result in adverse effects to the levees including possible changes in the structural integrity of the levees or failure of the levees is discussed in Sections 3.8, Hydrology and Floodplain, and 4.4.2.1.6, Hydrology and Water Quality, of the RDEIR/SDEIS. Please note that the flood control features in and adjacent to the Los Angeles River are designed to handle flows from a 100-year storm. The project facilities in the I-710 Corridor Project build alternatives will be designed to handle flows on those facilities from a 25-year storm.

T2-38-4

As described in Section 2.3.2.3, the overhead catenary lines originally proposed for Alternatives 6B and 6C are no longer proposed as part of the zero emission truck technology.

T2-38-5

Please **r**efer to Response to Comment T2-38-2, above, which discusses the traffic and cargo forecasts developed for the I-710 Corridor Project Study Area.

T2-38-6

Please refer to Section 3.6, Visual/Aesthetic, for the proposed view of soundwalls in the City of Long Beach (specifically Key Views 2, 5, 6, 12, 14, and 16). Examples of aesthetic treatments that will be applied to soundwalls along the I-710 Corridor are shown in these visual simulations.

1-710 Corridor Project

Draft Environmental Impact Report/

Environmental Impact Statement

T3

Public Hearing (comments)

August 8, 2012

6:00 P.M.

Silverado Park

Long Beach, California

Public Meeting

Reported By:

Celeste A. Ramsey, CSR 13622

LONG BEACH, CALIFORNIA

WEDNESDAY, AUGUST 8, 2012; 6:00 P.M.

Benjamin Rockwell
475 West 5th Street, Apartment 2G
Long Beach California 90802

Comment: I'm concerned about this project. Number one, some of the proposals that I've read include displacement up to 24- or 2500 people. These people have been living in their homes. Many of them are low-income, cannot afford to move. Some of them may be persons with disabilities that don't have the energy, or they may be seniors, and they don't have the energy to move. T3-1-1

We had the Alameda Corridor contract, probably 20 years ago, that promised to remove 90 percent of the trucks off of the 710 Freeway. That did not happen. The traffic on the 710 Freeway has gotten worse, rather than better. T3-1-2

Some of the air pollution may have gone down, but I'm concerned about the air pollution during the construction of these projects, that it will increase the amount of dust in the air. T3-1-3

For a person like myself, I have less than 50 percent of normal lung capacity. I feel that this is a danger to me. I cannot afford to move. I do not have enough energy to move, and therefore, I want them to put in some guarantees that they will have air filters for T3-1-4

me, to make sure that I can breathe in my own home so that I don't have to die prematurely because of all these promises that things are going to be done right. Things have not been done right yet, and I have yet to see it. T3-1-4

And I fear for my community members, especially those of low-income, having to move out of their homes, being displaced. Where are they going to go? Their jobs are right along the area where they live or in downtown Long Beach. T3-1-5

What's going happen during the construction if a major earth quake hits? Is this going to make it so that we have no way to get out of Long Beach; that we are going to be stuck in an environment where we can be hit, not only by an earthquake, but by terrorists bringing in some bacteria or some chemical bombs so that we can't even get out of our city? These are questions that I have, and I want to see some assurances that we're not going to get stuck in this city and that we're not going to lose homes for people that cannot afford to rebuild or move elsewhere. T3-1-6

Maria Reyes,
3197 Springdale Drive
Long Beach, California 90810

Comment: My comment is that yesterday I assisted a public audience, and those people were saying they're doing this, that they are going to take the comments and T3-2-1

do something with them, and in actuality, I would hope they would actually do that because they said that they have been handing out information, that they've been going out and knocking on doors, and in reality, a lot of people don't know about this project, and it's actually going to affect their community, or they're going to have their homes taken from them. And us, as organizations, we take a big interest in it because we take an interest in the safety of the community. And what happens is that us, as a community, we really think that these projects are going to do something for the economy, and in reality, we do need an increase in goods movement, but I don't think they're doing it how it should be done.

They haven't taken the adequate time to take the study that would take the full impact that it would have on the community. And the most that really bugs me, it really leaves me uncomfortable is that they haven't made adequate use of the terrain, and that they're not making adequate use of other terrain and properties and taking on account what effect it's going to have on those properties. And I think they really need to take into account what the effects are going to be on health, on a various amounts of points; asthma, and that it's contributing a 100 percent to the obesity because with these expansions and these projects, they just take into

T3-2-1
T3-2-2
T3-2-3
T3-2-4
T3-2-5

account that we need this expansion or that we need this terrain so that we could move traffic, trucks, so that Metro, Cal Trans, the Port of L.A., the Port of Long Beach could have adequate space to use; but they're not taking into account that the community should have adequate space and green land and ample recreational use of land. They want to contribute to have their infrastructure well established, but they're not really taking into account the impact it's going to have on sicknesses, asthma, obesity, although you might not believe it, but the schools that are close by the freeways, that it's not taking into account the effect on the schools that are nearby the freeways, and they cannot have 100 percent academic rigor because of the noise from the projects. And the scientific studies have already demonstrated that.

T3-2-5

T3-2-6

T3-2-7

T3-2-8

They need to take their time and be conscious of, so that it could be a benefit for the community as well as the project and those involved in the project as well.

And if they are going to do work, and it does have to get done, that they do projects that are going to be zero emissions. I think if these corporations, such as Metro, Port of L.A., Cal Trans, they should have the adequate technology to have an extremely secure project.

T3-2-9

T3-2-10

And also I ask when they are working that the community is 100 percent protected of noise, of pollution, of traffic diversions. There's going to be accidents and congestion, congestion in different areas of traffic. T3-2-11

And the most important point I want to know is that all the areas that are involved in the corridor that they have proven that they have taken into account on the issues such as asthma, obesity, and this is why I also like to know that wherever the project is going to pass through, that there be areas where the neighborhood residents are able to exercise, that the community is able to run. T3-2-12 There's a lot of schools that are really close to the freeway, and these schools don't have areas for students or children to run around or do sports or cross-country, and they don't have the a secure area to perform those sports. T3-2-13

My daughter has to run in an area that passes through the 14, and when she's done running, it passes through the 710. The younger generation of our future doesn't have an area to play sports or be active.

And I also ask that all of the agencies I mentioned, such as Metro, the Port of L.A., that they really take into account the needs of the community and the space of schools and that they really take into T3-2-14

account all of the written comments, all of the recorded comments, all of the e-mail comments, that they really take us into account. And thank you. T3-2-14

Martha Sandoval
650 Linden Avenue
Long Beach, California 90802

Comment: I'm aware that this is the expansion of the 710. The only thing that we're asking is that, for example, when they are doing construction, that they give us the routes of public transportation. T3-3-1 And also, for example, that they don't use diesel because that is one of the worse pollutants and contaminates that there is. T3-3-2

I have a son that has asthma and that many times a lot of the pollution in the air, it affects him really badly. A lot of times he has to stay out of school for three to four days because his school is close to the 710 Freeway. I would like to fight for the project, but I would also like to see some changes made, and that the fourteen cargoes that are going to be built, that would be deducted to only eight, so that it won't be as much as an impact, that they provide more space, recreational use, such as bike riding, and that more local jobs be provided for members of the community. And that is all of my commentary. T3-3-3

Yolanda Lopez
640 West 4th Street, Unit 310
Long Beach, California 90802

Comment: LBACA, L-B-A-C-A, organization. My commentary is that over the expansion of the I-710, in reality, the community does not support the project because it's going to bring a lot of inconveniences. In my home my daughter has asthma. I have a heart condition. I might need another operation, and the environment is really making my condition act up. Because I live two blocks away from the 710. I walk every day at the park, and I've always noticed that it has a big effect on me. T3-4-1

And so the expansion of the 710 is only going to produce more contamination in the air, and it's not going to be a small project. The people that are on this project haven't thought about the contamination that is going to be created by the project. Me, as a member of my community, I ask that an investment in the upgrading, in the investment, in the cleaning of the river. T3-4-2 T3-4-3

Community benefits, such as local jobs be provided for the community so that doors are open, so that any member of the community can go in and find out the about the benefits of the project and take part in those benefits. T3-4-4

And we also ask that at the time of the project, even though I don't think it's going to happen, that we hope that the people have access to the public T3-4-5

transportation busses so that the transportation is provided free.

A week ago I heard on the news that the project is almost ready to take construction. I heard they were going to take 34 or so houses in different communities, and what I don't understand is how the news reporter's saying how the community actually supports the project.

So if the project does happen, if they would actually think about the people that have asthma or the people that have conditions, such as cancer or heart problems, and take into account the effect it is going to have on the people, we would be okay with it; but that's not going to happen.

And the last thing I want to mention is that they think about the future of the kids and the future of Long Beach and its community members. And thank you for listening.

T3-4-5

T3-4-6

T3-4-7

Sylvia Reyes
323 East Cummings Lane
Long Beach, California, 90805

Comment: Well, I'm worried because I live really close to where the project is going to take place. And what really worries me is the health of the kids, because I have two kids that attend the schools, and every day we have to walk. And if they -- when we have to walk, the air isn't really -- the air is extremely polluted. So my

T3-5-1

concern is how much worse is the air going to get once the project is started. I think it's one of the points that they really need to be aware of when they're going into construction on how to protect the health of the kids and of the community in general. T3-5-1

And also another point that the community is worried about is the transportation, that the transportation is going to be clogged in the areas where there is construction. I think that you guys can do something about the community, provide free transportation, free public transportation for the areas most impacted, and that they really think. And on such a big project, now that they're going to make such a big investment, that they also think about helping the community, not pollute the health, and that's it. T3-5-2 T3-5-3

Beatrice Guerro
833 Sunrise Boulevard, Apartment 2
Long Beach, California 90806

Comment: I am with Long Beach Alliance Children With Asthma.

My comment is: The expansion of the 710 has already been done, although, not everyone is in support, especially those that have conditions, health conditions, for the contamination that this is going to bring to the environment.

The projects that are going to expand the 710

are taking measures of security in the future, but with what exists now, we should do more about what is in existence now.

I only want to ask that they take into account everything that it brings with the project, Proposition 7. T3-6-1

Victoria Carrillo
1616 West 20th Street, Apartment No. 1
Long Beach, California 90802

Comment: My concern is also the traffic. When we go to work, the traffic is too heavy. Also the contamination of the air, and we don't have health care. T3-7-1 T3-7-2 Those are my main concerns. And also the jobs, that they'll bring people from outside to take the jobs; it should stay locally, and the community members should have. And that's it. Thank you. T3-7-3

Rudolfo Montano
1616 West 20th Street
Long Beach, California 90802

Comment: I'm going question by question. Why is this starting so quickly without one knowing all of the effects of the project? They're talking about expanding the 710, and everyone that drives on it is going to be affected with all of the traffic. And I would hope that they wouldn't even start the project. I would hope that they would increase public transportation instead, that T3-8-1 T3-8-2 T3-8-3 T3-8-4

they put in zero-emission busses close to the 710.

There's not much space to walk or bike ride, that they expand the sidewalks and the recreational use area, but not the actual freeway. I had more, but I can't think of it.

T3-8-4

T3-8-5

Veronica Salas
2635 Baltic Avenue
Long Beach, California 90810

Comment: I wish that this project would use some sort of legislation to enforce the trucks to go in the zero emission road, because otherwise they can have all the infrastructure without the law to enforce that the trucks can go in any of the carriers -- or in any of the lanes of the expansion. I'm asking this because I've seen what happened in the Corridor in an earlier project; hasn't been enforced without some sort of legislation, and what happened is a small percentage of the trucks are going where they're going, where they are supposed to go in the designated lanes.

T3-9-1

And I think that should be a requirement for the approval of this construction, otherwise it's going to be a big investment that is not going to be able to fulfill its promises. We know that they are going to try do the right thing in the environmental issues, but to ensure that, we need the support of the City, the County, and the federal laws, and also to protect the health of

T3-9-2

the people with real and accountable things. T3-9-2

For example, sound barriers all along the T3-9-3
freeway, safe crosswalks for citizens and bike riders, T3-9-4
control of pollution emissions, continuous study of the T3-9-5
air quality.

I come from Chile. That's my native country, and they have a restriction according to the pollution. The big polluter trucks, they cannot get in certain areas unless the air quality allows them. There is a restriction, according to the air quality, so they can't T3-9-6
get to the urban areas or closer to the urban areas. If the quality of the area gets to a red point or to an orange point, like a continuous restriction that slow the movement of the trucks and the heavy polluters in the urban areas. So that would be it, just the legislation, the continuous restriction of the trucks and heavy polluters, and the guarantee of quality air constantly. Something like, you're going to put something today and forget about it, and the next ten years a lot of issues in healths and things like that. Okay.

John Taeleifi
2561 Cota Avenue
Long Beach, California 90810

Comment: I am the West Long Beach Project Manager, working and serving the residents of West Long Beach. T3-10-1
The EIR, Environment Impact Report, being demonstrated

tonight fails in many ways, from my view, as a concerned resident of the West Long Beach area. T3-10-1

One of the things that comes forward is the particulate matter baseline review. And at the federal level, the particulate matter, I believe the measurements of what's been presented in the EIR is approximately 300 percent higher than the federal norm, and the baseline measurement use I find is not, in this case, truthful in its measurement of the impact of particulate matter to our residents. T3-10-2

This is one aspect of my concerns. Because as it shows here in our little area of town, where the proposed project would begin from, moving into -- from Long Beach into the East Los Angeles, we would be heavily, heavily impacted with particulate matter increases, 300 hundred percent beyond what the federal law allows; so just safety of health, let alone our concern for the huge infrastructure of the construction project is unbelievable. It's unbearable for us. T3-10-3

My family has been here many years. We have three generations of our family, and I believe this is going to be one of those projects that's going to really impact our lives to the extent of survival. I hope there are some exceptions. I'm looking for alternative exceptions to the EIR project, major changes, and some T3-10-4

more realistic applications or considerations for the lives of the people here in West Long Beach. T3-10-4

Nadia Kim
1 LMU Drive
Los Angeles, California 90045

Comment: I'm opposed to the 710 expansion. In part because the Health Impact Assessment, which was an unprecedented analysis they did on the actual impacts that it would have on people's health was not considered at all in the process of deciding at all what to do with the expansion, and then the alternatives for building. So that is something that really needs to be central in the decision making about the expansion. T3-11-1

And the second reason is because the expansion means -- especially of the general purpose lanes -- means that it's going out into communities and neighborhoods, and so if you're going to expand into the community, you need to do something else, such as provide more green space, open space, provide -- you know, do something about the river, and those are not part of the proposals, the alternatives that are proposed. T3-11-2

The other thing is when -- as UCLA scientists have shown -- when you use filters and other things to try to prevent particulate matter from going into the air, you actually can worsen them because they start, like, multiplying, and they start becoming diverse T3-11-3

matter, and that is something that's not considered oftentimes in the analysis of the health risks. T3-11-3

The next point is the fact that with freeway expansions, the assumption is, is that it will free up traffic to go faster; but often what happens is that more people end up driving, and so the freeway bottlenecks because of the expansion, and so that is another fact that needs to be considered. T3-11-4

So the alternative I would like to propose is the one by CHHAJ, and what they're asking for is no expansion of the general purpose lanes, a committed zero-emission-free corridor, and they also want community benefits as a result of the negative impact of the expansion. I think those are the main points. T3-11-5

What the other one is: Right now in the port they're proposing to use electricity, so the wires above the trucks and freight -- but they need to then deal with, like, what do you do when you get off of, you know, the port and the freight corridor? So given that pollution doesn't sit in one area and that it moves all over the place, what are we going to do about the increased pollution in that regard? So I think that's it. Those are my main comments. T3-11-6

Wanda Rice
311 East Coolidge Street
Long Beach, California 90805

Comment: My concern is 300 East Coolidge Street is where Cal Trans stores all of their materials when they work on the freeways. My concern is now that they're going to do all this massive construction, is there going to be more materials stored under the freeway, which means that I'll hear more noise at night, because right now I'm already dealing with the noise, then the trucks backing in at night, them picking up the big cement, like cinder blocks -- I think that's what they're called -- when they pick those up, they make -- when they put them down, it makes my whole house shake. T3-12-1

On the freeway, like, the radios be on the trucks, like, I'm being woke up at midnight, 4 o'clock in the morning; guys in there talking loud, no neighbors around, so that's my biggest concern: Are we going to be dealing with more noise because of the materials they're going to put at 300 Coolidge? T3-12-2

The other one was once they put the new lanes on the 710 for the trucks, how are the trucks going to transition from the 91 to that side of the freeway? Because right now the transition lane from the 91 to the 710, in the last six months I've seen three big rigs going over that ramp because they're taking that turn too fast. So does that mean that now we're going to have more trucks going over because they take the turn so T3-12-3

fast, and so there's going to be more traffic and more concern for the trucks. T3-12-3

My concern about the noise, the trucks, the trucks falling off the freeway, like, it's crazy. I have pictures; not only that, the pollution from the truck. Sometimes they leave the truck idling, and I know that they're not supposed to. If they're idling for more than five minutes, they're supposed to turn them off. They don't. T3-12-4 T3-12-5

Who's going to regulate Cal Trans when they're doing the work to make sure they're following the law for pollution, you know, in the area? That's it.

Isabel Catalan
1470 West Parade, Apartment 1,
Long Beach, California 90810

Comment: I'm commenting on the expansion of the 710. It doesn't benefit us at all. No matter how big they make it, the problem will always be there. We want the jobs to stay local. Let everything take place here in Long Beach, that no outside employers come in. We want more community services, that they help everyone, that they don't take homes, and I think that's it. T3-13-1

-o0o-

PENALTY OF PERJURY CERTIFICATE.

I hereby declare I am the deponent in the within matter; that I have read the foregoing transcript and know the contents thereof; that I declare that the same is true of my knowledge, except as to the matters which are therein stated upon my information or belief, and as to those matters, I believe them to be true.

I declare being aware of the penalties of perjury, that the foregoing answers are true and correct.

Executed on the ____ day of _____, 20____, at _____, California.

_____
(WITNESS)

REPORTER'S CERTIFICATE

STATE OF CALIFORNIA)
) ss.
COUNTY OF ORANGE)

I, CELESTE A. RAMSEY, CSR No. 13622, Certified Shorthand Reporter for the State of California, do hereby certify;

That the foregoing taken before me at the time and place therein stated and was thereafter transcribed into print under my direction and supervision, and I hereby certify the foregoing is a full, true, and correct transcript of my shorthand notes so taken.

I further certify that I am not in any way interested in the event of this case.

WITNESS my hand this _____ day of _____, 2012

CELESTE A. RAMSEY, CSR No. 13622

CERTIFIED COPY CERTIFICATE

I, Celeste A. Ramsey, a Certified Shorthand Reporter, No. 13622, hereby certify that the attached is a correct and certified copy of the foregoing, taken before me at the time and place therein stated.

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

Executed at Long Beach, California this _____ day of _____, 2012.

_____
Celeste A. Ramsey, CSR No. 13622

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T3-1-1

This comment expresses concern regarding the number of residential relocations. The design of the revised build alternatives has reduced the number of residential relocations. Please refer to Section 3.3.2 of the RDEIR/SDEIS for an updated discussion of residential and non-residential relocations.

T3-1-2

The Alameda Corridor is a series of bridges, underpasses, overpasses, and street improvements that separate freight trains from street traffic and passenger trains, facilitating a more efficient transportation network. The Alameda Corridor is restricted to rail traffic only and currently serves an average of 350,000 20-foot equivalent unit (TEUs) per month.

T3-1-3

This comment expresses concern regarding dust during construction. Please see Section 3.24.3.13 of the RDEIR/SDEIS for a discussion of fugitive dust during construction. Peak-day construction particulate matter less than 10 microns in diameter (PM_{10}) impacts in a given segment are less than the South Coast Air Quality Management District (SCAQMD's) significance thresholds (although they are above those thresholds if all segments along the 18 miles are totaled). Mitigation Measures CON-AQ-2, CON-AQ-4, CON-AQ-6, CON-AQ-14, and CON-AQ-17 in Section 3.24.4.13 of the RDEIR/SDEIS address fugitive dust emissions during construction.

T3-1-4

This comment requests a mitigation measure to provide funding for air filtration systems for houses. Mitigation Measure AQ-2, included in the RDEIR/SDEIS, in Section 3.13.4, provides for air filtration systems for any schools with 0.50 mile of Interstate 710 (I-710). In addition, it also provides for a mitigation program for cities and community groups to apply for and obtain grant funding for health-related measures. The air filtration requested would be a candidate for this mitigation program.

T3-1-5

Refer to Appendix D, Summary of Relocation Benefits, for more information regarding the relocation process, including relocations within proximity of existing community resources, including jobs.

T3-1-6

As outlined in Minimization Measure CON-U&ES-1 in Section 3.24, of the RDEIR/SDEIS, emergency access will be maintained during construction of the proposed project and will improve during operation of the proposed project as a result of improved traffic flow.

T3-2-1

The Project Team has taken into consideration all the comments received on the Draft EIR/EIS (online, email, comment card, court reporter, and public transcript) and has revised the build alternatives proposed in the RDEIR/SDEIS to reflect these comments. Throughout the life of the project, an extensive community participation framework has been followed and community participation activities for the I-710 Corridor Project have been designed to provide various community stakeholders the opportunity to work with the technical team throughout the process. The public is invited to attend all of the committee meetings and is given the opportunity at these meetings to comment or express any concerns relative to the project. Notices regarding the release of the Draft EIR/EIS for public review and locations/times of the public hearings were published in the Los Angeles Times, the Long Beach Press Telegram, the LA Watts Times, the LA Eastside Sun, and La Opinion on two occasions (once upon release of the environment document in June 2012 and once one week before the public hearings in August 2012).

T3-2-2

The commenter's opposition to the way in which the I-710 Corridor Project is addressing the need for goods movement will be taken into consideration in selecting a preferred alternative.

T3-2-3

The Project Team worked on the Draft EIR/EIS and its supporting studies for over four years prior to public circulation. Numerous technical studies were completed as a part of this process and all potential impacts from the proposed project were analyzed and discussed in a variety of public meetings with the various I-710 committees from 2009–2012.

T3-2-4

Due to changes in the project design, the commenter's opinion regarding use of the terrain may no longer be applicable.

T3-2-5

The effects on public health were a major consideration in the Draft EIR/EIS. In addition to a robust AQ/HRA, public health considerations were addressed in each topical section in the Draft EIR/EIS, and have been updated in this RDEIR/SDEIS.

T3-2-6

The community and green space/parks and recreational facilities are analyzed in detail in the *Community Impact Assessment* (March 2017). Please refer to Section 3.1 of the RDEIR/SDEIS for a discussion of any potential impacts to parks as a result of the proposed project.

T3-2-7

The effects on public health were a major consideration in the Draft EIR/EIS. In addition to a robust AQ/HRA, public health considerations were addressed in each topical section in the Draft EIR/EIS, and have been updated in this RDEIR/SDEIS. The AQ/HRA and revised AQ/GHG/HRA includes impacts assessed at school locations.

T3-2-8

The AQ/HRA and revised AQ/GHG/HRA includes impacts assessed at sensitive receptors, including schools. These potential impacts are discussed in Section 3.13.3 of the RDEIR/SDEIS.

T3-2-9

The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Although Alternative 5C does not include a freight corridor, Alternative 7 includes a zero emission freight corridor and will result in air quality benefits.

T3-2-10

All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

T3-2-11

As required in Measure CON-TR-1 in Section 3.24 of the RDEIR/SDEIS, a detailed Transportation Management Plan (TMP) will be implemented to minimize community disruption due to traffic during construction.

T3-2-12

All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

T3-2-13

All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

T3-2-14

The Project Team has taken into consideration all the comments received on the Draft EIR/EIS (online, email, comment card, court reporter, and public transcript) and has revised the build alternatives proposed in the RDEIR/SDEIS to reflect these comments. Throughout the life of the project, an extensive community participation framework has been followed and community participation activities for the I-710 Corridor Project have been designed to provide various community stakeholders the opportunity to work with the technical team throughout the process. The public is invited to attend all of the committee meetings and is given the opportunity at these meetings to comment or express any concerns relative to the project. Notices regarding the release of the Draft EIR/EIS for public review and locations/times of the public hearings were published in the Los Angeles Times, the Long Beach Press Telegram, the LA Watts Times, the LA Eastside Sun, and La Opinion on two occasions (once upon release of the environment document in June 2012 and once one week before the public hearings in August 2012).

T3-3-1

This comment requests a public transit program during project construction. An element of the Los Angeles County Metropolitan Transportation Authority (Metro) Board Motion 22.1 is for Metro, in partnership with the funding partners and in parallel to the EIR/EIS process, to monitor traffic congestion on all rail and bus routes in the I-710 Corridor Project construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro should operate on an incentive fee structure during the construction period. Additionally, potential incentive programs for the Metro Blue Line and Metro buses in the I-710 Corridor and affected by construction would be considered as potential mitigation to help ease the impact of possible delays to bus service.

T3-3-2

As described in Mitigation Measures CON-AQ-15 and CON-AQ-17 in Section 3.24.4.13 of the RDEIR/SDEIS, non-diesel construction equipment will be used as much as possible during construction.

T3-3-3

This comment expresses support of the project, but requests some changes. As stated in Section 3.6, Measure VIS-1, in the RDEIR/SDEIS, in accordance with the I-710 Corridor *Aesthetics Master Plan* (2015), landscaping would be used on easements and also a portion of excess parcels and interchanges. This landscaping could include parks or other recreational facilities in some areas. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping.

T3-4-1

The commenter’s opposition to the proposed project will be taken into consideration in selecting a preferred alternative.

T3-4-2

As discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives result in improved public health compared to the No Build Alternative.

T3-4-3

Cleaning up the Los Angeles River is outside the jurisdiction of the California Department of Transportation (Caltrans) and Metro and is outside the scope of work for the I-710 Corridor Project. The I-710 Corridor Project build alternatives include requirements for the development and implementation of extensive best management practices to treat storm water runoff from the I-710 facilities before that runoff reaches the Los Angeles River. This will benefit the river because it will result in the treatment of more runoff from I-710 than would be treated in the future under the No Build Alternative.

T3-4-4

Metro, in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the I-710 Corridor Project. This effort is being made in parallel to the RDEIR/SDEIS process.

T3-4-5

This comment requests a public transit program during project construction. An element of Metro Board Motion 22.1 is for Metro, in partnership with the funding partners and in parallel to the EIR/EIS process, to monitor traffic congestion on all rail and bus routes in the I-710 Corridor Project construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro should operate on an incentive fee structure during the construction period. Additionally, potential incentive programs for the Metro Blue Line and Metro buses in the I-710 Corridor and affected by construction would be considered as potential mitigation to help ease the impact of possible delays to bus service.

T3-4-6

The proposed project is not anticipated to start construction until 2020 at the earliest. Please see Section 3.3.2 of the RDEIR/SDEIS for a detailed discussion of necessary relocations under the revised build alternatives. Any houses that will be displaced will be relocated and fully compensated in accordance with the Uniform Act and Mitigation Measure C-1. Please refer to Appendix D, Summary of Relocation Benefits, for information regarding the relocation process.

T3-4-7

All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

T3-5-1

This comment expresses concern regarding dust during construction. Please see Section 3.24.3.13 of the RDEIR/SDEIS for a discussion of fugitive dust during construction. Peak-day construction PM_{10} impacts in a given segment are less than the SCAQMD's significance thresholds (although they are above those thresholds if all segments along the 18 miles are totaled). Mitigation Measures CON-AQ-2, CON-AQ-4, CON-AQ-6, CON-AQ-14, and CON-AQ-17 in Section 3.24.4.13 of the RDEIR/SDEIS address fugitive dust emissions during construction.

T3-5-2

Please refer to Responses to Comments T2-8-1 and T2-12-3, above, which describes the TMP that will address transportation and traffic issues during construction.

T3-5-3

This comment requests a public transit program during project construction.

An element of Metro Board Motion 22.1 is for Metro, in partnership with the funding partners and in parallel to the EIR/EIS process, to monitor traffic congestion on all rail and bus routes in the I-710 Corridor Project construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro should operate on an incentive fee structure during the construction period. Additionally, potential incentive programs for the Metro Blue Line and Metro buses in the I-710 Corridor and affected by construction would be considered as potential mitigation to help ease the impact of possible delays to bus service.

T3-6-1

Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T3-7-1

The commenter's concern regarding traffic within the Study Area has been taken into consideration. As stated in Section 3.5, Traffic and Transportation, of the RDEIR/SDEIS, traffic conditions within the Study Area improve under all build alternatives, with the exception of some arterial intersections.

T3-7-2

The commenter's concern regarding contamination of the air within the Study Area has been taken into consideration. Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

T3-7-3

Metro, in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the I-710 Corridor Project. This effort is being made in parallel to the RDEIR/SDEIS process.

T3-8-1

The public has been involved with the I-710 Corridor Project since the *Major Corridor Study*, in which public input played an integral part in the decision to move forward with a project-level environmental document and comprehensive public participation process. Since the inception of the I-710 Corridor Project, an extensive community participation framework has been followed and community participation activities for the I-710 Corridor Project have been designed to provide various community stakeholders the opportunity to work with the technical team throughout the process. The public is invited to attend all of the committee meetings and is given the opportunity at these meetings to comment or express any concerns relative to the project. As a part of this community participation framework, LACs were formed to represent each of the cities and unincorporated County areas along the I-710 Corridor and are comprised of representatives from each of these communities in the I-710 Corridor. From January 2009 to April 2011, the LACs met several times each to review, discuss, and provide input on the proposed conceptual highway design (geometrics), technical studies informing the screening of alternatives, the alternative screening methodology and results, the TAC's recommendation on alternatives for study in the EIR/EIS, their respective Community Profiles, and shared ideas for potential Early Action Projects for their communities.

T3-8-2

The commenter's concern regarding traffic within the Study Area has been taken into consideration. As stated in Section 3.5, Traffic and Transportation, of the RDEIR/SDEIS, traffic conditions within the Study Area improve under all build alternatives with the exception of some arterial intersections.

T3-8-3

The commenter's concern regarding construction of the project has been taken into consideration.

T3-8-4

The existing project commitments for transit as currently incorporated into the Project Description are described in Section 2.3.2.1 of the RDEIR/SDEIS for all build alternatives. These commitments include increased service on all Metro Rapid routes and local bus routes in the Study Area.

T3-8-5

This comment notes the need for sidewalks and space for bicycling. Caltrans views proposed transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognizes pedestrian and bicycle modes as integral elements of the overall transportation system. Caltrans Deputy Directive (DD)-64-R1 is intended to "…ensure that all travelers of all ages and abilities can move safely and efficiently along and across a network of 'complete streets.'" To maximize the safety of the project features (including single point urban interchanges, ramp/arterial road interchanges, overcrossings, and undercrossings), the project has been designed in accordance with the intent of DD-64-R1 regarding bicycle and pedestrian facilities, as well as the Caltrans *Complete Streets Implementation of Deputy Directive DD-64-R1: Complete Streets-Integrating the Transportation System* and the Caltrans Highway Design Manual (HDM). As a result, the project build alternatives will accommodate cars and trucks in the travel lanes, bicyclists in the road shoulders, and pedestrians on sidewalks. The implementation of wider sidewalks or improvements to pedestrian facilities not affected or improved by the I-710 build alternatives would be the responsibility of the applicable local jurisdictions. Other improvements for bicycle facilities in the Study Area will be addressed separately by the Gateway Cities Council of Governments (Gateway Cities COG) in the Bicycle/Pedestrian Element of the *Gateway Cities Strategic Transportation Plan*.

T3-9-1

The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Although Alternative 5C does not include a freight corridor, Alternative 7 includes a zero emission freight corridor and will result in air quality benefits.

T3-9-2

The Project Team has worked closely with the Study Area cities, the County of Los Angeles and other Federal, State, and local agencies throughout the life of the project to ensure that the I-710 Corridor Project has their support. Many of these agencies provided comments on the Draft EIR/EIS, which were taken into consideration in preparing this RDEIR/SDEIS.

T3-9-3

Please see Section 3.14.5 of the RDEIR/SDEIS for a discussion of where new and updated sound barriers are proposed for each build alternative.

T3-9-4

This comment notes the need for safe crossing locations for pedestrians and bicyclists. Caltrans views proposed transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognizes pedestrian and bicycle modes as integral elements of the overall transportation system. Caltrans DD-64-R1 is intended to "…ensure that all travelers of all ages and abilities can move safely and efficiently along and across a network of 'complete streets.'" To maximize the safety of the project features (including single point urban interchanges, ramp/arterial road interchanges, overcrossings, and undercrossings), the project has been designed in accordance with the intent of DD-64-R1 regarding bicycle and pedestrian facilities, as well as the Caltrans *Complete Streets Implementation of Deputy Directive DD-64-R1: Complete Streets-Integrating the Transportation System* and the Caltrans HDM. The project design will include road crossings as appropriate, with applicable pavement markings, signing, and signal controls, at ramp and other intersections in the project limits consistent with the HDM standards and with consideration of the safety of potential pedestrian and bicycle users of those crossings.

T3-9-5

With regard to the request for "continuous study of air quality", trucks and cars will be subject to Federal and State emission regulations and Port trucks will also be subject to Clean Air Action Plan (CAAP) requirements. Mitigation Measure AQ-1 in the RDEIR/SDEIS calls for funding new air quality monitoring stations near I-710.

T3-10-1

The commenter's concern regarding the adequacy of the Draft EIR/EIS is noted; this RDEIR/SDEIS has been prepared to evaluate a modified set of build alternatives.

T3-10-2

Please see Section 3.13 of the RDEIR/SDEIS for an updated discussion of particulate matter (PM) and federal conformity under the revised build alternatives.

T3-10-3

This comment expresses concern regarding impacts from PM. Please see Response to Comment T3-10-2.

T3-10-4

This RDEIR/SDEIS has been prepared to analyze and present to the public a modified set of build alternatives. The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Although Alternative 5C does not include a freight corridor, Alternative 7 includes a zero emission freight corridor and will result in air quality benefits.

T3-11-1

Although the full *Health Impact Assessment* was not included in the Draft EIR/EIS, public health considerations based on the pathways presented in the *Health Impact Assessment* were included in relevant sections of the Draft EIR/EIS and have been updated in this RDEIR/SDEIS.

T3-11-2

As discussed in Section 3.6, Measure VIS-1, of the RDEIR/SDEIS, the I-710 Corridor *Aesthetics Master Plan* (2016) will be incorporated into project design. As a part of this plan, landscaping would be used on easements and also a portion of excess parcels and interchanges. This landscaping could include parks or other recreational facilities in some areas. Additionally, as part of the I-710 Corridor Project, an aesthetics toolbox has been prepared that provides a wide range of innovative ideas that could be applied within the Study Area, including the Los Angeles River. The proposed project will also comply with elements of city General Plans that pertain to improvements to the Los Angeles River. Please refer to the "Landscaping and Irrigation Systems" subsection of Section 2.3.2.1 for more details regarding landscaping that will address visual concerns.

T3-11-3

There is no reference for the commenter’s statement that exhaust filters increase particulates; therefore, no response can be provided.

T3-11-4

The forecasted traffic volumes in the I-710 Corridor Study Area discussed in Section 3.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, reflect forecasted increases in traffic volumes based on adopted land use changes in the Study Area and forecasted increases in cargo volumes at the Ports. Those forecasted increases will occur with or without the proposed I-710 improvements. Please see Response to Comment IP-22-97 regarding the concern of induced travel demand.

T3-11-5

Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T3-11-6

The proposed zero emission technology for the freight corridor has been updated since the publication of the Draft EIR/EIS. Please see Section 2.3.2.3 of the RDEIR/SDEIS for a discussion of the zero emission technology now being considered for the project.

T3-12-1

Caltrans will continue to use the cited maintenance yard for ongoing freeway maintenance activities with or without the proposed I-710 Corridor Project. It is not anticipated that this maintenance yard will be used for construction equipment or materials storage because it has not been identified or evaluated as a possible construction staging area in the RDEIR/SDEIS, and there is not sufficient room at this facility to accommodate those uses.

T3-12-2

Please see Response to Comment T2-12-1, above.

T3-12-3

The I-710/SR-91 connector will continue to be part of the freeway facilities and, therefore, will continue to be used by trucks with or with or without the proposed project.

T3-12-4

Areas in which substantial noise impacts occur as a result of the proposed project will be abated by the construction of soundwalls. Please refer to Section 3.14 of the RDEIR/SDEIS for figures

showing the location of these soundwalls. Additionally, appropriate safety precautions will be taken during design, construction, and operation of the proposed project to avoid truck and automobile accidents.

T3-12-5

Truck idling on local streets is not under the authority of Caltrans; the commenter should contact their local law enforcement agency.

T3-13-1

The I-710 Corridor Project proposes alternatives that have beneficial elements for the overall public in the Study Area. For example, based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

Additionally, as discussed in Section 3.5, Traffic and Transportation, in the RDEIR/SDEIS, traffic conditions would improve under all build alternatives with the exception of some intersections.

Although avoiding displacement of community members is preferred, the build alternatives would require some community member displacements, who will be compensated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Ac of 1970 (Uniform Act) and Mitigation Measure C-1 in Section 3.3.1.4 of the RDEIR/SDEIS. Please refer to Appendix D for a summary of relocation benefits.

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I-710 CORRIDOR PROJECT

PUBLIC MEETING COMMENTS

T4

Commencing : 6:30 p.m.
Location : Rosewood Park 5600 Harbor Street
Commerce, California 90040
Day, Date : Thursday, August 9, 2012
Reported by : Barbara Small, CSR No. 13345

Pages 1 - 12

Job No. 128786

Commerce, California, Thursday, August 9, 2012

6:30 p.m.

-o0o-

NAME: MADELINE CLARKE

ADDRESS: 6215 PACIFIC DRIVE, COMMERCE, CA 90040

REPRESENTING: SELF AS A RESIDENT

COMMENTS:

I am a former resident of Bandini area which is affected by the 710 freeway, and the Union Pacific Railroad, and the I-5 freeway, and the Burlington Railroad. We are stuck in the middle.

I am a victim of the pollution. I have disease from pollution. My mother died living here for over -- since 1957 we moved here, and we were here when they cut the ribbon on the Long Beach freeway when they opened it and they said let's go into the future. And this is the future that they have provided for us.

My disease is not reversible. There's no cure for it. And my mother died of that. And a lot of my neighbors have died with cancer. My father died with cancer. My children all have asthma. And we're still here in Commerce.

And if they do this, we want this -- we want no one -- we want the 7. We want the 7 option. We

T4-1-1

don't want the freeways the way they are going to do it. The only option we want is with what is proposed by East Yards community, East Yards for Environmental Justice.

T4-1-1

And that's my statement. Thank you.

-o0o-

NAME: YOLANDA MARQUEZ

ADDRESS: 2313 BEDESSEN AVENUE, COMMERCE, CA 90040

REPRESENTING: SELF AS A RESIDENT

COMMENTS: (Through interpreter):

My preference would be that they would do absolutely no changes. But if you had to choose an alternative, I believe that the best alternative would be that they relocate us all from there, because anyone who lives in the surrounding area of the 710 has to breathe in so much contamination.

T4-2-1

I've already been personally affected by this through breast cancer. And my husband now has asthma. They had to -- they had to do surgery on his -- they had to do lung surgery for him.

For me, I would rather they just relocate anyone who lives in close proximity to the 710. But we need help because obviously on our own we're unable to do this. We're a low-income community.

T4-2-2

That is my comment.

T4-2-2

-o0o-

NAME: GUILLERMINA ORNELAS

ADDRESS: 2329 BEDESSEN AVENUE, COMMERCE, CA 90040

REPRESENTING: SELF AS A RESIDENT

COMMENTS: (Through interpreter):

My highest worry is the contamination. It doesn't matter what option you decide on, it will still affect us. It doesn't matter whether you go with the one that expands the freeway or expands Washington Boulevard. It really doesn't matter. All of the alternatives on the table will impact us in a negative way.

T4-3-1

And even those who are left behind will still be impacted by higher contamination, air contamination.

And it is most difficult for any senior citizen who will need to be relocated. For example, I am retired. I've actually looked into it. And my house is paid off. If I am relocated to another location, and I need to take out a loan to cover the gap, I would be unable to do that. I am retired and my retirement income would not be enough to cover a mortgage.

T4-3-2

That is my comment.

T4-3-2

-o0o-

NAME: ANTONIO GARCIA

ADDRESS: 647 EUCLID STREET, LOS ANGELES, CA 90023

REPRESENTING: ELACC (EAST L.A. COMMUNITY CORPORATION)

COMMENTS: (Through interpreter):

Now that the project is underway, before I didn't understand all of the effects, the health effects, but now that it is underway, I'm sorry to see that a lot of people have cancer and asthma. It's something that's affecting everyone because it's human beings. We have a right to be healthy.

I live in Boyle Heights. But I also understand that once a project like that is underway, it's going to have to affect us as well because once the project is complete and running, it's not only going to affect the people who are going to the trains or to the destinations on the project, once truckers get to their destination and unload their loads, they're going to want to get home quickly, so they're not going to use the corridor. They're going to go on the regular freeway.

T4-4-1

And all of that concerns me because it's going to affect all of us. More smog. Knowing that

T4-4-2

life is so short and that we're going to have to suffer from health illnesses because of truckers.

T4-4-2

And most of all, to the people who are in charge of this project, I ask that they really look into the project and its effects and that they take us into account as human beings.

T4-4-3

Thank you so much.

-o0o-

NAME: BLANCA ESPINOZA

ADDRESS: 1068 SENTINEL AVENUE, LOS ANGELES, CA 90063

REPRESENTING: ELACC (EAST L.A. COMMUNITY CORPORATION)

COMMENTS: (Through interpreter):

I'm a resident from Boyle Heights for the last 14 years. And I'm not very in agreement of the modifications of the 710.

I would like to -- I would like to -- the people that they're thinking about this extension 710, they may think a little bit like us, like the residents that will be affected with all this contamination. We have even done some studies in our communities. And we see how this contamination affects our residents. And that's why I don't agree. That's why I don't agree with the expansion of the 710.

T4-5-1

Also, I would like to think a little bit

T4-5-2

about that the people that they want the extension of the 710, they're not residents from here. And to us that we live here, they don't take us in consideration. T4-5-2

Now, if this extension will be approved, I would like to -- that the extension that they're going to make, they would make better for public transportation so that the people that will live in these affected areas will have a benefit. T4-5-3

Besides, that the constructions are going to take place in all those places would be for the residents that live there, that they would have some type of training so that the residents, the local residents would be able to take those jobs so in one way other another they will take some type of benefit. T4-5-4

I would like also to make sure that they realize as of today, that the studies that have taken place as of today, and to make sure they have finished them, make sure they complete them. T4-5-5

-o0o-

NAME: LETICIA ANDRADE

ADDRESS: 915 N. EVERGREEN AVE., LOS ANGELES, CA 90033

REPRESENTING: SELF AS A RESIDENT

COMMENTS: (Through interpreter):

I would like to know what's going to happen T4-6-1

with the big trucks that they haven't been converted yet to zero emissions. What other alternative they're going to have so they won't contaminate? That was my number one comment. T4-6-1

And if this expansion takes place, are they going to give work, jobs to the local residents? T4-6-2

If there's going to be any way that they're going to be able to replace the homes that they lost and businesses lost? T4-6-3

And also to expand the green areas to minimize, to diminish the environment. T4-6-4

For right now that's all.

-o0o-

NAME: JOAQUIN MARIN

ADDRESS: 1068 SENTINEL AVENUE, LOS ANGELES, CA 90063

REPRESENTING: SELF AS A RESIDENT

COMMENTS: (Through interpreter):

My concern is very big because my -- the area where I live is all surrounded with freeways; it's 5, 10, 710, the 60. So now with this expansion, and more lanes they want to build on the 710, and they want to finish this precisely on my side, this is going to implement more cases of death such as cancer death, respiratory problems for children and adults, which are T4-7-1

the ones that are going to suffer the most.

And I worry. And I worry mainly for the children and the senior citizens. T4-7-1

I want to make sure that all the trucks that are going to use those lanes, there will be zero emissions. And right now, there is no other law right now that prohibits different types of trucks to use the freeway. So other companies, once they see that those lanes are free, others are going to use them. So instead of having less cars, there's going to be more cars, more contamination. T4-7-2

So the -- so the possible expansion that you are proposing is not going to help us with anything. It's going to increase contamination or pollution. T4-7-3

And I don't think that just a small amount of people that want to make money because they want to move their product from the Port of Los Angeles will want to kill, they want to kill innocent people with the contamination and relocate different people in different areas, and their families, because they have to tear down homes, businesses. T4-7-4

So I don't think it's fair that all these families that live whole lives in that area and they're going to lose businesses, they're going to be displaced. T4-7-5

What I would like better is for them to perhaps have public transportation for everybody so that a lot of people that work at the port, they would use public transportation instead of their cars. And that would help my community to reduce contamination. T4-7-6

It's not that I'm not in agreement with this like you say progress, what they call it, but I think you need to take in consideration what's happening in our community, because they wouldn't like it that if their communities would withstand all that contamination to them. They don't live here. They just pass by on the freeway. The only ones that know about the diseases that we have in the community are the people that live in this community, our community. T4-7-7

And from all the alternatives that you showed us today, the only one, the good alternative is number 7. T4-7-8

And I ask you very kindly to take in consideration, this is not for you to be interested in making -- in having businesses, because there are some studies already and they confirm the high amount of diseases that exist in these communities. T4-7-9

So I ask you to please step in the shoes of those people like my parents and friends and relatives.

I really thank you for taking this

information, and I really want you to think about it and think of our families because I don't want to just, some members of this place, they're going to just make money.

T4-7-9

And thank you for that.

-o0o-

(The proceedings were concluded at 8:00 p.m.)

REPORTER'S CERTIFICATE

STATE OF CALIFORNIA)
) SS:
COUNTY OF LOS ANGELES)

I, BARBARA SMALL, CSR No. 13345, Certified Shorthand Reporter for the State of California, do hereby certify:

That the said public comments were taken before me at the time and place therein stated and were thereafter transcribed into print under my direction and supervision, and I hereby certify the foregoing is a full, true and correct transcript of my shorthand notes so taken.

WITNESS my hand this 15th day of August, 2012.

_____

BARBARA SMALL, CSR NO. 13345

T4-1-1

Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T4-2-1

The commenter's preference for the No Build Alternative will be taken into consideration in selecting a preferred alternative.

T4-2-2

While California Department of Transportation Caltrans appreciates the commenter's concern of living near the freeway, there is no relocation program available for those residents whose property would not need to be acquired for the project. With regard to the health concerns cited in this comment, as discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives result in improved public health in the Basin and the I-710 AOI. Along Interstate 710 (I-710), air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts.

T4-3-1

With regard to the health concerns cited in this comment, as discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives will improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along Interstate 710 (I-710), air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts.

T4-3-2

Refer to Appendix D, Summary of Relocation Benefits, for more information regarding the relocation process for residents (including senior citizens), and the financial protections that are provided to people being relocated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

T4-4-1

The year 2035 traffic forecasts are based on a traffic model, which assumes that each truck will take the quickest route between its trip beginning and trip end location taking into account the amount of traffic congestion on each freeway/major street. This model forecasts that many of the truck trips in the build alternatives will choose to use I-710 because this route will be part of the quickest route for those trucks.

T4-4-2

With regard to the health concerns cited in this comment, as discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives will improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along I-710, air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts.

T4-4-3

As evidenced in this RDEIR/SDEIS, Caltrans has continued to analyze the proposed project and its effects on the community.

T4-5-1

The commenter's opposition to the proposed project will be taken into consideration in selecting a preferred alternative. With regard to the health concerns cited in this comment, as discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives will improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along I-710, air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts.

T4-5-2

With regard to the request that the views of the community be considered in any decision on the project, the public has been involved with the I-710 Corridor Project since the *Major Corridor Study*, in which public input played an integral part in the decision to move forward with a project-level environmental document and comprehensive public participation process. Since the inception of the I-710 Corridor Project, an extensive community participation framework has been followed and community participation activities for the I-710 Corridor Project have been designed to provide various community stakeholders the opportunity to work with the technical team throughout the process. The public is invited to attend all of the committee meetings and is

given the opportunity at these meetings to comment or express any concerns relative to the project. As a part of this community participation framework, Local Advisory Committees (LACs) were formed to represent each of the cities and unincorporated County areas along the I-710 Corridor and are comprised of representatives from each of these communities in the I-710 Corridor. From January 2009 to April 2011, the LACs met several times each to review, discuss, and provide input on the proposed conceptual highway design (geometrics), technical studies informing the screening of alternatives, the alternative screening methodology and results, the Technical Advisory Committee's (TAC) recommendation on alternatives for study in the EIR/EIS, their respective Community Profiles, and shared ideas for potential Early Action Projects for their communities.

T4-5-3

Elements of public transportation are included in the build alternatives. As described in Section 2.3.2.1 of the RDEIR/SDEIS, these elements include substantially increased service on all Los Angeles County Metropolitan Transportation Authority (Metro) Rapid routes and local bus routes in the Study Area.

T4-5-4

Metro, in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the I-710 Corridor Project. This effort is being made in parallel to the RDEIR/SDEIS process.

T4-5-5

All the studies for the proposed project have been completed and approved, and are incorporated into this RDEIR/SDEIS.

T4-6-1

Under the build alternatives evaluated in the RDEIR/SDEIS, trucks that are not zero emission vehicles will still be able to travel on the I-710 general purpose lanes, similar to existing conditions. Federal and State regulations will require that older trucks, which produce more diesel emissions, eventually be replaced as they wear out by newer trucks with less diesel emissions.

T4-6-2

Metro, in response to Motion 22.1 and in coordination with partner agencies and community groups, is developing a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the I-710 Corridor Project. This effort is being made in parallel to the RDEIR/SDEIS process.

T4-6-3

Refer to Appendix D, Summary of Relocation Benefits, for more information regarding the relocation process.

T4-6-4

It is believed this comment is intended to request that the I-710 Corridor Project include additional green space to minimize the project effects on the environment. As discussed in Section 2.4.1.10, Landscaping and Irrigation Systems, in the RDEIR/SDEIS, the project will include landscaping to provide aesthetic treatments, replacement planting, and/or mitigation planting. Landscaping features in the project design may include drought-tolerant and native landscaping, plants that change colors with the seasons, and the use of vines where space is limited. Project-related landscaping will be provided within the State right-of-way for I-710 or the local street rights-of-way along local streets improved as part of the project. Separate green spaces outside the public road rights-of-way are not included in the I-710 Corridor Project.

T4-7-1

With regard to the health concerns cited in this comment, as discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives will improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along Interstate 710 (I-710), air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts.

T4-7-2

The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Although Alternative 5C does not include a freight corridor, Alternative 7 includes a zero emission freight corridor and will result in air quality benefits.

T4-7-3

With regard to the health concerns cited in this comment, as discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives will improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along Interstate 710 (I-710), air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts.

T4-7-4

This commenter provided general remarks regarding health effects of the project and the decision-making process but did not raise specific environmental concerns or ask specific questions. No further response is necessary.

T4-7-5

All comments received on the Draft EIR/EIS are included in this report and will be made available to the public and decision-makers prior to any action on the proposed project.

T4-7-6

The existing project commitments for transit as currently incorporated into the Project Description are described in Section 2.3.2.1 of the RDEIR/SDEIS for all build alternatives. These commitments include increased service on all Metro Rapid routes and local bus routes in the Study Area.

T4-7-7

The I-710 Corridor Project proposes alternatives that are beneficial to the overall public in the Study Area. For example, based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

Additionally, as discussed in Section 3.5, Traffic and Transportation, in the RDEIR/SDEIS, traffic conditions improve under all build alternatives with the exception of some intersections.

T4-7-8

Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T4-7-9

All comments received on the Draft EIR/EIS are included in this document and will be made available to the public and decision-makers prior to any action on the proposed project.

I-710 CORRIDOR PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT

T5

ROSEWOOD PARK

PUBLIC MEETING

AUGUST 9TH, 2012

4:30 P.M.

Reported by:

Olivia Lizarraga, CSR No. 13475

Job No. 128786

COMMERCE, CALIFORNIA, THURSDAY, AUGUST 9TH, 2012

(5:00 P.M.)

~oOo~

MS. NAKAMURA: Hello, my name is Susan Nakamura. I am a planning manager at the SouthCoast Air Quality Management District. The AQMD staff is a regional air quality agency for the Los Angeles, Orange County, San Bernardino, and Riverside counties, and our agency is reviewing the Draft EIR/EIS for this proposed project. We are still in the midst of reviewing the project, so our comments are preliminary.

I wanted to give you a little background about this area. Despite much of the progress, this region still -- this are still -- well, this region still has the dirtiest air in the country with substantial health impacts, including thousands of premature deaths every year. Based on the AQMD'S multiple air toxics exposure study, MATES III, the health risks along the I-710 represents currently some of the highest health risks in the region, primarily due to diesel trucks. This project is one of the most important projects for goods movement, as it is a major freight corridor connecting the ports to the L.A. rail yards and freeways where trucks travel east to transloading facilities and out of this region. T5-1-1

It is likely that any zero-emission technology used on the I-710 will dictate technologies, zero-emission technologies, that could be used north of the 710 and south of this project. This is a one-time opportunity to get it right for the environment and the health of many of the residents that live around this freeway. T5-1-1

I want to be clear: a major comment for this project is that the AQMD staff supports a zero-emission freight corridor component to the proposed project. This region needs zero-emission technologies, and will need a broad appointment of zero or near zero emission technologies, particularly for heavy-duty diesel trucks to attain federal ozone standards.

Regarding localized air-quality impacts, the Draft EIR/EIS shows a significant cancer risk of more than 400 in a million without a zero emission freight corridor. A zero emission freight corridor can mitigate this impact. A zero-emission corridor component should be operational at the commencement of this project. The AQMD staff supports zero-emission freight corridors but would like to see more specificity regarding actions described in the Draft EIR/EIS to help develop and deploy zero-emission technologies. T5-1-2

The AQMD staff recommends that the lead agency T5-1-3

establish a schedule for development and deployment of the zero emission freight corridor, identify the responsible parties that will make decisions and ensure that this process stays on schedule, require that zero-emission technology decisions be made well before construction starts, begining -- construction is expected to start in 2020 and could last from 8 to 15 years. Send a clear market signal to developers so zero-emissions trucks will be available at commencement of this project. T5-1-3

The lead agency must establish mechanisms to ensure needed incentives, policies, and regulations are in place to ensure zero-emission technologies will be used on the I-710. Coordinated effort needed between agencies and responsible parties is needed, and the AQMD is definitely a willing partner.

Lastly, the AQMD staff would like to recommend that an adoption hearing be held for the select of the preferred alternative and adoption of the final EIR/EIS for this proposed project. The AQMD staff would like to partner and to continue working with the lead agency and other parties interested that are working on this project. Thank you for your consideration. T5-1-4

MS. COOPER: I believe that your project, you've put a lot of time and study into it, but nobody is thinking T5-2-1

about the residents that live around the freeway. We live under the smog cloud of the train and railroad surrounding us, and now we'll live under another smog cloud of the additional construction with the freeway extension. I have lived here in Commerce for 25 years. Three of my grandchildren have asthma. Five of my neighbors have died of cancer.

And I see here everything looks very pretty, but let me tell you something. Everything -- the government calculates everything very well, but they still do whatever they want and I just don't see any benefit to us. It's just going to be a bigger smog cloud. If you can, do something for our environment. But I doubt that, because our city is full of smog. I do admire everything that you do and that you're planning for our city, but remember those that are having to live every day very close to the freeway, and that includes my own house. Thank you

T5-2-1

MS. MCCORMICK: Thank you. Before we continue on, I'd like to invite Lilian Leon, who is the mayor for the city of Commerce to come up and say just a few words.

MS. LEON: Thank you. I just wanted to welcome everybody to the city of Commerce and take this opportunity to let you know that on behalf of the City of Commerce City Council, we appreciate that you

T5-3-1

came out today so that you can listen, learn, and please, please make your comments, just as this young lady just came up. The City of Commerce City Council is committed to listening to our residents who live here on a daily basis, and also our industrial council residents who come here on a daily basis.

We are surrounded by the two largest railroads and two of the largest freeways in Southern California, so we're already suffering from the quality of life. We want to make sure and ensure that whatever decision is made by I-710 expansion, if you will, that it's going to continue to listen to the residents and ensure that we, as our young lady just spoke, improve some type of quality of life, because we're suffering and we want to make sure that whatever is done, that it is in the best interest of our residents. T5-3-1

So I thank you for coming out, and we want to make sure that we listen to the concerns of our residents, both industrial and residential, and that together with everyone's input, hopefully we can find a solution and move foward. So thank you very much for your time.

MR. HUERTA: I just want to make a couple of comments. I was involved in some of the meetings that happened about eight years ago. They had a meeting over T5-4-1

at Ford Boulevard in East L.A., which is my childhood elementary school, and so this is something that I really care about. I actually -- I'm a resident of East L.A., and I live about five blocks away from the 710 Freeway.

One of the things to remember and to consider is that there's a really high rate of asthma, as Ms. Nakamura said a little while ago, in this area. So whatever alternative is chosen, should be chosen really carefully. A lot of times it benefits a lot of the people that don't live in this area, but people that are living here, as the lady said a little while ago, are paying the consequences. T5-4-1

One thing, too, is that twice a year if you look at newspapers in this area, they -- by law it has to be printed that the -- first of all, the 710 is the most polluting freeway in the entire L.A. area. So that's something to consider. So whatever alternative is chosen should be the best. Actually, you know, I don't even know if I like any alternative at this point. I'm still investigating, but it should be the best alternative. T5-4-2

The thing about it, too, is that it's got to take into consideration the higher rates of particulate matter that are released into the air, the rates of asthma that go into it. Another thing, too, to consider is that L.A. has more freeways than any other place in

the country. You know that. The vast majority of those freeways are concentrated here in East L.A., in unincorporated East L.A. in particular. It has the 710, the 5, you have the 10 running through there, the 60. That is a lot of freeways. So it's really important that whatever is done doesn't increase that problem. So I'm looking carefully. T5-4-2

I also work with a group called the Eastside Heritage Consortium, and I'm looking carefully at all the alternatives to see which one is going to be the best. I notice, too, that one other thing is that one of the options -- I'm not sure which one it is -- but it would increase -- but it would increase -- it would add lanes that would go onto the freeway on Slauson where the freeway passes through right now. So one thing is, that is where the Sleepy Lagoon Case happened. That's where the Sleepy Lagoon murders happened. T5-4-3

It's an important part of our history, and that affected Chicano history. It's right there by where the Tree of Life is if anybody wants to go out there. That's what I do, I do tours of East L.A. I do that kind of work. It's really, really important that, for example, if they are going to build something there, to acknowledge that part of the history. So, yeah, those are my comments. Thank you.

MR. FLORNOY: Jim Flornoy, 8655 Legacy, Rosemeade. I'm with a community group called Save our Community. Of course we're concerned that this will end up coming out and turning into the 60 freeway or the city of Industry sometime.

I'd like to point out, in addition to asthma, we also have other developmental diseases which we don't know quite what's causing them right now, autism, et cetera, and they've all come about since the automobile became previlent over the last hundred years. There's got to be a reason there, and may be a tie in. It may not be, but there's a lot of things besides cancer that we need to look at. T5-5-1

My point is is that we put in the Alameda Corridor so we didn't have to do this. And so where did we go wrong, and how can we get the Alameda Corridor back on track so that this project is not necessary? The second thing is that the whole Alameda Corridor wasn't necessary, because the project doesn't need to go north from Long Beach. It needs to go east to the Inland Empire and then take the containers over the passes to the east coast. Most of the container freight -- the additional container freight is going to be -- has no reason to come up the 710 to these freight yards and then go east at the UP and the ST rightaway T5-5-2 T5-5-3

through these neighborhoods, Montebello included.

And so I think we need to step back and look at the big picture as far as where is most of the freight going, and how do we minimize the freight coming up the 710. If trucks want to load containers, they can do it at the UP yards here in town and not have any trucks really coming up the 710 Freeway. I don't think they're necessary. Local trucks can back haul, and the bulk of the freight can go out to the Inland Empire someplace and be --

T5-5-3

I mean, all the freight that comes in now is barcoded. They know where these containers are going. They can load them on the train and ship them directly to Chicago or Saint Louis or El Paso, or wherever they're going to go, without moving them around so -- which they couldn't do ten years ago, but they can do that now. And if the container is going to go to San Fernando Valley, it can come up here. If it's going to go to Chicago, it doesn't need to go to downtown Los Angeles. I suggest we take a step back and maybe electric rail up the 91 Freeway up to Santa Ana Canyon and get all the freight going that way, instead of coming up here. Thank you.

MR. VARGAS: Hello, my name is Augustin Vargas, and in regards to the subject at hand, I am located to the site of the 710, and I've been living there for about

T5-6-1

40 years now. And we've had -- one of my sons has developed cancer, a couple of my grandchildren have asthma, and another is developmentally disabled.

And I am in agreement with the previous commentator who mentioned that there needs to be more studies about the effects of the contamination. There needs to be more control over the diesel -- the gas emissions, because there is a lot of smog and contamination. You must, as part of your plan, have some control over the smog and the contamination. That is my main comment. That is all. That is my comment. Thank you.

T5-6-1

MR. ESTRADA: Hello, my name is Dr. Gilbert Estrada, and this is my son Ian. He's two years old. According to a 2002 study by the National Environmental Trust, by the time he was two months old, he had accumulated a lifetime of cancer, and I say that so -- a lifetime of cancer is normally within a 70-year range period. But when Ian was two months old, because Southern California air is so toxic, he accumulated a lifetime of cancer in two months. So I wanted to start that with my comments, in terms of this project.

I also wanted to say that I spent the last 13 years of my life researching transportation-planning projects just like this in

T5-7-1

Southern California, and I -- there's no way I can condense my work in the next two minutes, but the one thing that I did want to say is, what I found is that the planners have an impossible thing that they have to do to plan for one of the greatest expansions. But what I found -- one of the crucial mistakes was counting on cars being cleaner, or trucks being cleaner, or planes being quieter. They would just say, "Don't worry about it. For the next 10 or 15 years, the trucks will become cleaner." T5-7-1

In this 710 project, typically they're counting on the zero emission or low emissions for diesel trucks or for trucks, for that matter. Right now there is zero evidence in Southern California it's actually going to meet that. There's actually zero evidence that Southern California air is going to meet national air quality standards. So, again, we have no evidence whatsoever that they're actually going to increase the air quality. So in terms of that, there's no way that there should be any type of expansion whatsoever, again.

So really looking at 75 years of data, there's just nothing within that research data that says that expanding four lanes or adding 100,000 trucks per day will actually increase the air quality and actually achieve the goals we want to, which is, better jobs, T5-7-2

better health, and better transportation. Those are the goals. I think this project will actually not achieve that. Say, "bye," Ian.

MR. ALVARADO: Hi. Yes, we do need to fix the freeways. We need to keep the trucks on the freeways, too. I live on Gage, and the trucks go by my house and they rattle my house and sometimes -- most of them are -- they follow all the rules, they follow the laws, but some of them just speed on through there and could cause an accident. One time this one trucker almost hit the rear end of the school bus. Man, he doesn't belong here. This was, like, 8:00 o'clock in the morning.

My thing is, keep the trucks on the freeway, have an interchange from the 710 North to the 5 South, or the 5 North to the 710 South. Keep those trucks there. As far as emission control, we have Green trucks now. We're trying to convert them, but, you know, get everybody to buy one, all these truckers to buy one. It's kind of expensive right now. These guys don't make a lot of money. They move cargo from the port.

I did it for a while. It's $50 just to move a cargo container for three or four hours of just sitting there, you know. It doesn't pay, but a lot of guys do that. What we need, too, is to remember that the parts of L.A. and Long Beach are spending a lot of money to

T5-7-2

T5-8-1

T5-8-2

improve the way that they get those containers off the boats onto the trucks and out of here.

There are people right now considering building ports in the gulf of Mexico, considering expanding the Panama Canal, and also making another port back east. And there's something else I remembered: these will take jobs away from Southern California. We need our jobs. We have them now; keep them. So let's do what we can to get these freeways fixed, get these trucks going, move them out as fast as we can. And we've got to remember one more other thing, too: the airplanes that fly over us also throw emissions on us.

I like to look up in the sky at night because it looks like a string of pearls. I know that string of pearls is throwing as much junk in the air as trains, the cars, and the trucks on the freeways, you know, whatever. Thank you.

MR. RODRIQUE: Thank you. My name is Terry Rodrique, and I'm the city engineer for the city of Bell, and the city of Bell has a project team, an internal project team, that's reviewing the EIR/EIS currently. And we've also hired some technical consultants to help us review the document, and we'll be submitting formal comments before the September 20th deadline.

T5-8-2

T5-8-3

T5-8-4

But we did want to outline some of the major areas that we will be focusing on, some of our concerns. One of those concerns -- and many people have already spoken about it this evening -- is environmental impacts, in particular the air-quality impacts to our residents. T5-9-1

Another impact for us is the right-of-way taking for the various alternatives.

There's some significant right-of-way impacts for the Atlantic Avenue interchange, depending on the alternative that's chosen, and we're looking at that carefully because of the potential loss of developable land, the economic impact as it comes to our sales and property tax revenue, and our potential loss of jobs or of opportunities for jobs and growth. T5-9-2

Also, the inclusion of the Slauson Avenue interchange, we're taking a look at that interchange to see what the impacts will be on the arterials on our community. T5-9-3

One item that's a little more specific that some of us talked about here but we want to point out that we're considering seriously, is the recommendation that the parking be eliminated during peak hours along Atlantic Avenue in the city of Bell and what the impact to our businesses along Atlantic Avenue will be, if that, in fact, does occur. T5-9-4

Also, the impacts or -- not impacts, but the T5-9-5

planning for bicycle circulation and how that fits in with the regional bike circulation element, and then also the investment in other transit opportunities, whether bus or rail transit, and how that fits in with this project. Again, as I metioned, we will be submitting formal comments. We appreciate the opportunity to speak here tonight. T5-9-5 T5-9-6

MS. QUINTANA: My name is Ana Maria Quintana. I am a councilwoman with the city of bell. As the engineer just mentioned, we forming a committee to be able to analyze the Environmental Impact Report, and that summary will be submitted before the end of the month, specifically the city of Bell is focusing on the impact of the environmental quality.

We are specifically looking at the transportation options. We looking are looking at zero-emission options. We are also looking at one of the off-ramps off of Slauson Street, and the other exits we're looking at are the Atlantic Avenue and Florence Avenue exits. We are also looking at the availability of parking on Atlantic Avenue.

As we know, there's lots of businesses in that area. We want to know how that will impact them. We also want to see what are the options for pedestrians and for bicycling. We're also focusing on the options that T5-10-1 T5-10-2 T5-10-3

will be available for public transportation, such as the Metro lines and the freeway and other -- the Orange Line, for example. And if you all, you know, have any suggestions, please make them because we all are adjoining communities. Bell, Commerce, and all of these cities here are adjoining communities, and we all have the same needs. Thank you. T5-10-3

MR. LOGAN: Hello, my name is Angelo Logan. I'm with East Yard Communities for Environmental Justice and the Coalition for Environmental Health and Justice. We have been working on the 710 project for the last eight years or so and as a community coalition and community organization.

What we would like to comment on is an alternative that we would like to propose that is not included in the EIR/EIS, so what we're calling this alternative is Community Alternative 7. It addresses issues that have not been addressed in the EIR up to this point. We believe that the alternatives that are presented in the environmental study to not adequately meet the community's needs. But I'd just like to say that, first and foremost, the 710 Corridor is a corridor of residents, or community corridor for residents, not just to facilitate the movement of cargo freight or goods or vehicles, but to really suit the residents of the T5-11-1 T5-11-2

corridor. Thank you. T5-11-2

So to that end, our Alternative 7 has a couple of elements. First, is no widening of the 710 general-purpose lane, the freeway, as we know it now. The second is to accommodate those -- the no widening of the general-purpose lanes is to incorporate a comprehensive public transit system that accommodates the transportation needs of the projected growth into the future. So, comprehensive, light-rail bus line, and so forth, that can accommodate people getting from Point A to Point B. Also, with the no-widening alternative, what that would do is that would maintain the properties, T5-11-3 specifically the residents in the city of Commerce, both in Bristol and in Bandini because it would accommodate -- it wouldn't necessarily have to encroach upon the residential areas, and it would also minimize the property takes of the residential -- excuse me, the industrial properties, as well. That's a vital component to our city, as they provide revenue to our city that we drastically need.

The third part it is a mandatory zero emission freight corridor. We believe we need to address the diesel-truck issue that go through our neighborhood to rail yards, reducing those diesel emissions by implementing a mandatory zero emission freight corridor

that would be operating upon completion as a zero emission freight corridor. Third, is that that would be facilitated through a public-private partnership, owner-operator, that would operate the system to make sure that we're going to fulfill that requirement. T5-11-3

The fourth is river improvement. So instead of encroaching upon the river, to actually make improvements to the river so that people along the river can enjoy it as a place of recreation. Third is comprehensive -- I'm sorry. I'm mixing up the numbers. The other is the comprehensive pedestrian and bicycle element, and the fourth is community-benefit element that would really set up funds to really mitigate and benefit the community during construction and during operation of this project. Thank you.

MR. CRUZ: Hi, I'm Ed Cruz. I didn't come prepared to make a presentation, so I just dotted down some notes. So please bear with me.

My mother Virginia Cruz lives at 2319 Bedessen Avenue, and has lived there for over 62 years. It was a great place to grow up. That's where I grew up. I've worked for the City for several years, and it's a very -- that particular area is north of the Long Beach Freeway and is fondly referred to as the Tunnel Rat Area in the city of Commerce. All though

there is no rats there, there is a tunnel that separates the freeway, separates the two communities from.

Both my mother and father worked very hard their entire lives to earn the American dream, which is home ownership. Again, this is a very special area where most have lived their entire lives. They know their neighbors. They celebrated achievements and mourned tragedies together. My mother is 90 years old, still lives independently, pays her taxes, abides by the laws and regulations of this great city.

If chosen, certain alternatives and options will displace her home, as well as several others in that area. Previous discussions on this topic have discussed the right of fair-market value for the residents of this area that will be eliminated. But in reality, what this will mean for her and the others and the other home owners living in this area is that they will not be able to afford to purchase homes of compareable value elsewhere. T5-12-1

Previous city officials have reneged on promises to relocate those people from those areas into another area of Commerce. And, actually, at that time it was an area just on the other side of this wall here that was to be built with affordable homes to relocate people in this area. That idea was unfortunately dispelled T5-12-2

without any notification to the residents of this area. This was about five to eight years ago, and that occurred when a trucking company had expressed interest in purchasing that area north of the 710 known as the Ayres lodging area, I believe. T5-12-2

And I understand that this is a different project with different objectives, but it has the same impacts. And it is all about taking care of your residents here in Commerce, which, traditionally, the city has had great representation of doing. So I encourage the decision makers that include our local public officials to consider the impacts of the lives being affected by these residents who have lived and supported the city for most of their adult lives, and I d encourage you to select the option that has the least impact of displacing homes in this area or to help these people relocate to other aresa of comparable living. These people cannot start their lifes over again, and they deserve to be treated with respect and dignity. Thank you. T5-12-3

MR. TIMBERLAKE: Yes, my name is Herman Timberlake. I'm actually a resident of this area and not of the city of Commerce, but of the northern third of the project area. T5-13-1

It's been my experience as a former employee of

a medium-sized city in the county that transportation facilities typically are arranged to impact mostly low-income and minority areas, and just I suppose because it is easier. But I'm really glad to see so many people here. I'm especially glad to see people from Bell. I wish I saw people from Cudahy and Maywood and Bell Gardens, but the fact is that this area is overwhelmingly adversely affected by the emissions of the air-pollution emissions from diesel trucks, especially that involve transportation running through this area.

T5-13-1

T5-13-2

And it just seems to me that the number one -- the very most important criterion for selection of any alternative has to be to absolutely minimize and reduce what is now the most -- perhaps the most polluted urban freeway in Southern California. I mean, everyone who drives the 710, as I do, sees the tail; it's like a line of elephants, the semi trucks going up and down, north and south. And the fact is, these folks are not going to buy new zero-emission trucks unless they're required by law to do so.

Just simply having a lane for zero-emissions trucks or even an elevated structure, two lanes each way for zero-emissions trucks, is not going to reduce the emissions any time soon unless there's a legal requirement that diesel trucks cannot use the 710 to go

T5-13-3

between the yards up here and the ports down south. So I really -- I cannot emphasize strongly enough, it isn't just asthma. I don't minimize asthma for children. It's a terrible, terrible thing. But, it's excessive risk of cancer over one's lifetime.

T5-13-3

The fact is that everybody who lives in this area breaths carcinogens to a greater extent than anywhere else in Southern California region. And these diesel particulates, especially the ones that are under ten microns and that are under 2.5 microns, they go into the deepest parts of the lungs, the alveoli, which is where the oxygen is exchanged into the blood. The fact is, unless something is done to require all truck traffic on the 710 to be zero emission, this is not going to improve. It's just going to get worse. Thank you.

T5-13-4

MS. BETANCOURT: Good afternoon. My name is Silvia Betancourt, and I am a former resident of the city of Commerce. My family still lives here. I grew up here in this community, the community that Gilbert Cruz was just talking about. I also work with the Center for Community Action and Environmental Justice, which is based in Riverside and San Bernardino, which is inland from here.

So first I want to talk about the personal and how I believe that this is going to affect my family and

the families that I have grown up with in this neighborhood. Health, health is a priority, and I don't see that that is a topic that's being covered. If anything, when you look at the numbers of trucks, that will be increased from travelling through this area. It looks like an area that already faces an increased risk for health, like the gentleman was just mentioning. T5-14-1

The closer you are to a diesel source of pollution, the higher the risk to your health. Why would we continue to expose or residents, why would we continue to expose our children at an even higher rate? What this project proposed to do is just that. Whether they take our homes are not, we're still impacted. Those of us who are left behind are impacted. Those of us who are displaced and move to who knows where and under what conditions are still impacted.

What that does, that will do, is also T5-14-2 completely destroy the fabric of a community, a community that's been here for over 50 years. People who have worked hard, who played by the rules, who carved out a little space for themselves and who are now being proposed these options that don't say what -- that don't promise a very causative future.

Also, I want to point out that there is already T5-14-3 a lot of noise in that neighborhood from trucks, but also

from rail. There are two rail yards there, particularly this maintenance facility from the UP yard, that creates a lot of noise. Some people may say that while you live there, you get used to it. You never get used to that amount of noise. And if what is expected is for activity to increase -- because that's what we're faciliting, we're facilitating freight traffic to increase here -- we're just increasing the noise level for our community. T5-14-3

Now I want to point out about the Inland-Valley region. There is no information being shared with people in the Inland Valley. And so while you expand a freeway here allowing for more trucks to come through, there are many, many warehouses being developed in the Inland-Valley region where children as well are being exposed to diesel, who are also very, very sick, who have a lot of health problems. T5-14-4

You also have to consider that there are community members out of the Inland-Valley region in Mira Loma, Moreno Valley, Fontana, who also -- who also deserve this information. Thanks for your time.

MS. OCHOA: Good evening, everyone. My name is Patty Ochoa, and I work for Physicians for Social Responsibility Los Angeles. I am here representing our over 4,000 members and their concerns with this project, so I'm going to read comments. We're also here as a

member owned Coalition for Environmental Health and Justice. And as a member of Coalition for Health and Justice, we're also supportive of an earlier comment made about including an Alternative 7, that it would be in addition to the other alternatives that were presented at the EIR. T5-15-1

So, first, to start, as a public health advocacy organization, what we want to see and our members want to see is a transportation project that is designed and constructed to improve air quality, and that's what this project is being announced as doing. However, our first reading of the Environmental Impact Report makes us question the validity of the EIR findings that conclude that this is good for public health. T5-15-2

The communities living along the project's design area historically have been exposed to higher concentrations of diesel exhaust and other toxic air contaminants. South Coast Air Quality Management District's MATES III study has determined that diesel exhaust was a key driver for air-toxic risk in the area. On this simple fact alone, this project should be mandated to include zero emissions freight corridor once the project is completed. T5-15-3

Also, the EIR mentions that there will be pocket areas along the I-710 where communities will have T5-15-4

higher or an increased risk of cancer. The communities that will be impacted the most are communities that live at the end point of the zero-emission extension. As a public-health organization, an assessment -- what we want to see is an assessment of the risk and the areas where this will occur. T5-15-4

To go further, we would like the final EIR analysis to include mitigation strategies that will be implemented throughout the construction phase and throughout the lifetime of the project. Additionally, we would like the final EIR analysis to conduct accumulative assessment of the air-quality impacts for the project. The analysis should account for construction and project emissions together, not separately. T5-15-5 T5-15-6

Lastly, we oppose any freeway expansion to the project because it wouldn't solve air-quality issues but may actually increase emissions, particularly when the project expects to triple the truck capacity. A public-transportation analysis should be added to the zero-emission corridor proposal to determine if the project will result in a reduction of emissions without having to expand the freeway. Thank you. T5-15-7 T5-15-8

MR. EULA: I'm sorry that I interrupted and I got ahead of everybody, but my wife is very sick and she's in the trauma from an auto accident on Washington Boulevard.

I've been in the 710 community since 2004 with (inaudible.) If it wasn't for Angelo, we'd be in bigger trouble. But what concerns me is what they said up here is the pollution that is now affecting my wife. She can't stand any noise. We're forced to move now, because of the noise of the river and trucks near there.

I'll give you an example of pollution today in my neighborhood, which I have lived there since 1945, 67 years. I love that neighborhood. It was my home. It's still my home. What concerns me is, they're building the wall. And you talk about pollution of the 710? Right now the neighborhood knows all these trucks that are coming down full of dirt are covered coming in. They're not covered coming out. And look at the streets, they're full of dirt. We're breathing that. That dirt, we're breathing today for a wall. Forget the 710 that's coming. T5-16-1

You think you've got problems? I've been on the committee. I'm a fighter. I'm fighting for my neighborhood and my family. There's being things said in these meetings that are not true. They specify there would be no connection 710 North to the I-5 South. It's being built right now. They're going to have an I-5 South. It's going to affect Bristol Park, our own neighbors. It is going to hurt them, and our T5-16-2

neighborhood is going to be very hurt. It's from the bottom of my heart, because it's affecting me personally.

Our neighborhood now, EPA says 140 percent chance of cancer. Most of the neighborhoods in the city state are five and ten percent. We're 140 percent. ABC Neighborhood. Please keep the eyes open. Be careful. I guess that's a buzzer for me.

MS. RAMIREZ: Good afternoon, my name is Izela Ramirez. I'm a lifelong resident of the city of Commerce, and for the last five years I've been part of the team about East Yard Communities for Environmental Justice. And so as a result of that, I've been to a couple hundred meetings in the last five years in regards to the 710, some filled to to capacity, some, you know, where it's just the team talking almost among themselves.

And I've seen a lot of the proposals, and I've seen what you all call a robust public participatory system that at times, again, has been evident to me that there is a conversation going on, and often times that isn't the case, you know. I know community members here in the city of commerce recommended that Option One, what is now being called Option One, for the ABC Neighborhood not be considered for this particular project, because of it's dire, you know, demolition of the entire neighborhood and -- the two neighborhoods; right? The

T5-16-2

T5-16-3

T5-17-1

T5-17-2

ABC neighborhood and the street along Sidney in the Bristol neighborhood. And, yet, when the Draft EIR proposal document comes out, these proposals are there being considered. T5-17-2

Additionally, we had requested, as the Coalition for Environmental Health and Justice, the inclusion of a necessary health-impact assessment, you know. The project and the information that they are giving us is that pollution will increase. That's great. That's like if you look at a bag of potato chips and it tells you that it has a certain number of carbs, but it's not telling you what those chips are going to do if you consume them every day of your life. T5-17-3

And that's the kind of information that you all, that we all as residents along the corridor, need to receive in an accurate and honest and transparent manner. And so, for that, I'm in opposition to all the alternatives as they're being presented. I'm in support of Alternative Number 7, which is a community alternative that folks from along the corridor have put together.

And this essentially includes no widening of the general use as we see the freeway today, but that there would be a committed zero emissions freight corridor with a public-private partnership where the businesses are responsible for some of that cost so that T5-17-4

the cost of a truck corridor isn't put on the shoulders of truck drivers which live in our community or on the backs of community members that then have crazy high medical bills; right? T5-17-4

Additionally, we're looking for a proposals that is looking at river improvements. Some of the graphics that demonstrate a power line going on the river only continues to make our industrial river look more like a flooding system, and not like an open space that we have here. I know that that's a big concern for community members, especially in Maywood where they just opened a great community park along the river. T5-17-5

Additionally, I think that pedestrian and bicycle elements that were not considered need to be considered, and that instead of continuing to push and promote vehicle use and accommodations for freight and for goods-movement business when, at the of the day, all that we end up with are cancer cases and asthma attacks in our we community, that we really push for public transportation. T5-17-6

A lot of the money that these people are telling you is coming from Measure R -- right -- to fund this project. Measure R in other communities is bringing light rail and rapid-bus systems, and all we're getting is more truck lanes. So I just want the community to T5-17-7

make a comment. Even if you don't come up here, use the power of a pen, of a computer that's back there, or even speak to a private mic, because everybody that's making up this team that haven't seen you, need to hear from you today. Thank you. T5-17-7

MS. ZOMBRANO: Good evening. It's good to hear and see people in my community, especially -- I have three kids now. They're adults now. Now my grandkids, they have asthma. My first home was right next to the I-710 Freeway. I was expecting my third child. T5-18-1

Now I hear all these comments and a lot of the people, my friends, have died of cancer. I know we're all going to die some day, but what kind of quality of life are we breathing now? What are we leaving as a legacy? Please give us the right to have a better environment, I ask you. Definitely, we need you to hear our concerns. Thank you for being here, and please listen to our concerns. Thank you.

MR. MATA: Hello, everybody. Good afternoon. I'm here, because I'm a concerned citizen. I've been -- I'm part of the East Yard Communities for Environmental Justice. I've been part of these meetings, like Izela Ramirez said, for years now. It seems like they've been trying to push this on us by saying it's bringing jobs. I know a lot of us are desperate right now because T5-19-1

there is no job security, so they're trying to use this as a way to push this agenda. T5-19-1

We all know that studies have shown by USC and lots of scientists have said if they expend the freeway, we are going to get more pollution. So I don't understand this idea that if we can make the freeway bigger, it's going to increase our air quality. That just doesn't make sense, so I'd like to see the research and the information that backs that up. T5-19-2

I'm very concerned. I'm also a teacher in the community. I've lived here my whole life. When I first moved to Commerce, I developed asthma. I never made the connection until I studied this issue and became aware of this. I feel like a lot of young people are becoming more aware of this. I teach at the high school. There's a lot of activism with students at the high-school level, and they really care about this because this is going to affect us. This is our future.

For a lot of people who come, they just come, they're going to do this, they're going to make a lot of money and live their communites -- Manhattan Beach and nice areas of L.A. I grew up in Commerce. I'm not planning on leaving anytime soon. I want to make sure this community is good for everyone, for my kids, for my family.

I know a lot of people who have developed cancer in the area, and it's not a coincidence. This is happening. So I'd like to just show that we are here, we are aware of what's going on, and I'd like you to take those into account even though it seems like you don't listen to us. Thank you .

MS. ZARATO: Good evening. My name is Gabriela Zarato. For the last past ten months, I've been working with East Yard Communities for Environmental Justice, and I consider myself an expert regarding this matter. I am on the ground, door knocking around this neighborhood asking people about how they feel about, you know, the environment they live in. And more than often, I would knock on doors of people that would tell me about their cancer cases, asthma in the children.

So, you know, for these people who may not believe it, I'd ask them to come and walk with me, walk around this neighborhood and see, you know, the millions of people that talk about cancer rates, asthma. And, you know, I know this project, you know, is very important, but I think that the community should be considered because, you know, this is more important than corporate profit.

And I would also like to invite you, if you have a lot of questions or concerns, we have a table

T5-20-1

outside for alternatives because we believe that there is an alternative and that we're not really looking at alternatives. Again, if you have two minutes of your time, we're going to be out there until 8:00 o'clock. Thank you. T5-20-1

MS. CARGULLO: Hello, my name is Catalina Cargullo. I am a resident of East L.A., and I do agree that, you know, we need to have some type of freeway transportation. But we need to take into consideration you note, residents, especially senior citizens. I just don't feel that it's fair that right in front of my house, I'm going to have construction crews working and I just don't have the ability or the luxury to just be able to get up and move. We have enough to deal with already with all the noise and all the pollution, and that really has me very concerned. Thank you very much, but really do take into consideration my concerns. Thank you. T5-21-1

MR. GASTON: Thank you. My name is Hector Gaston. I'm a lifer, so to speak, in Commerce. I don't know if that's a good thing.

As an alarmed resident of the city of Commerce, I stand here before you, and we, as Commerce residents -- how many of you are residents? Please raise your hand. Okay. Great. We are in a very precarious and dangerous situation that should not be taken lightly. I know some

of you are really oblivious to some of this. Some of you are more upset because you heard they're going to tear down Sir Joe's Tacos, but it's actually more serious than that, people.

Because of our demographic in the city of commerce, which happens to be blue-collar Latino, that's why this is happening. If it would have been happening in another community, this would not be an issue. It would have been closed.

I will briefly go -- I will briefly close and say, there's two alternatives here. Can anybody mention them? Pardon? There you go, 7. Or what's the other one? Zero. Zero. So as our community would say, (foreign language.) And don't trust anybody up here that's telling you something else, because they don't live in our community. They don't smell the smells that we smell -- right -- at 2:00 or 3:00 in the morning; right? It's not your wife that didn't take a shower. It's a recycling plant, people. That was actually a joke, so I'll let it sink in. T5-22-1

Anyway, on a serious note, remember, there's two options -- option seven or "no." Thank you very much.

MS. MASCARENAS: Hi, name is Ana Mascarenas. I'm a resident of unincorporated East Los Angeles, which is one

of the communities affected. We're all neighbors here. It is very good to see so many people out here. I'm concerned over how this proposed project would affect all of our health, our future, children. It's not just about asthma, as someone was saying up here earlier.

With all the emissions that's currently taking place and that will no doubt increase over the years with construction and with more capacity of a freeway, something that has actually been neglected was that if you build more freeway, more cars do come. I think this is something in a form that we need to be very, very diligent on, all the communities of the 710 Corridor. T5-23-1 T5-23-2

We look at the demographics of everyone sitting in this room and more, we've already been bearing the brunt of the goods movement with our health. We have been subsidizing that with our health. And so please continue to be part of this process, the community. Alternative 7 is something that we should definitely be able to take a look at that, you know, prioritizes not just in writing, but in how we really think and about what we should be building for our future. Prioritizes our community, not just someone else's profit. T5-23-3

I'm glad to see so much participation. This is just one step. We have to keep diligent on what is happening. Thanks.

MS. MCCORMICK: Thank you very much. So at this time we have finished with our speaker cards. I am actually going to be closing the public hearing for right now, but I will be happy to open it again if anyone would like to speak. But, again, the whole area is open. The technical team is around the room for you to ask any questions that you might have.

If you have any questions regarding your properties, there's three large plasma screens in the back. They will pull up your address if you're interested in that, and the Technical team, the Noise Team, the Air-Quality team, and all of the documents of the Environment Draft Report is here. So if you have any questions, please ask the people along the side. Thank you.

(Hearing is closed at 6:24 p.m.)

T5-1-1

The commenter's support of the zero emission freight corridor component of the proposed project is noted. The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Although Alternative 5C does not include a freight corridor, Alternative 7 includes a zero emission freight corridor and will result in air quality benefits.

T5-1-2

To clarify the data from the Draft EIR/EIS referenced in this comment, see Note 2 on Table 3.13-29 of the Draft EIR/EIS: incremental residential cancer risk is negative for all 2035 alternatives, including 6A, in residential areas. The 400+ in one million increase is not applicable because it is in a non-residential area. As noted above in Response to Comment T5-1-1, the revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Project-funded zero emissions/near zero emissions (ZE/NZE) trucks along the Interstate 710 (I-710) are included in both Alternative 5C and 7, and a dedicated ZE-only freight corridor is a design option for Alternative 7. Based on the revised AQ/GHG/HRA, both build alternatives show the air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for nitrogen oxides (NO_X) and diesel particulate matter (DPM), with the exception of some near-roadway locations.

T5-1-3

More specific information on the proposed schedule for deployment of zero emission technology for the freight corridor is provided in Section 2.3.2.1 of the RDEIR/SDEIS.

T5-1-4

The California Department of Transportation (Caltrans) is holding public hearings during the public review period of the RDEIR/SDEIS. Caltrans respectfully declines the request to hold an adoption hearing for the certification of the Final EIR. Caltrans appreciates South Coast Air Quality Management District's (SCAQMD) continued partnership on this project.

T5-2-1

With regard to the health concerns cited in this comment, as discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives will improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along I-710, air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts.

T5-3-1

This comment is a welcoming statement from the Mayor of the City of Commerce at the public hearing on August 9, 2012. The Mayor encouraged the public to express their concerns at the hearing so the City Council would be aware of them. Caltrans has taken public input on the proposed project into consideration through the design and environmental document process, and will continue to listen to the residents through final design of the proposed project.

T5-4-1

The I-710 Corridor Project proposes alternatives that are beneficial to the overall public in the Study Area. For example, based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

Additionally, as discussed in Section 3.5, Traffic and Transportation, of the RDEIR/SDEIS, traffic conditions improve under all build alternatives with the exception of some intersections.

T5-4-2

The comment states that there is a need to select the best alternative for the area, given the high levels of air pollution. The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Project-funded ZE/NZE trucks along the I-710 are included in both Alternative 5C and 7, and a dedicated ZE-only freight corridor is a design option for Alternative 7. Based on the revised AQ/GHG/HRA, both build alternatives show the air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_x and DPM, with the exception of some near-roadway locations.

T5-4-3

The comment expresses concern regarding potential impacts to a local historic site. Caltrans is responsible for identifying and evaluating properties for historic significance as defined by Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations [CFR] 800 et seq), National Environmental Policy Act (NEPA), and California Environmental Quality

Act (CEQA). Section 106 and NEPA define a “historic property” as a property that is listed on or eligible for listing on the National Register of Historic Places (National Register), for which there are four criteria that are applied. CEQA defines a “historical resource” as a property that is listed on the California Register of Historical Resources (California Register). Both the National Register and the California Register provide for significance based on association with an event that has made a significant contribution to the broad patterns of history at the national, State, or local level. Additional research was conducted on the Sleepy Lagoon murders to determine if the site would qualify as historically significant in accordance with Section 106, NEPA, or CEQA. The Sleepy Lagoon reservoir, which was located at approximately 5500 Slauson Blvd., is now occupied by a commercial building constructed in 1987 (Source: ParcelQuest). A search of the National Register online database did not indicate any historic sites in the vicinity of the former location of the Sleepy Lagoon reservoir (Source: National Park Service, U.S. Department of Interior). Therefore, the site is not historically significant.

T5-5-1

This comment raises general health concerns, but makes no comment directly related to the HRA provided in the Draft EIR/EIS.

T5-5-2

At the assumed 41.4 million annual 20-foot equivalent unit (TEU) container volume and 50 percent rail mode share of Port (Port of Long Beach [POLB] and Port of Los Angeles [POLA], collectively called the Ports) container volumes in 2035, the Alameda Corridor will be used by 80 to 125 trains per day from on-dock and near dock intermodal rail facilities. The Alameda Corridor may appear to be underutilized today because it was designed to handle both existing and future cargo volumes up to the year 2030 and beyond, with a capacity of about 150 trains per day. The Alameda Corridor currently carries about 33 percent of the Port container volume. The number of trains per day using the Alameda Corridor peaked at 59 trains per day in 2006, before the global economic recession. It currently averages about 43 trains per day, or about 30 percent of the approximately 150 train-per-day capacity of the Alameda Corridor; therefore, as the container volume at the Ports increase, it is expected that utilization of the Alameda Corridor would increase at a similar rate.

T5-5-3

The logistics of cargo movement to and from the Ports and to and from customers is based on the least cost transport choice. The least expensive transport choice may be truck only, rail only, or a combination of truck and rail. As a result of the geography and history of the Los Angeles Basin, both the Union Pacific (UP) Railroad and Burlington Northern Santa Fe (BNSF) rail lines

head north from the Ports before heading east to destinations outside California. The railroads, over time, have invested billions of dollars in rail lines, rail yards, and other infrastructure to cost effectively move goods to/from their customers. The locations of the major rail lines and support facilities have been fixed in place for decades. Relocating major rail lines would be enormously expensive. In addition, Caltrans and the Los Angeles County Metropolitan Transportation Authority (Metro) do not have any authority to require a railroad owner/operator to change or relocate existing rail lines and/or support facilities. As a result, cargo that is ultimately headed east of Los Angeles is shipped from the Ports north for the first part of its journey before heading east and vice versa for trips from the east of the Ports.

T5-6-1

With regard to the health concerns cited in this comment, as discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives will improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along I-710, air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts.

T5-7-1

In response to the commenter's concern regarding the general air quality in Southern California, the SCAQMD Air Quality Management Plan (2016) demonstrates that particulate matter (PM) and ozone (O_3) levels are decreasing and are expected to continue to decrease as current regulations reduce emissions and as vehicle fleets turn over (this is seen in Section 3.13.3.1 of the RDEIR/SDEIS in the comparison between 2035 No Build and 2012 conditions). SCAQMD and others have funded (and continue to fund) demonstration projects for zero emission vehicles and related systems (such as the overhead catenary system [OCS]). As discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives will improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along I-710, air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts.

T5-7-2

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater

increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

Additionally, as discussed in Section 3.5, Traffic and Transportation, of the RDEIR/SDEIS, traffic conditions improve under all build alternatives with the exception of some intersections.

Other impacts to public health are discussed in sections within Chapter 3.0 under Public Health Considerations. Overall, the proposed project will have a benefit to the overall public in the Study Area.

T5-8-1

The freight corridor feature of the Alternative 7 will contribute to keeping the trucks on I-710 and not on arterial roadways adjacent to I-710. Improvements to the I-710/Interstate 5 (I-5) interchange are being studied as part of a separate project by Caltrans.

T5-8-2

The freight corridor feature of the build alternatives will provide an improved way to transport containers to and from the Ports.

T5-8-3

This commenter's support for the project is noted. All comments received on the Draft EIR/EIS, including comments expressing opposition or support for the project, are included in this report and will be made available to the decision-makers and the public prior to any action on the proposed project.

T5-8-4

The comment notes that airplanes also generate pollutant emissions. No response can be provided as the I-710 Corridor Project is a surface transportation project.

T5-9-1

Comments T5-9-1 through T5-9-6 were preliminary comments made by the City Engineer from the City of Bell. Please refer to the responses to the City of Bell's comment letter (Comments L-17-1 through L-17-37) for more detailed information to address the City's concerns.

Based on the revised AQ/GHG/HRA, both build alternatives show air quality and health benefits compared to the 2012 baseline and 2035 No Build Alternative, particularly for NO_x and diesel particulate matter (DPM), compared to the No Build Alternative. $PM_{2.5}$ emissions along the I-710 are lower in all 2035 alternatives compared to the 2012 baseline. Compared to the No Build Alternative, Alternative 7 has the greatest increase in $PM_{2.5}$ emissions (over three times greater increase than Alternative 5C). This is due to the VMT-related increases of entrained road dust and, to a lesser extent, brake/tire wear. (In 2035, exhaust emissions are a very small fraction of overall $PM_{2.5}$ traffic emissions.) Please refer to Section 3.13 of the Recirculated Draft EIR/Supplemental Draft EIS for more discussion of the proposed project's effects on air quality.

T5-9-2

Economic impacts, including job losses, economic losses, and reimbursement under the Relocation Assistance Program (RAP), are thoroughly addressed in Section 3.3, Community Impacts, of the RDEIR/SDEIS. As stated in Section 3.3.2, it is the goal of the project to relocate any impacted businesses within their existing communities; therefore, losses of productive businesses would not be an irreversible effect of the proposed project. Please refer to the updated Section 3.3 for a detailed discussion of the revised build alternatives' effects on businesses.

T5-9-3

The improvements proposed in the RDEIR/SDEIS include a partial freight corridor interchange at Slauson Ave. under Alternative 7 only.

T5-9-4

This comment raises concerns about the effects of the proposed peak-hour parking restrictions on local businesses. Please refer to the updated analysis of these impacts in Section 3.3.1 of the RDEIR/SDEIS.

T5-9-5

Caltrans will coordinate with the applicable local jurisdictions during the design of all improvements on local roads and local intersections. Where the I-710 project improvements connect with local roadways, bikeways, and sidewalks, the project will be designed to be compatible with and enhance bicycle and pedestrian use. Please refer to Section 2.3.2.1 of the RDEIR/SDEIS for a detailed description of the active transportation elements proposed as part of the revised build alternatives.

T5-9-6

The existing project commitments for transit as currently incorporated into the Project Description are described in Section 2.3.2.1 of the RDEIR/SDEIS. These commitments include increased service on all Metro Rapid route and local bus routes in the Study Area.

T5-10-1

Please see Section 3.3.1 of the RDEIR/SDEIS for an updated discussion of the effects on businesses in Bell due to property acquisition and peak-period parking restrictions on arterials.

T5-10-2

This comment requests information on the options for pedestrians and bicyclists. Where the I-710 Corridor Project improvements connect with local roads, bikeways, and sidewalks, the project will be designed to be compatible with and enhance bicycle and pedestrian use, consistent with DD-64-R1, Caltrans *Complete Streets Implementation of Deputy Directive DD-64-R1: Complete Streets-Integrating the Transportation System* and the Caltrans HDM. The project facilities will accommodate cars and trucks in the travel lanes, bicyclists in the road shoulders, and pedestrians on sidewalks. As currently designed, the facility travel ways will include minimum six-foot wide sidewalks and minimum five-foot wide outside shoulders. In consultation with the applicable local agencies, the shoulders may include bike lanes, be designated as bike routes, or have no bikeway designation. The implementation of wider sidewalks, improvements to pedestrian facilities not affected or improved by the I-710 build alternatives, or additional bicycle facilities would be the responsibility of the applicable local jurisdictions. Please see Section 2.3.2.1 of the RDEIR/SDEIS for a detailed description of the active transportation elements proposed under the revised build alternatives.

T5-10-3

The existing project commitments for transit as currently incorporated into the Project Description are described in Section 2.3.2.1 of the RDEIR/SDEIS. These commitments include increased service on all Metro Rapid route and local bus routes in the Study Area

T5-11-1

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T5-11-2

This commenter provided general remarks regarding the I-710 Corridor as a corridor of residents, as well as a transportation corridor, but did not raise specific environmental concerns or ask specific questions. No further response is necessary.

T5-11-3

This comment provides a description of Community Alternative 7. As noted previously, Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7. The commenter is a representative of the Coalition on Environmental Health and Justice (CEHAJ). Detailed responses to CEHAJ's proposed Community Alternative 7 are provided in Response to Comments IP-22-1 through IP-22-23.

T5-12-1

Refer to Appendix D, Summary of Relocation Benefits, for more information regarding the process for relocations of homes and businesses, including compensation.

T5-12-2

This comment is regarding previous commitments by city officials in the City of Commerce and does not raise an environmental issue within the context of the CEQA and/or NEPA on the I-710 Corridor Project; therefore, no revision or further response is necessary.

T5-12-3

This comment expresses support for an alternative that results in the least amount of residential relocations within the City of Commerce. Updated information on residential relocations is provided in Section 3.3.2 of the RDEIR/SDEIS.

T5-13-1

This commenter provided general remarks regarding the populations potentially affected by the project but did not raise specific environmental concerns or ask specific questions. No further response is necessary.

T5-13-2

The comment expresses concerns regarding air pollution from the large volume of trucks on I-710. The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Project-funded ZE/NZE trucks along the I-710 are included in both Alternative 5C and 7, and

a dedicated ZE-only freight corridor is a design option for Alternative 7. Based on the revised AQ/GHG/HRA, both build alternatives show the air quality and health benefits compared to the 2012 Baseline and 2035 No Build Alternative, particularly for NO_X and DPM.

T5-13-3

As described in Section 2.3.2.3 of the RDEIR/SDEIS, only ZE/NZE trucks will be allowed to use the freight corridor under Alternative 7. Caltrans does not have the regulatory authority to prohibit non-zero emission trucks from using the I-710 freeway general purpose lanes.

T5-13-4

This comment also requests that all trucks on I-710 be zero emission. Please see Response to Comment T5-13-3.

T5-14-1

With regard to the health concerns cited in this comment, as discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives will improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along I-710, air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts.

T5-14-2

This comment expresses concerns on the effects of the project to long-standing communities in the area. Please see Section 3.3 of the RDEIR/SDEIS for an updated discussion on community impacts as a result of the revised build alternatives.

T5-14-3

This comment expresses concerns on the noise effects of the project. Please see Section 3.14 of the RDEIR/SDEIS for an updated discussion on noise impacts as a result of the revised build alternatives.

T5-14-4

This comment expresses concern about the lack of information about the I-710 Corridor Project in the Inland Empire, considering that many of the intermodal warehouses in that area are where trucks on I-710 are travelling to. While no specific community outreach for the I-710

Corridor Project has been conducted in the Inland Empire, these communities can stay informed about the project from both the Caltrans and Metro websites.

T5-15-1

Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T5-15-2

With regard to the health concerns cited in this comment, as discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives will improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along I-710, air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts.

T5-15-3

The commenter's support of the zero emission freight corridor component of the proposed project is noted. The revised build alternatives in this RDEIR/SDEIS include Alternative 5C and Alternative 7. Although Alternative 5C does not include a freight corridor, Alternative 7 includes a zero emission freight corridor and will result in air quality benefits.

T5-15-4

With regard to the near roadway health concerns cited in this comment, please see Section 3.13.3.2 in the RDEIR/SDEIS for an updated discussion of near roadway air quality impacts. The results of this analysis show that exposure of people along I-710 to PM-related morbidity and mortality health risks should decrease relative to the 2012 Baseline with the exception of some locations near the roadways (particularly for Alternative 7). To the extent that increases in entrained road dust in the 2035 alternatives may be overestimated, the exposure would be even lower for those very near to the roadways (see discussion of ultrafine particulates below, which uses exhaust particulate matter less than 2.5 microns in diameter [$PM_{2.5}$], rather than total $PM_{2.5}$, as a surrogate).

T5-15-5

The Final EIR/EIS will contain the mitigation measures that will be implemented throughout construction and operation of the proposed project. Please see Appendix F, Environmental

Commitments Record, of the RDEIR/SDEIS for a complete listing of currently proposed avoidance, minimization, and mitigation measures.

T5-15-6

This comment requests analysis of the cumulative impact of construction and operation together. Although construction-related impacts were quantified in the revised AQ/GHG/HRA, the construction staging concepts for Alternatives 5C and 7 were developed assuming all funding has been programmed and is available to construct the full project at the start of construction. Therefore, they represent hypothetical maximum emissions scenarios. Detailed construction phasing cannot be developed at this time and, thus, detailed modeling would be speculative in both time and location.

T5-15-7

This comment opposes expansion of the existing freeway. Alternative 7, which adds the zero emission freight corridor but does not expand the freeway to add general purpose lanes, has been added and is analyzed in this RDEIR/SDEIS.

T5-15-8

The existing project commitments for transit as currently incorporated into the Project Description are described in Section 2.3.2.1 of the RDEIR/SDEIS. These commitments include increased service on all Metro Rapid route and local bus routes in the Study Area.

T5-16-1

This comment expresses concern regarding the dust from construction of a soundwall at I-710/Washington Blvd. and has been included in the project record.

T5-16-2

This commenter states that Caltrans is building the connector from I-710 northbound to I-5 southbound. This statement is incorrect as such a connector has not been approved for construction

T5-16-3

The comment references “140 percent chance of cancer” in his neighborhood based on an EPA publication, compared to 5 to 10 percent in other areas. Caltrans could find no such report

published; the SCAQMD *Multiple Air Toxics Exposure Study* (MATES) IV provides information on existing cancer-related health risk in the South Coast Air Basin.

T5-17-1

This comment makes a general statement about the community outreach program for the I-710 Corridor Project, and has been included in the project record.

T5-17-2

The commenter's opposition to Design Option 1 at the I-710/Washington Blvd. interchange is noted. The updated build alternatives and design proposed for this interchange is discussed in detail in Section 2.3.2 of the RDEIR/SDEIS.

T5-17-3

Caltrans and FHWA reviewed the *Health Impact Assessment* referred to in this comment and did not incorporate it into the Draft EIR/EIS or the RDEIR/SDEIS; however, information on health pathways has been included in each "Public Health Considerations" section within each resource area discussion.

T5-17-4

Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7, which does not add any new general purpose lanes to I-710. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T5-17-5

This comment expresses support for the Los Angeles River component of Community Alternative 7, especially the recreational component. Please see Section 2.3.2.1 of the RDEIR/SDEIS for a description of the active transportation elements proposed under the revised build alternatives. Implementation of new walk and bike trail facilities will occur through implementation of the active transportation component of the Gateway Cities Strategic Transportation Plan.

T5-17-6

This comment indicates the commenter's support for pedestrian, bicycle, and transit elements. Where the I-710 Corridor Project improvements connect with local roads, bikeways, and

sidewalks, the project will be designed to be compatible with and enhance bicycle and pedestrian use, consistent with DD-64-R1, Caltrans *Complete Streets Implementation of Deputy Directive DD-64-R1: Complete Streets-Integrating the Transportation System* and the Caltrans HDM. The project facilities will accommodate cars and trucks in the travel lanes, bicyclists in the road shoulders, and pedestrians on sidewalks. As currently designed, roads crossing over/under I-710 will include minimum six-foot wide sidewalks and minimum five-foot wide outside shoulders. As discussed in Chapter 2.0, all the I-710 Corridor Project build alternatives include a wide range of transit improvements in addition to improvements to the I-710 facility.

T5-17-7

This commenter encouraged the members of the community to comment on the project but did not raise a specific issue or ask a specific question. No further response is necessary.

T5-18-1

With regard to the health concerns cited in this comment, as discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives will improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along I-710, air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts.

T5-19-1

As stated in Chapter 1.0 of the EIR/EIS, there are several reasons why Caltrans is proposing the I-710 Corridor Improvement Project, including improvements to air quality and public health, improvements to traffic safety, modernization of freeway design, the accommodation of projected traffic volumes, and addressing increased traffic volume resulting from projected growth in population, employment, and economic activities related to goods movement. Refer to Chapter 1.0, Proposed Project, for additional information about the Purpose and Need of the proposed project. Caltrans and Metro are not “pushing” the project to create jobs as stated in this comment.

T5-19-2

As discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives will improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along I-710, air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts. The revised AQ/GHG/HRA report provides full details

on the multiple analyses, using air agency approved methodologies used to support the conclusions in this section of the RDEIR/SDEIS.

T5-20-1

Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T5-21-1

This comment expresses concerns regarding construction impacts to her home and community. Please see Section 3.24 of the RDEIR/SDEIS for a discussion of construction impacts and the proposed avoidance, minimization, and mitigation measures to address those impacts.

T5-22-1

The commenter's preference for Community Alternative 7 or the No Build Alternative will be taken into consideration in identifying a preferred alternative. Community Alternative 7 has been taken into consideration and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

T5-23-1

With regard to the health concerns cited in this comment, as discussed in Section 3.13.3 of the RDEIR/SDEIS, the build alternatives will improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along I-710, air quality will be improved and public health risk will be reduced at most locations, but there are some near-roadway locations where there will be an increase in emissions. Alternative 5C has the fewest areas with these near-roadway impacts.

T5-23-2

This comment expresses general concerns about increases in traffic, but did not raise a specific issue or ask a specific question. No further response is necessary.

T5-23-3

Community Alternative 7 has been taken into consideration, and elements of this alternative have been included in Alternative 7. Please refer to Section 2.2.2.1 of the RDEIS/SDEIS more detail regarding these elements.

Appendix T AVOIDANCE CONCEPTS APPLICABLE TO ALTERNATIVE 7 MEMORANDUM

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Avoidance Concepts Applicable to Alternative 7

► **SUBJECT:** ***Motion 22.1 (Item A) – Examination of Alternative Designs***

► **DATE:** ***October 12, 2016***

Purpose

The purpose of this memorandum is to examine alternative designs to Alternative 7 that eliminate impacts to identified homes, businesses, or community resources. The examination includes the development of avoidance designs and revisiting previously developed concepts that avoided or minimized impacts. This memorandum further documents the rationale, implications, and constraints associated with the alternative designs, as well as the current design featured in Alternative 7. The memorandum responds to recent Metro Board action and resulting 2016 Metro directive to complete this examination.

Board Motion Background

Motion 22.1 (Item A)

Among the items in Metro Board Motion 22.1 supplemented in the scope of the I-710 Corridor RDEIR/SDEIS, Item A addresses preparing alternative designs as follows:

Geometric design for the I-710 Freight Corridor (under Alternative 7) that eliminates significant impacts and displacements of homes, businesses, or community resources, such as but not limited to the Bell Shelter or Senior Centers, and the implications of such a design on commuter and freight traffic demands; where significant impacts are unavoidable, provide documentation of the rationale and constraints.

In response to the motion, five subareas within the project study area were identified for examination because these locations have the highest concentration of impacted resources that are considered sensitive and have been previously identified as areas of concern. These subareas and locations of interest are shown in Figure 1 and briefly described as follows.

Anaheim Street – This subarea is located in the City of Long Beach. The area of interest includes the Anaheim Street interchange and adjacent uses near this major arterial and Route 710. Past public interest has focused on the disposition of the Long Beach Multi-Service Center (MSC) for Homelessness. The MSC serves 26,000 clients annually and is the primary port of entry for homeless persons seeking assistance in the City. The facilities consist of two buildings totaling 16,000 sq. ft. which house City and County offices, as well as, ten other public and private partner organizations.

Alondra Boulevard – This subarea is located in the Cities of Compton and Paramount, and the unincorporated area of East Compton. The area of interest includes the Alondra Boulevard interchange and adjacent uses near this major arterial and Route 710. Past public interest has focused on the disposition of the Seasons Senior Apartments and the El Rancho Mobile Home Park. Construction of the Seasons Senior Apartments was recently completed in 2011 and the facility has 84 units intended to meet the needs of senior citizens with disabilities. The El Rancho Mobile Home Park has 158 lots.

Slauson Avenue – This subarea is located in the Cities of Bell, Commerce, and Maywood. The area of interest includes the Slauson Avenue local crossing and adjacent uses near this major arterial and Route 710. Past public interest has focused on the disposition of the Salvation Army Bell Shelter and the Shelter Partnership. The shelter occupies approximately 25 acres and includes two large warehouses totally 400,000 sq. ft. and ten transitional housing structures. Among its many services, the shelter provides shelter and meals for up to 350 individuals. The Shelter Partnership houses the Mark Taper Foundation Shelter Resource Bank. The Resource Bank operates a 106,000 sq. ft. warehouse on 6 acres, where large-scale donations of merchandise are stored and redistributed to homelessness service providers.

Washington Boulevard – This subarea is located in the City of Commerce. The area of interest includes the Washington Boulevard interchange and adjacent uses near this major arterial and Route 710. Past public interest has focused on the disposition of the Ayers neighborhood, which is part of the City's Bandini-Rosini Residential Planning Area (RPA). The Ayers neighborhood has 69 single family residential units and two multi-unit residences. The Bandini-Rosini RPA has more than 800 residential units.

I-5 Crossing – This subarea is located in the City of Commerce. The area of interest includes the I-5/I-710 freeway-to-freeway interchange and adjacent uses near both freeways. Past public interest has focused on the disposition of residences along Sydney Drive, which is part of the City's Northwest Residential Planning Area (RPA). Up to 29 residences are along Sydney Drive and include a combination of single-family and multi-family units. The Northwest RPA has more than 200 residential units.

Project Development Background

Context Sensitive Design Objectives

Context sensitive design objectives guide the avoidance or minimization of impacts to existing land uses and circulation. Context sensitive uses primarily include residential, commercial/industrial, and special uses abutting the freeway and local street network within the I-710 project study area. Special uses pertinent to this study include flood control facilities, utility corridors and facilities, railroads, and public uses (parks, schools, trails, etc.). Other important context sensitive elements include local street circulation, the composition of street/highway users, and the highway's accident history. Both the general and specific potential impacts identified by Motion 22.1 are part of the total context considered in the development of alternative designs.

Context sensitive uses and highway design objectives are considered in tandem. Caltrans highway design standards are applied and non-standard features are employed, when justified by the context. In general, the designs do not include features that will have significant adverse

impacts on the safety and operation of the existing highway facility. Equally critical, the designs do include non-standard features to avoid or minimize significant adverse environmental and/or social economic impacts.

Highway Design Objectives

The project's need and purpose statements guide the development of project alternatives and corresponding highway designs. Based upon iterative design, analysis, and review, the following corridor design objectives have been established for Alternative 7.

- Add two truck lanes in each direction between Pico Avenue in Long Beach and Washington Boulevard in Commerce to address capacity deficiencies on the freeway and to reduce truck-auto conflicts that contribute to a higher frequency of truck-related accidents on the freeway.

- Add one additional through lane in each direction between Washington Boulevard and SR-60 to address existing and proposed capacity deficiencies and corresponding safety deficiencies introduced by the truck lanes.

- Add collector distributor roads and/or grade separated ("braided") ramp configurations in each direction to address operational deficiencies and corresponding safety deficiencies caused by:
    - Close proximity of interchanges
    - Short acceleration from entrance ramps to the freeway and short deceleration lanes from the freeway to exit ramps

- Reconfigure interchanges and add or extend freeway auxiliary lanes, approaching and departing ramps and connectors, to address operational deficiencies and corresponding safety deficiencies caused by short merging, diverging, and weaving lengths on the freeway.

- Reconfigure entrance and exit ramps at local and freeway to freeway interchanges to address sight distance, speed, and corresponding safety deficiencies caused by short radius (tight) curves and roadside visual obstructions.

- Reconfigure and control ramp termini at local street intersections to address vehicle capacity, operational, and corresponding safety deficiencies caused by:
    - Insufficient signalization
    - Excessive number of intersection movements
    - Insufficient number of turning lanes
    - Insufficient storage length in turning lanes

- Enhance ramp/street intersections to address bicycle/pedestrian operation and corresponding safety deficiencies caused by:
    - Insufficient outside shoulder width along local streets
    - Insufficient signing and pavement markings to guide users through intersections
    - Insufficient sidewalk paths and widths along local streets
    - Insufficient pedestrian path features to accommodate disabled users

Studies Currently in Development

Several studies are currently under development to support preparation of the RDEIR/SDEIS. Information from these studies is utilized to complete the examinations herein. These pertinent studies include the *Traffic Operations Analysis Report*, *Right of Way Study*, and *Draft Relocation Impact Report*.

Examination Approach

As a point of reference, designs and studies prepared to date are presented to characterize current conditions, previously analyzed alternatives, and Alternative 7. Context descriptions and maps identify community resources of interest, among other land uses in the immediate area. The scope, performance, and impacts of Alternative 6A/B/C and Alternative 7 are summarized to help illustrate differences between the previous and current designs. Both Alternative 6A/B/C and Alternative 7 include the separated truck lanes known as the Freight Corridor.

Avoidance objectives are identified for each location and specific design elements causing the impact are identified. Avoidance concepts are described and illustrated. As applicable, the analysis compares differences in right of way impacts, differences in safety and mobility, and differences in capital costs. These comparisons and considerations are the basis to determine the viability of the avoidance concept and to identify subsequent project development activities.

Location No. 1 – Anaheim Street

Existing Context

The area of interest shown in Figure 10 includes the Anaheim Street local interchange and adjacent uses near Route 710. Past public interest has focused on the disposition of the Long Beach Multi-Service Center (MSC) for Homelessness. The MSC serves 26,000 clients annually and is the primary port of entry for homeless persons seeking assistance in the City. The facilities consist of two buildings totaling 16,000 sq. ft. which house City and County offices, as well as, ten other public and private partner organizations.

The MSC is located in the Harbor District of the City of Long Beach on the north side of 12th Street. 12th Street is primarily accessible from the intersection of Harbor Avenue and Anaheim Street. Many adjacent uses support Port of Long Beach (POLB) uses. The POLB is developing studies for the Pier B On-Dock Rail Support Facility, which includes expansion of the existing Pier B Rail Yard. The limits of the planned rail yard have been identified and extend as far as 11th Street, one block south of 12th Street. All other uses west of the freeway within the subarea are zoned general industrial per the City's General Plan.

The freeway is aligned on the west side of the LA River. The river and the freeway are separated by oil extraction facilities and storm water infrastructure. Uses east of the river are predominantly industrial. Proposed highway and street improvements featured in Alternative 7 are designed to avoid significant impacts to the LA River, oil extraction facilities, and POLB's planned On-Dock Rail Support Facility, and to minimize significant impacts to all remaining contextual elements in this area of the project.

Design Concepts

<u>Alternative 6A/B/C (2012 DEIR/EIS)</u>

Several design concepts were developed and screened within the Anaheim Sub-Area of the project. All had many common design objectives focused on resolving safety and operational deficiencies, notably eliminating multiple bottleneck conditions on the freeway between Ocean Boulevard and Pacific Coast Highway. Another key objective was providing as much access as feasible to and from the Freight Corridor, thereby reducing truck traffic on Route 710. The resulting design for the sub-area as shown in Figure 11 combines freeway, interchange, and street modifications at Anaheim Street with a new truck-only interchange terminating at the intersection of Harbor Avenue and Anaheim Street. Although the truck ramps do not directly impact the MSC, the ramps prohibit access to the facility. The loss of access requires relocation of the MSC.

In addition to impacts to the MSC, property impacts included all the existing oil extraction facilities between the LA River and the freeway, industrial uses east of Fashion Avenue, and all other uses served by Harbor Avenue, south of Anaheim Street.

<u>Alternative 7 (Current)</u>

Alternative 7 in the Anaheim Sub-Area is shown in Figure 12. The design objectives reflect public and agency comments on previous design and new information and analysis.

Fundamental design objectives specific to the Anaheim Sub-Area remain the same, with the following additions:

- Avoid relocation of newly constructed oil extraction facilities between the LA River and the freeway.
- Where existing access to oil facilities and river levees are removed by the project, restore access to/from Anaheim Street.

Given these updated objectives and the new design of Alternative 7, the disposition of the MSC remains the same as Alternative 6A/B/C. Impacts to adjacent industrial uses are also similar. However, impacts to oil extraction facilities south of Anaheim Street are avoided.

Avoidance Concepts

Avoidance Objective: Avoid relocation of the Long Beach Multi-Service Center

M1 – Eliminate Truck Interchange

Eliminating the truck ramps at Anaheim Street from the current design would reduce impacts and avoid relocation of the MSC. Figure 13 illustrates this concept.

Although this concept avoids the MSC, the truck traffic that would have used the truck corridor will be diverted to other roadways. At this location, virtually all of the diverted truck traffic is expected to access the freeway at Anaheim Street. Stated among the design objectives for Alternative 7, the purpose of the Freight Corridor is to address capacity deficiencies on the freeway and to reduce truck-auto conflicts that contribute to a higher frequency of truck-related accidents on the freeway. The success of the Freight Corridor depends upon its ability to remove a substantial majority of the diesel trucks from the freeway lanes. In addition, if the Freight Corridor is not utilized (i.e., appears empty in the peak hours), then it is not delivering travel or air quality benefits relative to its projected cost.

The projected amount of truck traffic expected to access the Freight Corridor at Anaheim Street is 9,800 trucks per day. Utilization of the southern four-mile segment of the Freight Corridor will decrease and utilization of the adjacent segment of freeway will increase. During peak periods, the percentage of trucks on this segment of the Freight Corridor is expected to decrease as much as 25%. This means that as much as 70% of the trucks are using the freeway and not the Freight Corridor. This differential reduces the distribution well below threshold criteria needed for successful use of the Freight Corridor, especially since utilization of the Freight Corridor is already low south of the I-405 under Alternative 7. Table 1 and Figures 2 and 3 illustrate differences in truck distribution for the avoidance concept and Alternative 7.

Because the Freight Corridor is used far less, the overall effectiveness of other freeway and local street improvements in this segment of the corridor will diminish markedly. The loss of access is inconsistent with the purpose of the Freight Corridor and will significantly reduce the performance of Alternative 7; therefore, this concept is not considered viable.

Table 1 - Performance Criteria

Freight Corridor Share of Trucks (AM, MD or PM Peak Hour)		
FC	Rating	Note
< 45%	FF	Fatal Flaw
45% - 59%	Below	Below Minimal Threshold. Does not meet criterion.
60% - 66%	Ok	Marginal
67% - 84%	Above	Above Minimal Threshold. Meets criterion.
> 85%	Best	Exceeds criterion.

Figure 2 - Alternative 7 Truck Distribution

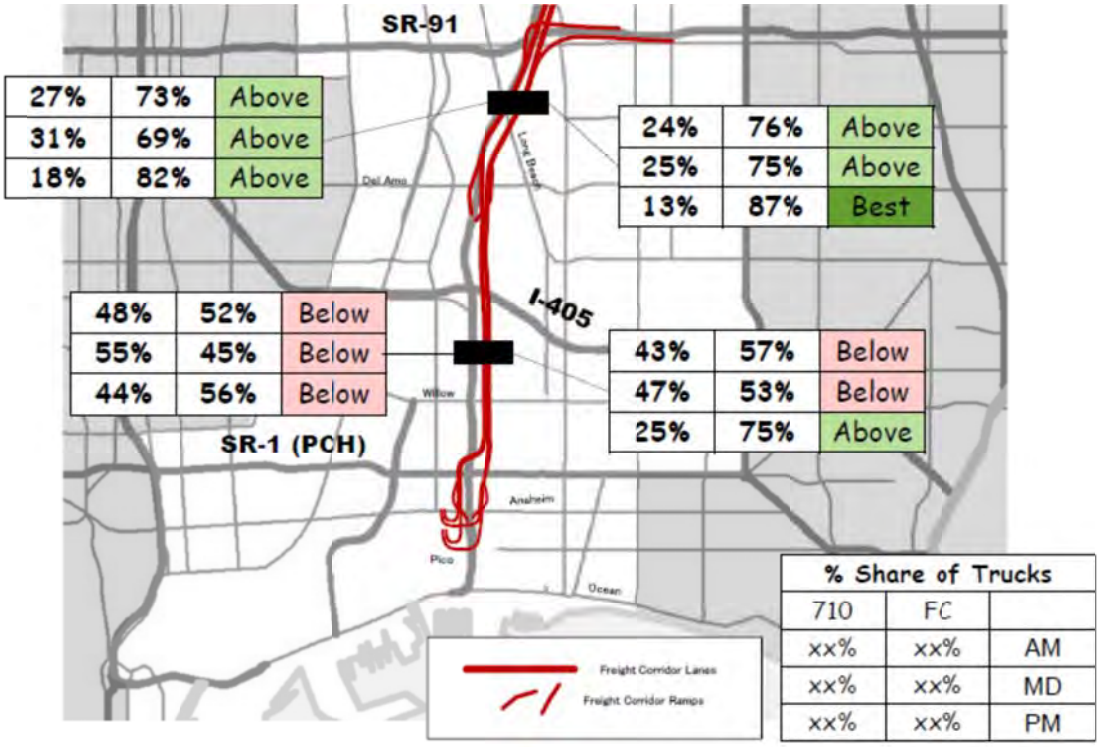
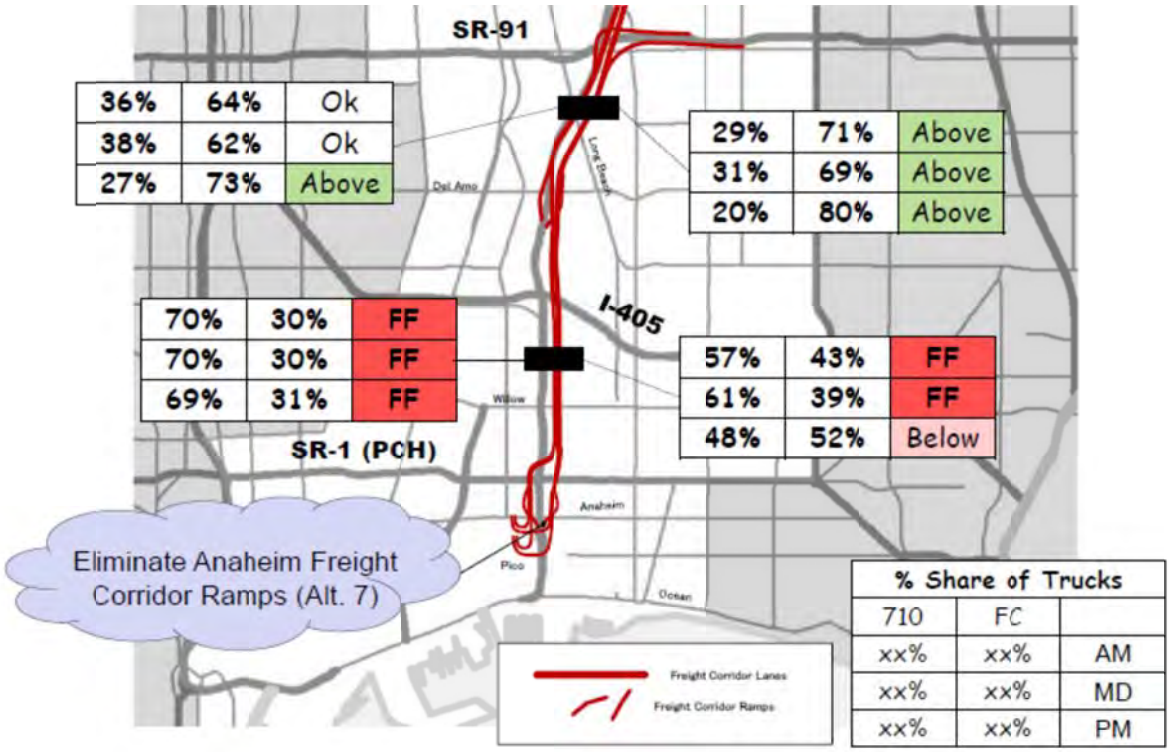


Figure 3 - Avoidance Concept M1 Truck Distribution



M2 – Terminate Truck Ramp at 12th St / Harbor Ave

Retaining all the functionality of the truck interchange at Anaheim Street, but terminating the ramps at 12th Street instead of Anaheim Street would allow access to the MSC. Figure 14 illustrates this concept. This effectively is an access break between Anaheim Street and the truck ramps. The intersections at the ramp terminus and at Anaheim Street would be signalized and synchronized. Virtually all truck traffic exiting at this location will continue westbound on Anaheim Street. Similarly, virtually all truck traffic entering this location originates from eastbound Anaheim Street. Because Anaheim Street is a truck route and volumes are high, long queues are expected on the exit ramp and on eastbound Anaheim Street no matter the location of the terminus. Traffic operations for intersection configurations with access breaks like this concept are highly problematic and often have adverse effects on safety and mobility.

Because the Harbor Avenue / Anaheim Street intersection requires a long 4-phase signal cycle, trucks will stack up between Anaheim Street and 12th Street and on the exit ramp. Because of the short distance between 12th Street and Anaheim Street (about 250 feet), there is only enough storage for six to eight left-turning trucks. Even with signal synchronization, trucks will frequently block the intersection at 12th Street, forcing vehicles to wait to enter 12th Street. The waiting vehicles will slow the movements of trucks entering the truck corridor from Anaheim Street. These factors disrupt the operation of the intersection, cause greater congestion on all legs of the intersection, and affect all users.

The break in access on these high volume entrance and exit ramps is a non-standard design feature and does not conform to access policy standards established by Caltrans and FHWA. Exceptions to these policies and standards cannot be reasonably justified, nor is the resultant condition consistent with the project's need and purpose objectives. Therefore, this concept is not considered viable.

M3 – Terminate Truck Ramp at Anaheim St / Caspian Ave

Retaining all the functionality of the truck interchange at Anaheim Street, but terminating the ramps at another local existing intersection instead of the Harbor Avenue/Anaheim Street intersection would allow access to the MSC. Figure 15 illustrates this concept for the Caspian Avenue/Anaheim Street intersection. Figure 16 illustrates other possible locations as far west as the Santa Fe Avenue/9th Street intersection. Any of these ramp intersections will function like the Alternative 7 design. Although realigning the ramp would avoid relocation of the MSC, these concepts introduce significant new impacts. The differential impacts are significantly more in area and number; therefore, the avoidance concept is not considered viable.

Further coordination with the POLB is warranted to ascertain current and future uses south of Anaheim Street within the Harbor District, as these uses may change with the development of its On-Dock Rail Support Facility at the Pier B Rail Yard.

Location No. 2 – Alondra Boulevard

Existing Context

The area of interest shown in Figure 20 includes the Alondra Boulevard interchange and adjacent uses near this major arterial and Route 710. Past public interest has focused on the disposition of the Seasons Senior Apartments and the El Rancho Mobile Home Park. Construction of the Seasons Senior Apartments was recently completed and opened for operation in 2013 and the facility has 84 units intended to meet the needs of senior citizens with disabilities. The apartments are located in the unincorporated area of East Compton and are situated next to the southbound I-710 exit ramp to Alondra Boulevard. The El Rancho Mobile Home Park has 158 lots and is accessible from Atlantic Avenue. The mobile home park is located in the City of Compton and is situated next to the southbound Alondra Boulevard entrance ramp to I-710.

Other uses west of the freeway are predominantly residential. Uses along Alondra Boulevard primarily consist of small businesses. On the east side the freeway, a number of small auto-service businesses are situated between Alondra Boulevard and Atlantic Avenue. The LA River separates the freeway from the City of Paramount along Alondra Boulevard.

Proposed highway and street improvements featured in Alternative 7 are designed to avoid or minimize significant impacts to all these contextual elements in this sub-area of the project.

Design Concepts

<u>Alternative 6A/B/C (2012 DEIR/EIS)</u>

The design objectives considered for the alternative are similar to current objectives with some exceptions. Project development activities began prior to the design and construction of the Seasons Senior Apartments. The current apartment site was vacant at this time and development of the apartment project was unknown. Prior to circulation of 2012 DEIR/EIS and completion of the apartment project, the apartments were identified as an impact. The design of the Alondra Interchange and its associated southbound exit ramp directly impacted the apartment site. The design shown in Figure 21 included the following features within the Alondra Sub-Area:

- Reconstructing the Alondra interchange, including structures over the freeway and LA River, and employing a single-point diamond configuration,
- Maintaining the same number of through lanes in each direction (5) on I-710 through the Alondra interchange,
- Adding one lane in each direction on I-710 under SR-91,
- Eliminating or reducing southbound bottleneck conditions by grade separating (braiding) the Alondra entrance ramp and the eastbound SR-91 connector,
- Eliminating or reducing northbound bottleneck conditions by grade separating (braiding) the Alondra exit ramp and the two SR-91 connectors to I-710,
- Aligning the Freight Corridor over the northbound Alondra ramps.

The resulting property impacts included:

- Acquisition of the Seasons Senior Apartments and relocation of its residents.
- Acquisition of 5 lots within the El Rancho Mobile home Park and relocation of associated residents.
- Acquisition of property and relocation of 6 residents along Gibson Avenue.
- Acquisition of property and relocation of businesses between the freeway and the LA River.
- Acquisition of property and relocation of businesses along both sides of Alondra Boulevard between the freeway and Atlantic Avenue.

The design avoided significant impacts to the LA River.

Alternative 7 (Current)

Alternative 7 in the Alondra Sub-Area is shown in Figure 22. The design objectives reflect public and agency comments on previous designs and new information. The design still features many of the same elements, but reduces property impacts. Given the updated parameters and objectives for Alternative 7, the design includes the following features:

- Reconstructing the Alondra interchange, including structures over the freeway and LA River, and employing a diverging diamond configuration,
- Maintaining the same number of through lanes in each direction (5) on I-710 through the Alondra interchange,
- Maintaining the same number of through lanes in each direction (3) on I-710 under SR-91,
- Eliminating or reducing southbound bottleneck conditions by grade separating (braiding) the Alondra entrance ramp and the combined eastbound and westbound SR-91 connector,
- Eliminating or reducing northbound bottleneck conditions by grade separating (braiding) the Alondra exit ramp and the two SR-91 connectors to I-710,
- Aligning the Freight Corridor over the northbound Alondra ramps.

The resulting property impacts include:

- Acquisition of 5 lots within the El Rancho Mobile home Park and relocation of associated residents.
- Acquisition of property and relocation of 6 residents along Gibson Avenue.
- Acquisition of property and relocation of businesses between the freeway and the LA River.
- Acquisition of property and relocation of businesses along both sides of Alondra Boulevard between the freeway and Atlantic Avenue.

The design still avoids significant impacts to the LA River.

Avoidance Concepts

Avoidance Objective:

Avoid residential impacts to the El Rancho Mobile Home Park and continue to avoid impacts to the Seasons Senior Apartments.

E1 – Eliminate Southbound Braid

The component of the design directly affecting the El Rancho Mobile Home Park is the southbound braided roadway configuration approaching SR-91. Simply eliminating the braid from the current design would avoid the residential impacts. The resulting configuration would be similar to existing conditions. Figure 23 illustrates this concept. Although this alternative avoids the El Rancho Mobile Home Park impacts, it does not resolve existing freeway deficiencies. The reconfigured Alondra Boulevard interchange may further exacerbate the deficient freeway operation as well.

Freeway operations are significantly affected due to the relatively short weaving area between the Alondra entrance ramp and the SR-91 connector. This deficient bottleneck condition remains and can't be resolved by simply adding more through lanes. Furthermore, the longer entrance ramp shortens the weaving distance and is expected to add to congested conditions. This design concept is comparable to no-build conditions, which remains a viable alternative.

E2 – Shift Freeway

Retaining all the functionality of the freeway, truck lanes, and the Alondra Boulevard interchange, but shifting all of the roadway alignments easterly would eliminate all direct impacts to the El Rancho Mobile Home Park. Figure 24 illustrates this concept. Although the shift requires adjustments to all the roadway alignments, none are considered adverse to the safety and operation of the highway. Because the alignment of the freight corridor impacts properties between the freeway and the LA River, no additional property acquisitions are needed to accommodate the shift. Constructability and staging considerations are also comparable to Alternative 7 and do not introduce significant design challenges. Therefore, the concept is considered viable.

E3 – Eliminate SB Entrance Ramp

The element of the design directly affecting the El Rancho Mobile Home Park is the southbound entrance ramp from Alondra Boulevard. Simply eliminating the existing Alondra ramp from the current design would avoid the impacts. Although this idea avoids the impact, it is not a viable alternative.

The Cities of Compton and Paramount depend upon full access to the freeway at this location. These cities' businesses and residents rely on convenient and reliable access to and from the interstate. Without the entrance ramp, vehicles must use alternate routes to reach their destinations. The nearest alternate interchanges to southbound I-710 freeway are at Artesia Boulevards and Rosecrans Avenue. Both are a mile from Alondra Boulevard. From Alondra Boulevard, vehicles would use Atlantic Avenue, or Hunsaker Avenue and Atlantic Place, to reach Artesia Boulevard. The diverted traffic will increase congestion at multiple intersections

along these routes. Most motorists are less likely to backtrack to Rosecrans Avenue. The resulting congestion would significantly diminish the safety and mobility performance of the local street network. These consequences are inconsistent with the Project's purpose.

Partial interchanges do not comply with Caltrans standards and FHWA's interstate access policy. Less than full access interchanges require substantial justification prior to approval. Because the traffic diversion is expected to have an adverse effect on local street operation, the design cannot be justified. The adverse effect of removing access is one of several reasons for the standard and the policy.

Location No. 3 – Slauson Avenue

Existing Context

The area of interest as shown in Figure 30 includes the Slauson Avenue crossing, two Los Angeles Junction Railroad (LAJ) crossings, and adjacent uses near I-710. Past and current public interest has focused on Salvation Army Bell Shelter (Shelter) and the Shelter Partnership (Partnership). The shelter occupies approximately 25 acres and includes two large warehouses totaling 400,000 sq. ft. and ten transitional housing structures. Among its many services, the shelter provides shelter and meals for up to 350 individuals. The Shelter Partnership houses the Mark Taper Foundation Shelter Resource Bank. The Resource Bank operates a 106,000 sq. ft. warehouse on 6 acres, where large-scale donations of merchandise are stored and redistributed to homelessness service providers.

Both the Shelter and the Partnership are located in the City of Bell and are situated between the two railroad crossings. The Partnership building is closest to the freeway and the Shelter's transitional housing is next to the LAJ mainline tracks. The rail network limits access to these facilities. The only access is via Rickenbacker Road at Eastern Avenue.

All other uses east of the freeway within the subarea are commercial/industrial, many of which are served by the LAJ. Within the last five years, the City of Bell has sold much of the former Cheli Airbase property. Since this time, several warehouse facilities have been constructed along Rickenbacker Road. Uses along Slauson Avenue, east of the freeway are commercial/industrial as well, but are in the City of Commerce.

The freeway is aligned on the east side of the LA River. The river and the freeway are separated by the Los Angeles Department of Water and Power (LADWP) transmission corridor. Towers and circuitry are contained within this 100' wide corridor, which shares space with the river levee. Uses west of the river are predominantly residential in the City of Maywood and predominantly industrial in the City of Vernon. Maywood Riverfront Park is situated next to the western levee of the river, just south of Slauson Avenue. Trucks on Slauson Avenue are restricted through Maywood.

Proposed highway and street improvements featured in Alternative 7 are designed to avoid significant impacts to the LA River and LADWP transmission corridor and to minimize significant impacts to all remaining contextual elements in this area of the project.

Design Concepts

<u>Alternative 6A/B/C (2012 DEIR/EIS)</u>

Three variations, or "Design Options," as shown in Figure 41 were evaluated within the Slauson, Bandini, and Washington Sub-Areas of the project. All had many common design objectives focused on resolving safety and operational deficiencies, notably eliminating the multiple bottleneck conditions on the freeway between Bandini Boulevard and Washington Boulevard. Yet, each variation employed different design strategies, interchange configurations, and alignments through Commerce. These variations extend to Slauson Avenue, yet have very similar design objectives, characteristics, and impacts within the Slauson Sub-Area. Figure 31 shows the design in the Slauson Sub-Area. Because the

differences are more extensive in Commerce, the variations are further described in the following section addressing Location No. 4. As such, the pertinent elements are described as follows.

- *Conversion of the local crossing at Slauson Avenue to a full service interchange, including four entrance and exit ramps* – To accommodate the southbound ramps and additional freeway lanes, the freeway alignment was shifted up to 120 feet to the east. Two of the four ramps required braids with the adjacent ramps at the Atlantic/Bandini interchange due to their close proximity. These features further expand the right of way requirements. The northbound ramp alignments encroach upon existing uses east of the existing freeway.

- *Removal of the LAJ crossing over the freeway and removal of the LAJ at-grade crossing at Slauson Avenue* – Because of the interchange and Freight Corridor connections, these railroad facilities could not be feasibly replaced at or near their existing locations. The loss of rail circulation required a substantial change in rail operation throughout the LAJ network. Following review of the 2012 DEIR/EIS, it was determined that loss of circulation was not viable and that both crossings must be restored and remain operational throughout construction.

- *Alignment of the Freight Corridor around the Slauson interchange* – The mainline section of the Freight Corridor terminates in this subarea of the corridor. All variations provided connections between the freeway and between the local street system in Commerce. The Freight Corridor alignment directly impacted the Partnership and a substantial portion of the Shelter.

Traffic performance was adequate during most peak periods. Relative to no-build conditions, level of service on the freeway and on the local street system improved. However, some deficiencies remained on the freeway. Congested conditions occurred during some peak periods on the freeway between the Freight Corridor connections and the I-5 connections. This segment of the freeway is between Bandini and Washington crossings.

In addition to impacts to the Shelter, Partnership, and the LAJ, property impacts in Bell and Commerce included a number of larger building and warehouse uses east of the freeway and along Slauson Avenue.

<u>Alternative 7 (Current)</u>

Alternative 7 in the Slauson Sub-Area is shown in Figure 32. The design objectives reflect public and agency comments on previous designs and new information and analysis. Fundamental design objectives specific to the Slauson Subarea include:

- Reconstructing the Slauson Avenue local overcrossing to accommodate the northbound collector-distributor (CD) road. The CD road resolves mainline safety and operational deficiencies by eliminating bottlenecks, specifically removing weaving areas between closely spaced ramps at the Atlantic/Bandini and Washington interchanges and the Washington and the I-5 interchanges.

- Positioning the new freeway mainline and ramp alignments as close to the existing mainline alignment as practical to minimize impacts to adjacent uses, notably uses east of the freeway.
- Replacing the LAJ crossings over the freeway and across Slauson Avenue. Track alignments and spurs must meet current railroad standards and Public Utility Commission (PUC) policies.
- Avoiding significant impacts to the LA River and LADWP transmission corridor.

Given these updated parameters and objectives of Alternative 7, the I-710 project includes the following features:

- Reconstruction and lowering the profile of I-710 to ensure sufficient clearance below the LAJ crossing and the Slauson crossing. The mainline section consists of four through lanes in each direction for a total of eight lanes.
- Construction of a three-lane northbound CD road that provides connections from I-710 to Bandini Boulevard, Washington Boulevard, and I-5.
- Construction of the four-lane, elevated Freight Corridor with connections to/from the freeway and CD roads.
- Construction of a partial Freight Corridor interchange at Slauson Avenue. The partial interchange includes a southbound entrance ramp to the Freight Corridor and a northbound exit to Slauson Avenue. To accommodate the partial interchange, the Freight Corridor alignment is situated next to the northbound freeway lanes.
- Replacement of the LAJ crossings which features track alignments around the Slauson Freight Corridor interchange. The Slauson at-grade rail crossing is located 300 feet east of the existing crossing.

Traffic performance is adequate during peak periods. Relative to no-build conditions, level of service on the freeway and on the local street system improves significantly.

The resulting property impacts in Commerce and Bell include:

- Partial acquisition of the Shelter property, including a portion of the shelter housing and a portion of one warehouse
- Partial acquisition of the Partnership property, including a portion of the warehouse
- Acquisition of property and relocation of businesses along Slauson Avenue in Commerce: 13 acres / 7 businesses

The design avoids significant impacts to uses west of the freeway.

Avoidance Concepts

Avoidance Objective:

Avoid relocation or significant modification of the Salvation Army Bell Shelter and Shelter Partnership

S1 – Shift Freeway West

Retaining all the functionality of the truck lanes and the truck interchange at Slauson Avenue, but shifting all of the roadway alignments westerly would eliminate all direct impacts to the shelter. The shift, however, would necessitate relocation of the LADWP transmission corridor and require major encroachments in the LA River. Strategies like this were considered in previous studies and have been dropped from further consideration, due to the significant adverse environmental and right of way impacts. 2012 Alternative 6A/B/C Design Option 3 as shown in Figure 41 had these adverse impacts. Therefore, this concept is not considered viable.

S2 – Eliminate Truck Interchange

A combination of elements in the Alternative 7 design directly affects the Shelter facilities. The truck ramps at Slauson Avenue require the alignment of the truck lanes to be situated adjacent to the northbound freeway lanes. The truck lanes and the northbound CD Road directly affect the Shelter and the Partnership. The realignment of LAJ railroad adjacent to the truck lanes further impacts the shelter as well. Eliminating the truck ramps at Slauson Avenue from the current design would reduce impacts and avoid relocation of the shelter facilities. Figure 33 illustrates this concept in the Slauson Sub-Area. Figure 34 shows a comparison between the concept and Alternative 7 beyond the sub-area.

Because there are no ramps at Slauson Avenue in this alternative, the alignment of the truck lanes are positioned in the median of the freeway and supported by a single-column viaduct structure spanning Slauson Avenue. This alignment strategy is employed south of Slauson Avenue in the current alternative. The connectors between the truck lanes and the freeway, north of Slauson Avenue, are adjusted to accommodate the new truck lane alignment. Because the truck lanes are in the median of the freeway, the northbound freeway lanes and the northbound CD road must be shifted to the east, nearer to the shelter. The LAJ railroad is relocated adjacent to the northbound lanes. The resulting shifts and associated right of way requirements do not necessitate Shelter and Partnership facility relocations.

Although this concept satisfies the avoidance objective, the truck traffic that would have used the truck corridor and Slauson Avenue will be diverted to other roadways. Virtually all of the diverted truck traffic is expected to use the freeway instead and access the local area using interchanges at Bandini Boulevard and Florence Avenue. Stated among the design objectives for Alternative 7, the purpose of the Freight Corridor is to serve a sufficient number of clean emissions trucks, address capacity deficiencies on the freeway, and reduce truck-auto conflicts that contribute to a higher frequency of truck-related accidents on the freeway. The success of the Freight Corridor depends upon its ability to remove diesel trucks from the freeway lanes.

The projected amount of truck traffic expected to use the Freight Corridor at Slauson Avenue is 99,200 trucks per day. Utilization of the full length of the Freight Corridor will decrease and utilization of the adjacent segments of freeway will increase. During peak periods, the percentage of trucks in these segments off the Freight Corridor is expected to decrease as much as 155 to 17%. This means that as much as 53% of the trucks are using the freeway. This differential reduces the distribution below threshold criteria needed for successful use of the Freight Corridor for all segments during most peak periods. Table 2 and Figures 4 and 5 illustrate differences in truck distribution for the avoidance concept and Alternative 7 respectively.

Because the Freight Corridor is used less, the overall effectiveness of other freeway and local street improvements in these segments off the corridor will diminish markedly. Thee loss of access is inconsistent with the purpose of the Freight Corridor and will significantly reduce the performance of Alternative 7; therefore, Avoidance Concept S2 is not considered viable.

Table 2 – Performance Criteria

Freight Corridor Share of Trucks (AM, MD or PM Peak Hour)		
FC	Rating	Note
< 45%	FF	Fatal Flaw
45% - 59%	Below	Below Minimal Threshold. Does not meet criterion.
60% - 66%	Ok	Marginal
67% - 84%	Above	Above Minimal Threshold. Meets criterion.
> 85%	Best	Exceeds criterion.

Figure 4 - Alternative 7 Truck Distribution

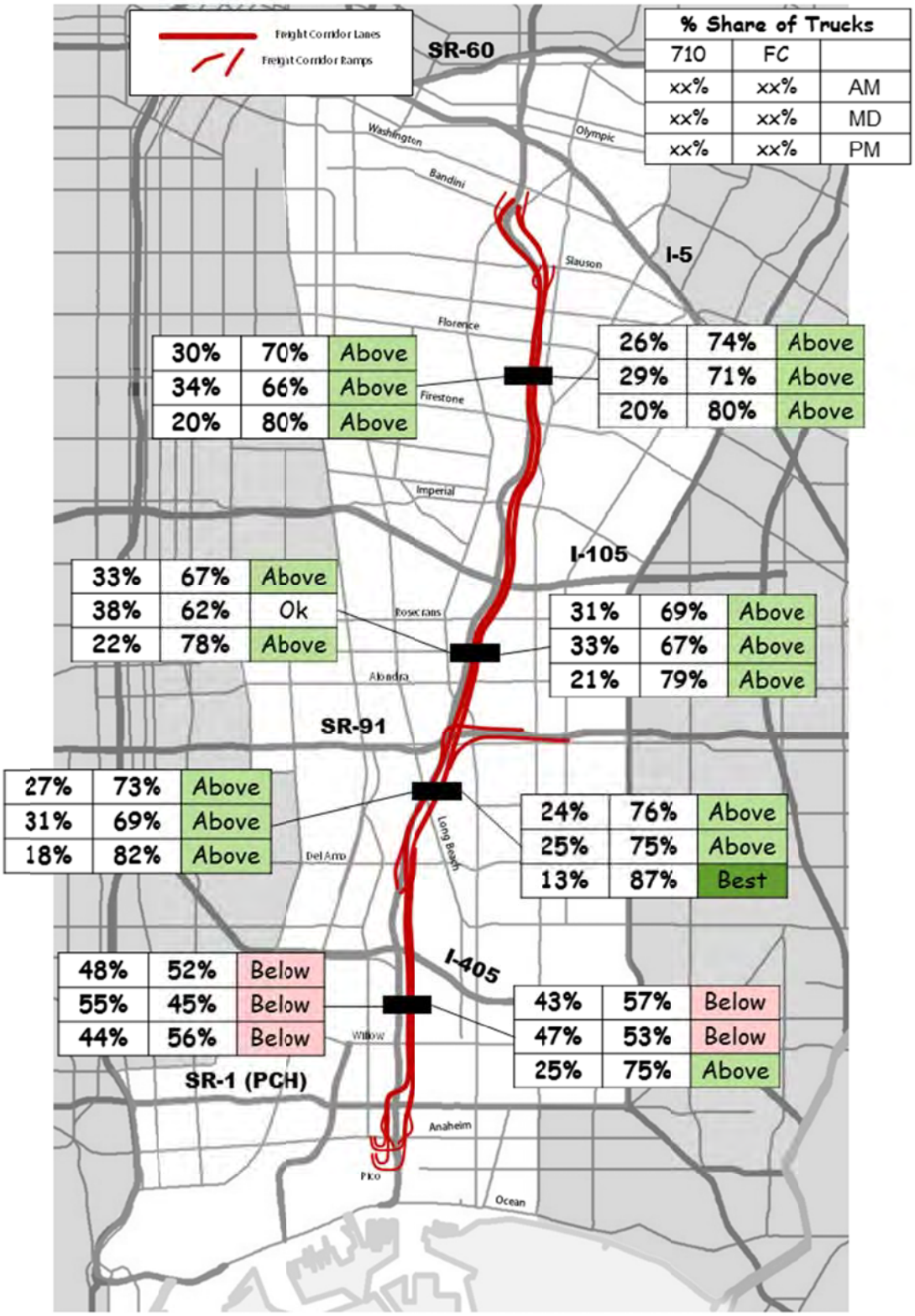
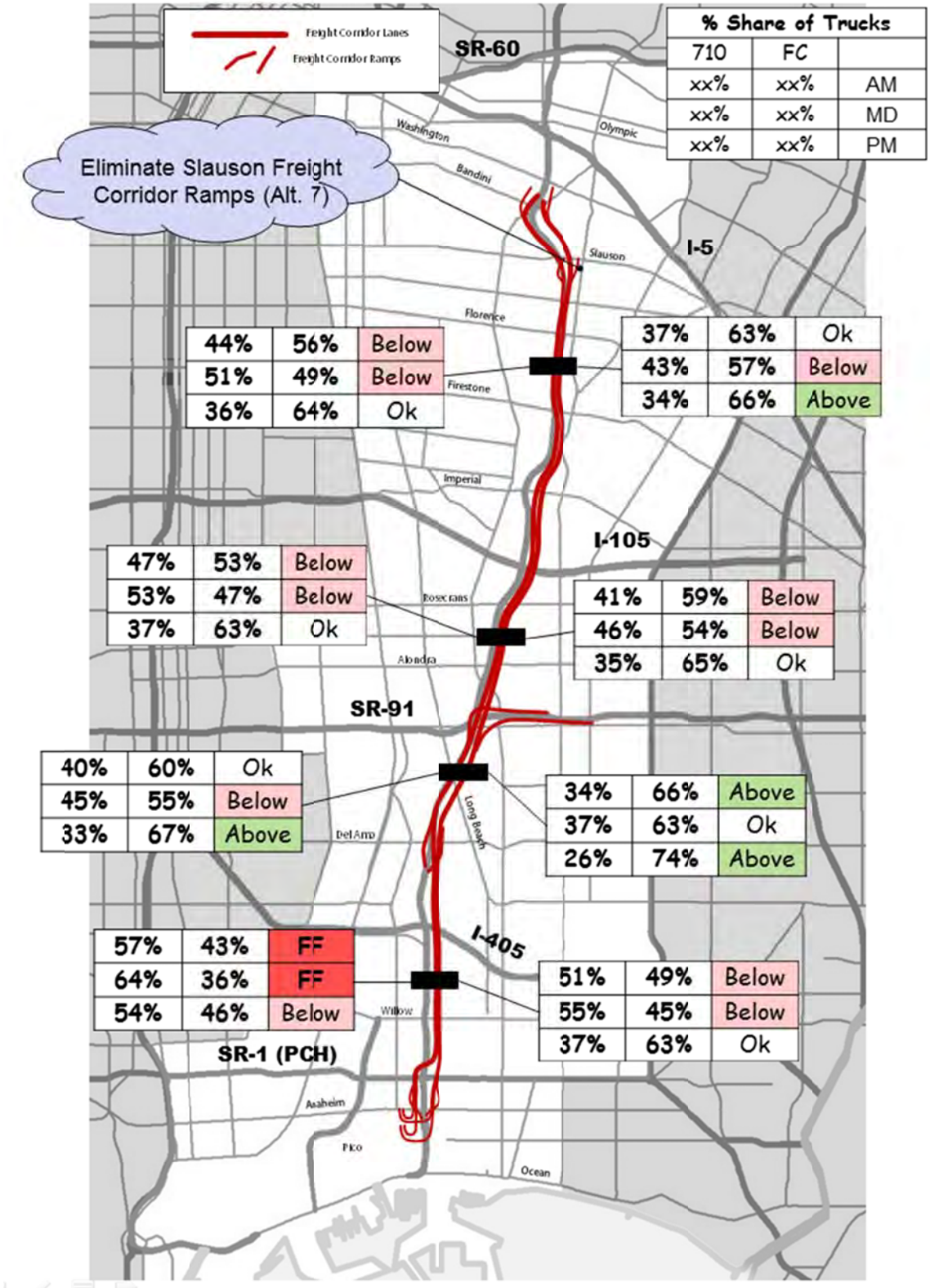


Figure 5 - Avoidance Concept S2 Truck Distribution



Location No. 4 – Washington Boulevard

Existing Context

The area of interest shown in Figure 40 includes the Washington Boulevard interchange and adjacent uses near Washington Boulevard and I-710. Past public interest has focused on the disposition of the Ayers neighborhood, which is part of the City's Bandini-Rosini Residential Planning Area (RPA). The Ayers neighborhood has a combination of 70 single family and multi-family residential units. The Bandini-Rosini RPA has more than 800 residential units.

On the east side of the freeway, opposite the Ayers neighborhood, Noble Street and Bandini Park are next to the existing freeway. The remaining neighborhoods that make-up the Bandini-Rosini RPA extend from the freeway and are bound by Atlantic Boulevard and the Union Pacific Railroad (UPRR) East Los Angeles Rail Yard (East Yard). The Leonis Street Pedestrian Undercrossing connects Bandini Park to the Ayers neighborhood. Bandini Elementary School is within a 1,000 feet of I-710. Residents and business users located in the Bandini-Rosini RPA will most likely use the Washington Boulevard interchange to access I-710.

UPRR operates its East Yard just north of the Bandini-Rosini RPA. UPRR assembles trains and handles shipping containers within the 240 acre site. Washington Boulevard provides all vehicle access to the East Yard. I-710 crosses over and bisects the East Yard.

Burlington Northern Santa Fe (BNSF) operates its Hobart Rail Yard 600 feet south of Washington Boulevard. BNSF assembles trains and handles shipping containers within the 250 acre site. The Hobart Yard has multiple access points. Its primary entrance is on Sheila Street. All train assembly occurs west of the freeway.

Businesses line Washington Boulevard and Sheila Street between Atlantic Boulevard and Ayers Avenue. Multiple intersections and driveways along Washington Boulevard adversely affect the level of service along the arterial and at the freeway ramp intersections. The vehicle composition passing through the ramp intersections on Washington Boulevard consists of as much as 50% trucks.

Proposed highway and street improvements featured in Alternative 7 are designed to avoid or minimize significant impacts to all these contextual elements in this area of the project.

Design Concepts

<u>Alternative 6A/B/C (2012 DEIR/EIS)</u>

Three variations, or "Design Options," as shown in Figure 41 were evaluated within the Washington Subarea of the project. All had many common design objectives focused on resolving safety and operational deficiencies, notably eliminating the multiple bottleneck conditions on the freeway between Bandini Boulevard and Washington Boulevard. Yet, each variation employed different design strategies, interchange configurations, and alignments through Commerce. Each variation had unique performance characteristics and environmental impacts. These unique design objectives, characteristics, and impacts are described for each of the variations as follows.

Design Option 1

This design option as shown in Figure 42 was selected for study among 3 other concepts developed between 2010 and 2011. Concern about removing the interchange at Washington Boulevard prompted development of additional variations. In general, the major design objectives included reconstructing the Washington Boulevard interchange, providing truck ramps to and from Washington Boulevard, and minimizing impacts to the Hobart Yard and nearby businesses. The unique features of this variation included the following:

- *Replacement of the four entrance/exit ramps at Washington Boulevard* – The northbound exit ramp alignment utilized property adjacent to the freeway through the Hobart Yard and the planned retail center between Washington Boulevard and Sheila Street. The ramp grade necessitated raising Washington Boulevard at the ramp terminus 6 feet. The northbound entrance ramp and southbound exit ramp alignments utilized existing Caltrans right of way. The southbound entrance ramp alignment bisected the Ayers neighborhood and terminated at the intersection of Ayers Avenue and Washington Boulevard.

- *Truck exit ramp at Washington Boulevard* – The ramp shares the same alignment as the southbound entrance ramp from Washington Boulevard, which bisects the Ayers neighborhood. Both ramp alignments cross the Hobart Yard before joining the freeway and the Freight Corridor.

Traffic performance was adequate during most peak periods. Relative to no-build conditions, level of service on the freeway and on the local street system improved. However, some deficiencies remained on the freeway. Congested conditions occurred during some peak periods on the freeway between the Freight Corridor connections and the I-5 connections. This segment of the freeway is between Bandini and Washington crossings.

The resulting property impacts in Commerce included:

- Acquisition of property and relocation of residences in the entire Ayers neighborhood (10 acres)
- Acquisition of property and relocation of businesses along the north and south side of Washington Boulevard between the northbound ramp intersection and Ayers Avenue (10 acres)
- Acquisition of property from BNSF on both sides of the freeway (3 acres)

The design avoided impacts to Bandini Park and had the least amount of impact to the Hobart Yard relative to the other options.

Design Option 2

This design option as shown in Figure 43 was selected for study among 3 other concepts developed between 2010 and 2011. Concern about removing the interchange at Washington Boulevard prompted development of additional variations. In general, the major design objectives included reconstructing the Washington Boulevard interchange, providing truck

connections to/from the Washington ramps, and minimizing impacts to the Ayers neighborhood. The unique features of this variation included the following:

- *Replacement of the northbound entrance/exit ramps at Washington Boulevard* – The northbound exit ramp alignment utilized property adjacent to Pennington Way, which included an electrical substation. The ramp also bisected the east side of the Hobart Yard and utilized property adjacent to the freeway through the planned retail center between Washington Boulevard and Sheila Street. The ramp grade necessitated raising Sheila Street at the ramp terminus 4 feet. The northbound entrance ramp alignment utilized existing Caltrans right of way.

- *Replacement of the southbound entrance/exit ramps at Washington Boulevard* – The southbound exit ramp utilized residential properties adjacent to the freeway in the Ayers neighborhood and the existing Caltrans right of way. The southbound entrance ramp alignment utilized property adjacent to the freeway through the Hobart Yard. The ramp grade necessitated raising Washington Boulevard at the ramp terminus 6 feet.

Traffic performance was adequate during most peak periods. Relative to no-build conditions, level of service on the freeway and on the local street system improved. However, some deficiencies remained on the freeway. Congested conditions occurred during some peak periods on the freeway between the Freight Corridor connections and the I-5 connections. This segment of the freeway is between Bandini and Washington crossings.

The resulting property impacts in Commerce included:

- Acquisition of property and relocation of residences in a portion of the Ayers neighborhood (1 acre)
- Acquisition of property and relocation of businesses along the north and south side of Washington Boulevard between the northbound ramp intersection and Conner Avenue (5 acres)
- Acquisition of property from BNSF on both sides of the freeway (4 acres)
- Acquisition of property and relocation of an electrical substation ($40M)
- Acquisition of an undeveloped property, now occupied by a 500,000 sq. ft. warehouse (20 acres)

The design avoided impacts to Bandini Park and reduced the amount of impact to the Ayers neighborhood relative to Design Option 1.

<u>Design Option 3</u>

This design option as shown in Figures 44.1, 44.2, and 44.3 was selected for study among several other concepts developed between 2008 and 2010. It is generally based upon a strategy identified in the 2005 Major Corridor Study. A key objective of the design option was to evaluate the removal of the local interchange at Washington Boulevard and the addition of truck-only and mixed-use ramps near the two rail yard entrances and exits. The unique features of this variation included the following:

- *Two-way truck-only ramps between the Freight Corridor and Indiana Street* – The ramp alignment bisected the east side of the Hobart Yard and utilized property adjacent to

Sheila Street and property within the west side of the Hobart Yard. The ramps are as much as 60 feet high near the freeway. The ramp terminus at Indiana Street is 1.1 miles west of the freeway.

- *Northbound I-710 entrance ramp from Indiana Street and Southbound I-710 exit ramp to Indiana Street* – The ramp alignments utilized existing Caltrans right of way and properties south of Washington Boulevard, opposite the Ayers neighborhood. Approaching Indiana Street, the ramp alignments followed the same alignment as the truck-only ramps. The ramps are as much as 75 feet high near the freeway.

- *Northbound truck-only ramp from the Freight Corridor to Sheila Street* – The ramp alignment bisected warehousing uses east of Atlantic Boulevard that included United Grocers and others. The ramp terminates on Sheila Street between the freeway and Atlantic Boulevard.

Traffic performance was mixed. Relative to no-build conditions, level of service on the freeway and Washington Boulevard improved. However, level of service deteriorated on Bandini Boulevard and its freeway ramp intersections. Analysis showed that many trips previously using the Washington interchange would use the Bandini Interchange instead. During peak periods, vehicle volumes exceeded the capacity of the Bandini ramp intersections. Most of the truck trips to and from uses near Washington Boulevard are not near Indiana Street, where the truck ramps terminate.

The resulting property impacts in Commerce included:

- Acquisition of property and relocation of businesses along the north side of Sheila Street between Atlantic Boulevard and Arrowmill Avenue (17 acres)
- Acquisition of property and relocation of businesses along the south side of Washington Boulevard between the freeway and Bedessen Avenue (4 acres)
- Acquisition of property from BNSF on both sides of the freeway (20 acres)
- Acquisition of property from United Grocers (up to 16 acres)
- Acquisition of an undeveloped property, now occupied by a 500,000 sq. ft. warehouse (20 acres)

The design avoided impacts to the Ayers neighborhood and Bandini Park.

<u>Alternative 7 (Current)</u>

Alternative 7 in the Washington Sub-Area is shown in Figure 45. The design objectives reflect public and agency comments on previous designs and new information and analysis. Fundamental design objectives specific to the Washington Sub-Area in Commerce include:

- Reconstructing the Washington Boulevard interchange and maintaining all movements between the freeway and the local street.
- Resolving mainline safety and operational deficiencies by eliminating bottlenecks, specifically removing weaving areas between closely spaced ramps at the Atlantic/Bandini and Washington interchanges and the Washington and the I-5 interchanges.

- Positioning the new freeway mainline and ramp alignments as close to the existing mainline alignment as practical to minimize impacts to adjacent uses, notably residential areas, business uses, and the Hobart Yard.

Given these updated parameters and objectives of Alternative 7, the design includes the following features:

- Reconstruction and widening of I-710, including replacement of the two railroad overheads, the Washington undercrossing, and the Leonis pedestrian undercrossing. The mainline section consists of four through lanes and two freight corridor auxiliary lanes in each direction for a total of twelve lanes,
- Construction of a three-lane northbound collector-distributor road that provides connections from I-710, the Freight Corridor, and Bandini Boulevard to I-5 and Washington Boulevard, including two new railroad overheads,
- Removal of the existing northbound left-hand-side connector from I-710 to I-5
- Construction of a two-lane southbound collector-distributor road that provides connections from I-710 and I-5 to Washington Boulevard and Bandini Boulevard, including two new railroad overheads,
- Replacement of the southbound connector from I-5 to I-710,
- Reconstruction of the Washington Boulevard Interchange, including all entrance and exit ramps,
- Construction and extension of the southbound entrance ramp from Washington Boulevard to I-710 and the Freight Corridor, including a separate railroad overhead,
- Construction of one-way, access controlled streets between the Washington Boulevard ramp intersections and Sheila Street,
- Reconstruction of Washington Boulevard from west of Ayers Avenue to west of Atlantic Boulevard, including access control on Washington Boulevard between the ramp intersections,
- Construction of cul-de-sacs on Bedessen Avenue, Connor Avenue, and Ransom Avenue, and
- Intersection improvements on Washington Boulevard at Ayers Avenue and Couts Avenue.

Traffic performance is adequate during peak periods. Relative to no-build conditions, level of service on the freeway and on the local street system improves significantly.

The resulting property impacts in Commerce include:

- Acquisition of property and relocation of residences in a portion of the Ayers neighborhood: 1.2 acres / 17 parcels
- Acquisition of property and relocation of businesses along the north and south side of Washington Boulevard between Couts Avenue and Conner Avenue (4.6 acres)
- Acquisition of property from BNSF on both sides of the freeway (2.7 acres)

The design avoids significant impact to Bandini Park.

Avoidance Concepts

Avoidance Objective:

Avoid residential relocations in the Ayers Neighborhood

A1 – Eliminate Southbound Exit

The element of the design directly affecting the Ayers Neighborhood is the southbound exit ramp to Washington Boulevard. Simply eliminating the existing Washington Boulevard ramp from the current design would avoid most of the residential impacts. Figure 46 illustrates this concept. Although this idea avoids the impact, it is not a viable alternative.

The City of Commerce depends upon full access to the freeway at Washington Boulevard. The City's businesses and residents rely on convenient and reliable access to and from the interstate. Without the exit ramp, vehicles must use alternate routes to reach their destinations. The nearest alternate route to destinations in Commerce is the Bandini Boulevard exit ramp located ½ mile south of Washington Boulevard. Vehicles would then backtrack on Atlantic Boulevard to reach Washington Boulevard. The diverted traffic will increase congestion at multiple intersections on Bandini Boulevard, Atlantic Boulevard, and Washington Boulevard. As an example, the volume of vehicles exiting at Bandini Boulevard would increase from 1,700 to as much as 2,400, during peak periods. This increase would exceed the capacity of the ramp intersection. The resulting congestion would diminish the safety and mobility performance of the nearby highway and streets. These consequences are inconsistent with the Project's purpose.

Partial interchanges do not comply with Caltrans standards and FHWA's interstate access policy. Less than full access interchanges require substantial justification prior to approval. Because the traffic diversion has an adverse effect on highway operation, the design cannot be justified. The adverse effect of removing access is one of several reasons for the standard and the policy.

A2 – Shift Freeway

Retaining the basic ramp configuration of the interchange, but shifting the freeway alignment easterly will eliminate all direct impacts to the Ayers neighborhood. The shift is accomplished by moving the proposed freeway centerline 120' to the east. Figure 47 illustrates this concept. Although this alternative avoids Ayers neighborhood impacts, it introduces new impacts.

The freeway alignment encroaches on the Bandini Neighborhood and Bandini Park. The northbound ramp termini for the freeway entrance and exit must be realigned to ensure safe acceleration and deceleration speeds. Small local streets (Hepworth Avenue and Noble Street) are realigned and modified to minimize impacts to remaining residents in the neighborhood. Additional businesses fronting Washington Boulevard are impacted as well. The differential impacts are summarized as follows:

Eliminated:

- Ayers Neighborhood: 1.2 acres / 17 parcels / 14 relocations

Added:

- Bandini Neighborhood: 1.0 acres / 15 parcels / 15 relocations
- Bandini Park: 0.2 acres, including loss of baseball diamond and courts
- Business Uses (east of freeway): 2.1 acres / 5 parcels

Compared to Alternative 7 the residential impacts are about the same, but there are additional impacts to businesses and Bandini Park. Because the concept is expected to increase impacts, further consideration is not warranted.

A3 – Realign Southbound Exit

Again, the element of the design directly affecting the Ayers Neighborhood is the southbound exit ramp to Washington Boulevard. Realigning the ramp would avoid most of the residential impacts. Figure 48 illustrates this concept. Although this alternative avoids most of the Ayers neighborhood impacts, it introduces new impacts.

The new ramp alignment encroaches on businesses opposite the Ayers Neighborhood, between Washington Boulevard and Sheila Street. The differential impacts are summarized as follows:

Eliminated:

- Ayers Neighborhood: 1.2 acres / 17 parcels / 14 relocations

Added:

- Business Uses (south of Washington Boulevard): 4.2 acres / 7 parcels

More than three times the area of property acquisition is required to avoid residential uses in the Ayers neighborhood. It is expected that the property and relocation costs will be significantly greater in this subarea, as compared to Alternative 7.

To further limit business impacts, the new ramp terminates at the intersection of Ayers Avenue and Washington Boulevard. Ayers Avenue is the primary access to the Ayers Neighborhood. The access opposite the ramp termini is a non-standard highway feature. Because of the potential for vehicles exiting the neighborhood to enter the ramp in the wrong direction, these design features must be justified. Because the concept is expected to increase impacts, further consideration is not warranted.

Location No. 5 – North of UPRR Yard

Existing Context

The area of interest as shown in Figure 50 includes the I-5/I-710 freeway-to-freeway interchange and adjacent uses near these crossing freeways. Past public interest has focused on the disposition of residences along Sydney Drive, which is part of the City's Northwest Residential Planning Area (RPA). The Northwest RPA has more than 200 residential units. 15 residential parcels are along Sydney Drive and include a combination of single-family and multi-family units situated on 2.0 acres. There are also three businesses along Sydney Drive situated on 12 parcels covering 1.9 acres. The freeway abuts uses along Eastern Avenue for a short distance. There are five vacant parcels covering 1.5 acres and two residential parcels covering 0.3 acres.

On the east side the freeway, Duncan Avenue abuts the existing freeway. 26 single-family residential units are along Duncan Avenue. These are situated on 30 parcels covering 4.2 acres. Triggs Street and Noakes Street cross under I-710 and connect the neighboring communities in the Northwest RPA. Bristow Park is within a 1,000 feet of I-710. Residents and business users located in the Northwest RPA will most likely use the Olympic Boulevard/Eastern Avenue interchange to access I-710.

Union Pacific Railroad (UPRR) operates its East Los Angeles Rail Yard just south of the Northwest RPA. UPRR assembles trains and handles shipping containers within the 240 acre site. Washington Boulevard provides all vehicle access to the yard. I-710 crosses over and bisects the yard.

Bandini Park abuts the east side of I-710 south of the UPRR yard. The Bandini-Rosini RPA is located between the yard and Washington Boulevard. Nearly all residences are located east of the freeway.

Proposed highway and street improvements featured in Alternative 7 are designed to avoid or minimize significant impacts to all these contextual elements in this area of the project.

Design Concepts

<u>Alternative 6A/B/C (2012 DEIR/EIS)</u>

The design objectives considered for the alternative are similar to current objectives with some exceptions. Project development activities for the I-5 Project were occurring concurrently with the I-710 Corridor Project. A key design objective was to ensure that the two projects were compatible and that the I-710 design did not preclude implementation of the future I-5 Project. The I-5 Project featured widening on I-5 and reconstruction of the northbound I-5 to northbound I-710 and southbound I-710 to southbound I-5 connectors. These two connectors are currently situated in the median of both freeways. The new connectors would be situated adjacent to the outside lanes of both freeways. Given these parameters and the objectives of Alternative 6A/B/C, the design as shown in Figure 51 included the following features:

- Widening and realigning the southbound freeway from 3 lanes to 5 lanes and replacing the structure (separation) over I-5,

- Eliminating the southbound bottleneck condition by relocating the Washington exit ramp north of the I-5 connector entrance and grade separating (braiding) the two alignments,
- Adding a new ramp between the I-5 connector and the Washington exit ramp to restore existing access between I-5 and Washington Boulevard
- Widening and realigning the northbound freeway from 3 lanes to 4 lanes and widening the structure (separation) over I-5,
- Eliminating the northbound bottleneck condition by relocating the I-5 connector from the median of the freeway to the outside, and grade separating (braiding) the connector and the Washington entrance ramp.

The resulting property impacts included:

- Acquisition of property and relocation of residents and businesses along Sydney Drive
- Acquisition of property from UPRR on both sides of the freeway
- Acquisition of property and relocation of residents within the Ayers Neighborhood

The design avoided impacts to Bandini Park and residents east of the freeway within the Bandini-Rosini RPA.

Alternative 7 (Current)

The design objectives reflect public and agency comments on previous designs, new information, and new considerations for the I-5 Project. The key design objective to ensure compatibility between the two projects still remains. The I-5 Project still features widening on I-5 and reconstruction of the northbound I-5 to northbound I-710 and southbound I-710 to southbound I-5 connectors. However, the two connectors will remain situated in the median of both freeways, instead of being realigned adjacent to the outside lanes of both freeways. Given these updated parameters and objectives of Alternative 7, the design as shown in Figure 52 includes the following features:

- Widening from 3 lanes to 4 lanes and generally maintaining the current alignment of the southbound freeway and widening the structure (separation) over I-5,
- Eliminating the southbound bottleneck condition by relocating the Washington exit ramp north of the I-5 connector entrance and grade separating (braiding) the two alignments,
- Adding an auxiliary lane preceding the Washington exit ramp,
- Adding a new ramp between the I-5 connector and the Washington exit ramp to restore existing access between I-5 and Washington Boulevard,
- Widening and realigning the northbound freeway from 3 lanes to 4 lanes and replacing the structure (separation) over I-5,
- Adding an auxiliary lane preceding the Olympic exit ramp,
- Eliminating the northbound bottleneck condition by relocating the I-5 connector from the median of the freeway to the outside, and grade separating (braiding) the connector and the Washington entrance ramp.

The resulting property impacts include:

- Acquisition of Sydney Drive

- Acquisition of property and relocation of residents and businesses along Sydney Drive, estimated as follows:
    - 2.2 acres of residential uses on 14 parcels and displacement of 38 households
    - 1.9 acres of business uses on 12 parcels and displacement of three businesses
    - 1.5 acres of vacant property on 5 parcels
- Acquisition of property from UPRR on both sides of the freeway
- Acquisition of property and relocation of residents within the Ayers Neighborhood

The design avoids impacts to Bandini Park and residents east of the freeway within the Bandini-Rosini RPA.

Avoidance Concepts

Avoidance Objective:

Avoid residential and business relocations along Sydney Drive.

W1 – Shift the Freeway

Retaining the basic functionality of the southbound braided roadway configuration near I-5, but shifting the freeway alignment easterly will eliminate all direct impacts to residents and businesses along Sydney Drive. The shift is accomplished by moving the proposed freeway centerline 120' to the east. Figure 53 illustrates this concept. Although this alternative avoids the Sydney Drive impacts, it introduces new impacts.

The freeway alignment encroaches on residential property along Duncan Avenue. The northbound freeway and the I-5 connector alignments impact these homes directly. The resulting property impacts include:

- Acquisition of Duncan Avenue
- Acquisition of property and relocation of residents along Duncan Avenue, estimated as follows:
    - 4.0 acres of residential uses on 27 parcels and displacement of 41 households
    - 0.2 acres of vacant property on 3 parcels
- Acquisition of property from UPRR on one side of the freeway
- Acquisition of property and relocation of residents within the Ayers Neighborhood

The differences in impacts, as compared to Alternative 7, are summarized as follows:

- The net acreage of occupied property acquisition is about the same
- More residential acreage/parcels and household displacements are estimated
- There are no business impacts
- Property acquisition and relocation costs are expected to be similar

Compared to Alternative 7, the alternate concept does not avoid property impacts, nor does it offer a meaningful reduction in property impacts. Should more information regarding existing and planned uses in this subarea become available or should new design details alter the project's constructability, then the corresponding design could be updated. Based on this

assessment, the current range of alternatives under study is sufficient to evaluate impacts. Adding this design concept to the current environmental impact analysis will not significantly affect the study or its results.

W2 – Eliminate Southbound Braid

The component of the design directly affecting residents and businesses along Sydney Drive is the southbound braided roadway configuration near I-5. Simply eliminating the braid from the current design would avoid the residential impacts. The resulting configuration would be similar to existing conditions. Figure 54 illustrates this concept. Although this alternative avoids the impacts, it exacerbates existing freeway deficiencies and introduces new traffic impacts.

Freeway operations are significantly affected due to the relatively short weaving area between the I-5 connector and the exit ramp to Washington and Bandini Boulevards. This deficient bottleneck condition remains and can't be resolved by simply adding more through lanes. Furthermore, more vehicles must negotiate this weaving area, as the exit ramp carries the combined traffic volume of the Bandini and Washington exits. The combined exit ramp is vital to the operation of the freeway and truck lanes south of this location. This design concept is fundamentally flawed because traffic and safety conditions are made worse than the existing condition at this location. Therefore the concept is not considered viable.

Conclusions and Recommendations

Collectively, none of the avoidance concepts warrant modification to Alternative 7 or inclusion of additional design options for Alternative 7. Many avoidance concepts are not considered viable and do not warrant further environmental analysis. The few remaining physically viable concepts fall within the range of impacts of the alternatives currently under analysis in the RDEIR/SDEIS. Should these concepts warrant further consideration and become part of the preferred alternative, associated benefits and impacts can be disclosed in the Final EIR/EIS. Key findings by location are summarized as follows.

Location No. 1

Three avoidance concepts were assessed. None of the concepts are considered viable, as applied to Alternative 7. Alternatives 1 and 5C remain the only viable alternatives that avoid the Long Beach Multi-Service Center.

Location No. 2

Two avoidance concepts were assessed to avoid the El Rancho Mobile Home Park. One of the concepts is considered viable. The concept may be further developed and ultimately incorporated into the preferred alternative prior to completion of the Final EIR/EIS. Based on public and agency input on the 2012 DEIR/EIS, new designs featured in Alternative 7 avoid the Seasons Senior Apartments.

Location No. 3

Two avoidance concepts were assessed. None of the concepts are considered viable, as applied to Alternative 7. Alternatives 1 and 5C remain the only viable alternatives that avoid the Salvation Army Shelter and Shelter Partnership in the City of Bell.

Location No. 4

Three avoidance concepts were assessed. Two of the concepts are not considered viable, as applied to Alternative 7. One of the concepts is considered physically viable, but is expected to have greater impacts than Alternative 7. Further environmental analysis is not warranted.

Location No. 5

Two avoidance concepts were assessed. None of the concepts are considered viable, as applied to Alternative 7.

Attachments

List of Figures:

- Figure 1 – Location Key Map

Location No. 1

- Figure 10 – Existing Context Map
- Figure 11 – Alternative 6A/B/C: 2012 DEIR/EIS
- Figure 12 – Alternative 7: Current Design
- Figure 13 – Avoidance Concept M1: Eliminate Truck Interchange
- Figure 14 – Avoidance Concept M2: Terminate Truck Ramps at 12th St / Harbor Ave
- Figure 15 – Avoidance Concept M3: Terminate Truck Ramps at Anaheim / Caspian Ave
- Figure 16 – Avoidance Concept M4: Terminate Truck Ramps at 9th St / Santa Fe Ave

Location No. 2

- Figure 20 – Existing Context Map
- Figure 21 – Alternative 6A/B/C: 2012 DEIR/EIS
- Figure 22 – Alternative 7: Current Design
- Figure 23 – Avoidance Concept E1: Eliminate Southbound Braid
- Figure 24 – Avoidance Concept E2: Shift Freeway

Location No.3

- Figure 30 – Existing Context Map
- Figure 31 – Alternative 6A/B/C: 2012 DEIR/EIS
- Figure 32 – Alternative 7: Current Design
- Figure 33 – Avoidance Concept S2: Eliminate Truck Interchange
- Figure 34 – Alternative 7 vs Avoidance Concept S2

Location No. 4

- Figure 40 – Existing Context Map
- Figure 41 – Alternative 6A/B/C Design Options 1, 2, & 3: 2012 DEIR/EIS
- Figure 42 – Alternative 6A/B/C Design Option 1: 2012 DEIR/EIS
- Figure 43 – Alternative 6A/B/C Design Option 2: 2012 DEIR/EIS
- Figure 44.1 – Alternative 6A/B/C Design Option 3: 2012 DEIR/EIS
- Figure 44.2 – Alternative 6A/B/C Design Option 3: 2012 DEIR/EIS
- Figure 44.3 – Alternative 6A/B/C Design Option 3: 2012 DEIR/EIS
- Figure 45 – Alternative 7: Current Design
- Figure 46 – Avoidance Concept A1: Eliminate Southbound Exit
- Figure 47 – Avoidance Concept A2: Shift Freeway
- Figure 48 – Avoidance Concept A3: Realign Southbound Exit

Location No. 5

- Figure 50 – Existing Context Map
- Figure 51 – Alternative 6A/B/C: 2012 DEIR/EIS
- Figure 52 – Alternative 7: Current Design
- Figure 53 – Avoidance Concept N1: Shift Freeway
- Figure 54 – Avoidance Concept N2: Eliminate Southbound Braid

Figure 1 – Location Key Map

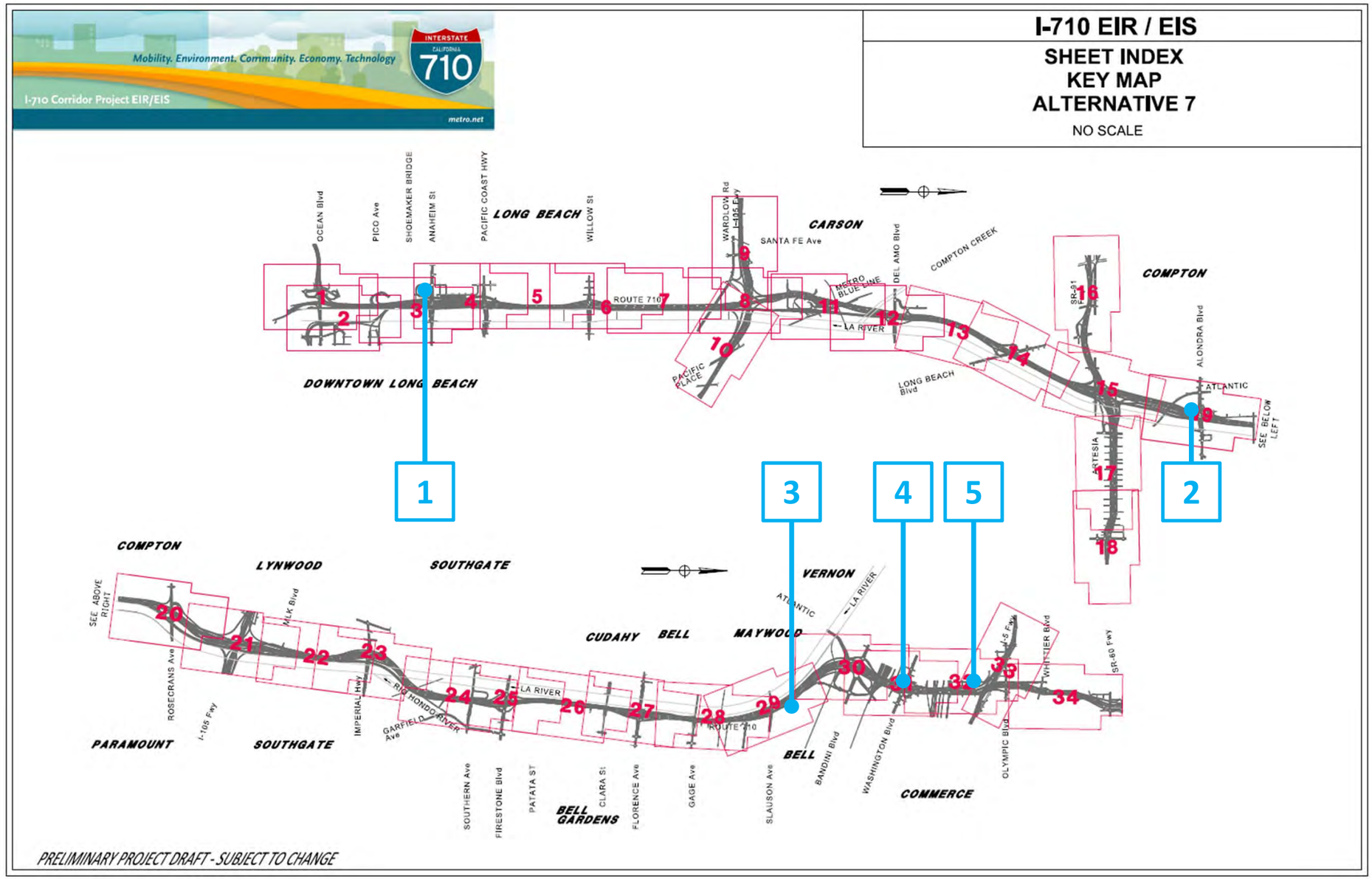
Location No. 1
Multi-Service Center
Long Beach

Location No. 2
Seasons Apartments
Compton

Location No. 3
Salvation Army Shelter
Bell

Location No. 4
Ayers Neighborhood
Commerce

Metro



LOCATION No. 1

EXISTING CONTEXT
ANAHEIM SUB-AREA



CITY OF LONG BEACH

LONG BEACH
MULTI-SERVICE
CENTER

ANAHEIM St

HARBOR Ave

HARBOR Ave

MAXIMUM PIER B ON-DOCK RAIL
SUPPORT FACILITY FOOTPRINT
(PORT OF LONG BEACH)

10TH St

11TH St

12th St

14th St

COWLES St

FASHION Ave

SB ROUTE 710

NB ROUTE 710

CRC OIL FACILITIES

LA RIVER

LA RIVER

The area of interest includes the Anaheim Street local interchange and adjacent uses near Route 710. Past public interest has focused on the disposition of the Long Beach Multi-Service Center (MSC) for Homelessness. The MSC serves 26,000 clients annually and is the primary port of entry for homeless persons seeking assistance in the City. The facilities consist of two buildings totaling 16,000 sq. ft. which house City and County offices, as well as, ten other public and private partner organizations.

FIGURE 10

LOCATION No. 1

ALTERNATIVE 6A/B/C
2012 DEIR / EIS

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- FREIGHT CORRIDOR
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

CASPIAN Ave

CITY OF LONG BEACH

ANAHEIM St

LONG BEACH
MULTI-SERVICE
CENTER

HARBOR Ave

HARBOR Ave

MAXIMUM ON-DOCK RAIL
SUPPORT FACILITY FOOTPRINT
(PORT OF LONG BEACH)

10TH St

11TH St

12th St

14th St

COWLES St

15th St

GAYLORD St

16th St

17th St

FASHION Ave

SB ROUTE 710

NB ROUTE 710

CRC OIL FACILITIES

LA RIVER

LA RIVER

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 11

LOCATION No. 1

ALTERNATIVE 7
CURRENT DESIGN

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- FREIGHT CORRIDOR
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

CITY OF LONG BEACH

LONG BEACH MULTI-SERVICE CENTER

ANAHEIM St

HARBOR Ave

HARBOR Ave

MAXIMUM ON-DOCK RAIL SUPPORT FACILITY FOOTPRINT (PORT OF LONG BEACH)

10TH St

11TH St

12th St

14th St

COWLES St

15th St

GAYLORD St

16th St

17th St

FASHION Ave

SB ROUTE 710

NB ROUTE 710

CRC OIL FACILITIES

LA RIVER

LA RIVER

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 13

LOCATION No. 1

AVOIDANCE CONCEPT M1
ELIMINATE TRUCK INTERCHANGE

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- FREIGHT CORRIDOR
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

CITY OF LONG BEACH

LONG BEACH MULTI-SERVICE CENTER

ANAHEIM St

HARBOR Ave

HARBOR Ave

MAXIMUM ON-DOCK RAIL SUPPORT FACILITY FOOTPRINT (PORT OF LONG BEACH)

10TH St

11TH St

12th St

14th St

COWLES St

15th St

GAYLORD St

16th St

17th St

FASHION Ave

SB ROUTE 710

NB ROUTE 710

CRC OIL FACILITIES

LA RIVER

LA RIVER

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 13

LOCATION No. 1

AVOIDANCE CONCEPT M2
TERMINATE TRUCK RAMP AT
12TH St / HARBOR Ave

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- FREIGHT CORRIDOR
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

CASPIAN Ave

CITY OF LONG BEACH

ANAHEIM St

LONG BEACH
MULTI-SERVICE
CENTER

HARBOR Ave

HARBOR Ave

MAXIMUM ON-DOCK RAIL
SUPPORT FACILITY FOOTPRINT
(PORT OF LONG BEACH)

10TH St

11TH St

12th St

14th St

COWLES St

15th St

GAYLORD St

16th St

17th St

FASHION Ave

SB ROUTE 710

NB ROUTE 710

CRC OIL FACILITIES

LA RIVER

LA RIVER

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 14

LOCATION No. 1

AVOIDANCE CONCEPT M3
TERMINATE TRUCK RAMP AT
ANAHEIM St / CASPIAN Ave

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- FREIGHT CORRIDOR
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

CASPIAN Ave

CITY OF LONG BEACH

ANAHEIM St

LONG BEACH
MULTI-SERVICE
CENTER

HARBOR Ave

HARBOR Ave

MAXIMUM ON-DOCK RAIL
SUPPORT FACILITY FOOTPRINT
(PORT OF LONG BEACH)

10TH St

11TH St

12th St

14th St

COWLES St

15th St

GAYLORD St

16th St

17th St

FASHION Ave

SB ROUTE 710

NB ROUTE 710

CRC OIL FACILITIES

LA RIVER

LA RIVER

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 15

LOCATION No. 1

AVOIDANCE CONCEPT
TERMINATE TRUCK RAMP AT
1 OF 3 INTERSECTIONS

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- FREIGHT CORRIDOR
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

SANTA FE Ave
9th St
VARIATION THREE
VARIATION TWO
CANAL Ave
VARIATION ONE
CASPIAN Ave
CITY OF LONG BEACH
ANAHEIM St
LONG BEACH MULTI-SERVICE CENTER
HARBOR Ave
HARBOR Ave
MAXIMUM ON-DOCK RAIL SUPPORT FACILITY FOOTPRINT (PORT OF LONG BEACH)
10TH St
11TH St
12th St
14th St
COWLES St
15th St
GAYLORD St
16th St
17th St
FASHION Ave
ESTHER St
PACIFIC COAST Hwy
SUMMIT St
PARADE St
20th St
19th St
SB ROUTE 710
NB ROUTE 710
CRC OIL FACILITIES
LA RIVER
LA RIVER

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 16

LOCATION No. 2

EXISTING CONTEXT

ALONDRA SUB-AREA

The area of interest includes the Alondra Boulevard interchange and adjacent uses near this major arterial and Route 710. Past public interest has focused on the disposition of the Seasons Senior Apartments and the El Rancho Mobile Home Park. Construction of the Seasons Senior Apartments was recently completed and opened for operation in 2013 and the facility has 84 units intended to meet the needs of senior citizens with disabilities. The apartments are located in the unincorporated area of East Compton and are situated next to the southbound I-710 exit ramp to Alondra Boulevard. The El Rancho Mobile Home Park has 158 lots and is accessible from Atlantic Avenue. The mobile home park is located in the City of Compton and is situated next to the southbound Alondra Boulevard entrance ramp to I-710.



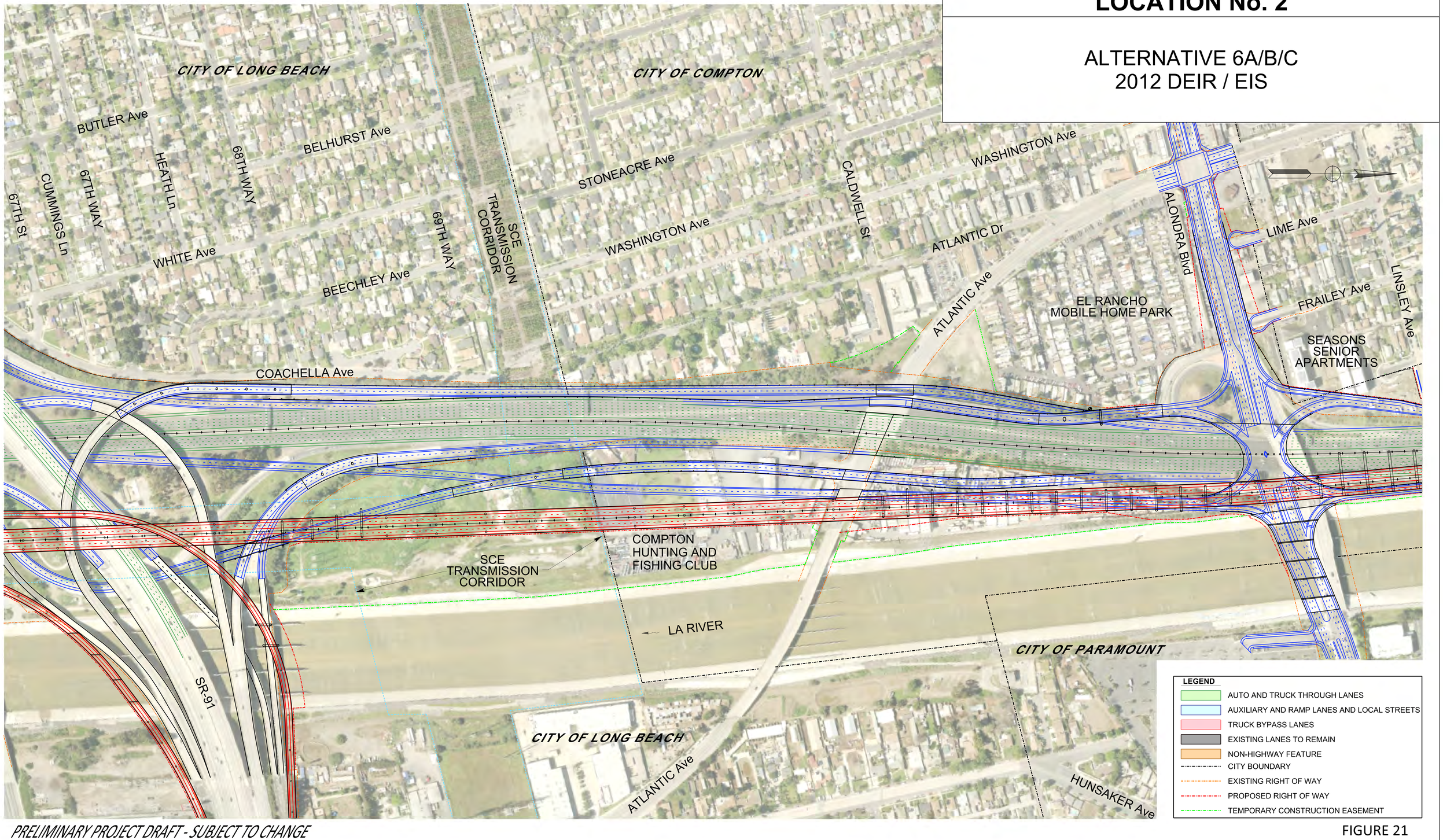


CITY OF LONG BEACH
COACHELLA Ave
SR-91
SCE TRANSMISSION CORRIDOR
COMPTON HUNTING AND FISHING CLUB
LA RIVER
ATLANTIC Ave
CITY OF COMPTON
CITY OF PARAMOUNT
HUNSAKER Ave
WASHINGTON Ave
ATLANTIC Dr
ATLANTIC Ave
ALONDRA Blvd
CITY OF EAST COMPTON
LIME Ave
FRAILEY Ave
LINSLEY Ave
EL RANCHO MOBILE HOME PARK
SEASONS SENIOR APARTMENTS

FIGURE 20

LOCATION No. 2

ALTERNATIVE 6A/B/C
2012 DEIR / EIS



PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 21

LOCATION No. 2

ALTERNATIVE 7
CURRENT DESIGN

CITY OF LONG BEACH
CITY OF COMPTON
BUTLER Ave
BELHURST Ave
67TH St
CUMMINGS Ln
67TH WAY
HEATH Ln
68TH WAY
69TH WAY
WHITE Ave
BEECHLEY Ave
SCE TRANSMISSION CORRIDOR
STONEACRE Ave
WASHINGTON Ave
CALDWELL St
ATLANTIC Dr
ATLANTIC Ave
WASHINGTON Ave
ALONDRA Blvd
LIME Ave
FRAILEY Ave
LINSLEY Ave
EL RANCHO MOBILE HOME PARK
SEASONS SENIOR APARTMENTS
COACHELLA Ave
SR-91
SCE TRANSMISSION CORRIDOR
COMPTON HUNTING AND FISHING CLUB
LA RIVER
CITY OF PARAMOUNT
CITY OF LONG BEACH
ATLANTIC Ave
HUNSAKER Ave

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- TRUCK BYPASS LANES
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 22

LOCATION No. 2

AVOIDANCE CONCEPT E1
ELIMINATE SOUTHBOUND BRAID

CITY OF LONG BEACH
CITY OF COMPTON
BUTLER Ave
BELHURST Ave
CUMMINGS Ln
67TH WAY
HEATH Ln
68TH WAY
67TH St
69TH WAY
WHITE Ave
BEECHLEY Ave
SCE TRANSMISSION CORRIDOR
STONEACRE Ave
WASHINGTON Ave
CALDWELL St
ATLANTIC Dr
ATLANTIC Ave
WASHINGTON Ave
LIME Ave
ALONDRA Blvd
EL RANCHO MOBILE HOME PARK
FRAILEY Ave
LINSLEY Ave
SEASONS SENIOR APARTMENTS
COACHELLA Ave
SR-91
SCE TRANSMISSION CORRIDOR
COMPTON HUNTING AND FISHING CLUB
LA RIVER
CITY OF PARAMOUNT
CITY OF LONG BEACH
ATLANTIC Ave
HUNSAKER Ave

LEGEND
- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- TRUCK BYPASS LANES
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 23

LOCATION No. 2

AVOIDANCE CONCEPT E2
SHIFT FREEWAY

CITY OF LONG BEACH
CITY OF COMPTON
BUTLER Ave
BELHURST Ave
STONEACRE Ave
WASHINGTON Ave
CALDWELL St
ATLANTIC Dr
ATLANTIC Ave
ALONDRA Blvd
LIME Ave
FRAILEY Ave
LINSLEY Ave
EL RANCHO
MOBILE HOME PARK
SEASONS
SENIOR
APARTMENTS
67TH St
CUMMINGS Ln
67TH WAY
HEATH Ln
68TH WAY
WHITE Ave
BEECHLEY Ave
69TH WAY
SCE
TRANSMISSION
CORRIDOR
COACHELLA Ave
SR-91
SCE
TRANSMISSION
CORRIDOR
COMPTON
HUNTING AND
FISHING CLUB
LA RIVER
CITY OF PARAMOUNT
CITY OF LONG BEACH
ATLANTIC Ave
HUNSAKER Ave

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- TRUCK BYPASS LANES
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 24

The area of interest includes the Slauson Avenue crossing, two Los Angeles Junction Railroad (LAJ) crossings, and adjacent uses near I-710. Past and current public interest has focused on Salvation Army Bell Shelter (Shelter) and the Shelter Partnership (Partnership). The shelter occupies approximately 25 acres and includes two large warehouses totaling 400,000 sq. ft. and ten transitional housing structures. Among its many services, the shelter provides shelter and meals for up to 350 individuals. The Shelter Partnership houses the Mark Taper Foundation Shelter Resource Bank. The Resource Bank operates a 106,000 sq. ft. warehouse on 6 acres, where large-scale donations of merchandise are stored and redistributed to homelessness service providers.

LOCATION No. 3

EXISTING CONTEXT

SLAUSON SUB-AREA

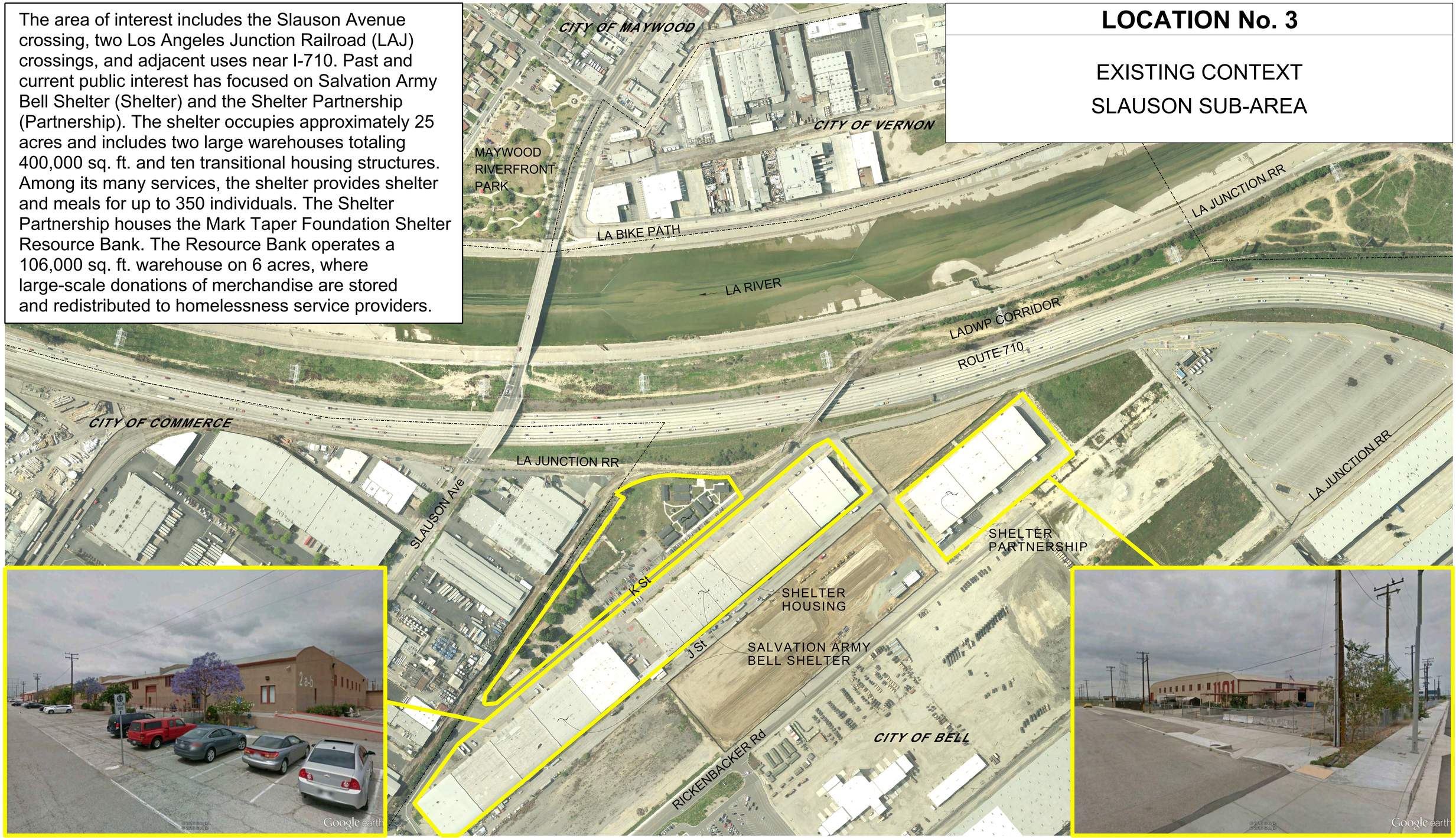
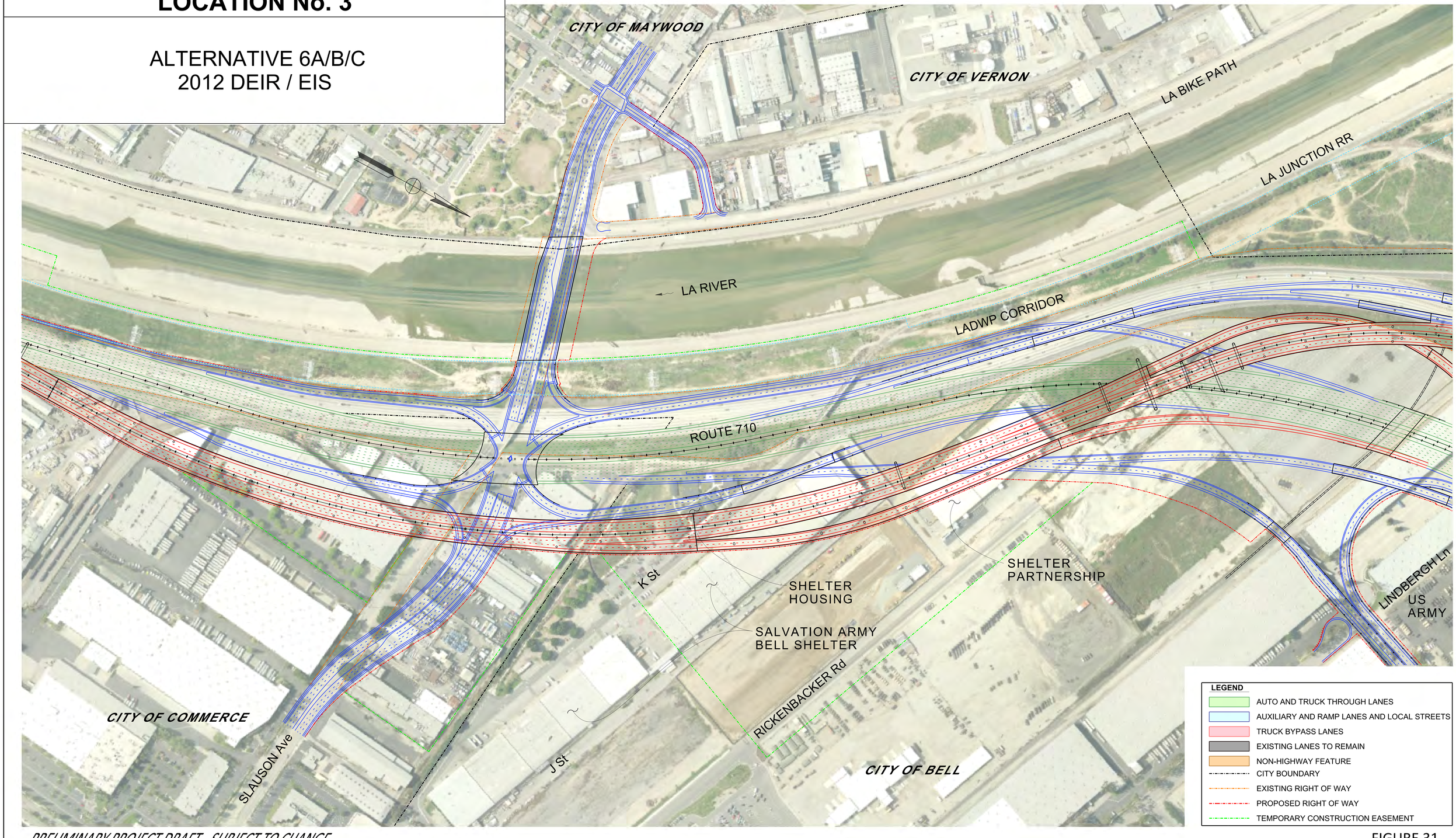


FIGURE 30

LOCATION No. 3

ALTERNATIVE 6A/B/C
2012 DEIR / EIS



PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 31

LOCATION No. 3

ALTERNATIVE 7
CURRENT DESIGN

CITY OF MAYWOOD
CITY OF VERNON
LA BIKE PATH
LA RIVER
LA JUNCTION RR
LADWP CORRIDOR
ROUTE 710
LA JUNCTION RR
SHELTER PARTNERSHIP
LINDBERGH Ln
US ARMY
FUTURE STREET IMPROVMENTS
K St
SHELTER HOUSING
J St
SALVATION ARMY BELL SHELTER
CITY OF COMMERCE
SLAUSON Ave
RICKENBACKER Rd
CITY OF BELL

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- TRUCK BYPASS LANES
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 32

LOCATION No. 3

AVOIDANCE CONCEPT S2
ELIMINATE TRUCK INTERCHANGE

CITY OF MAYWOOD
CITY OF VERNON
LA BIKE PATH
LA JUNCTION RR
LA RIVER
LADWP CORRIDOR
ROUTE 710
SHELTER
PARTNERSHIP
K St
SHELTER
HOUSING
FUTURE STREET
IMPROVMENTS
LINDBERGH Ln
US
ARMY
J St
SALVATION ARMY
BELL SHELTER
CITY OF COMMERCE
SLAUSON Ave
RICKENBACKER Rd
CITY OF BELL

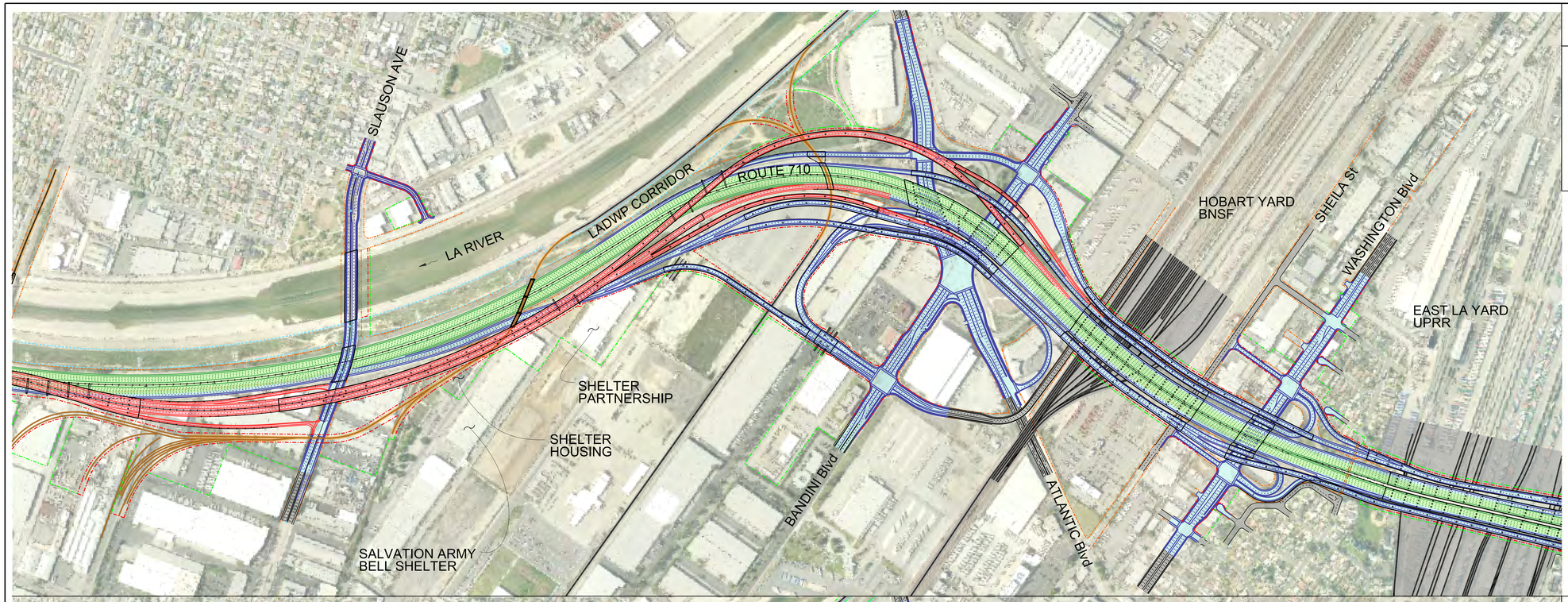
LEGEND
- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- TRUCK BYPASS LANES
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 33

LOCATION No. 3

ALTERNATIVE 7
CURRENT DESIGN



LOCATION No. 3

AVOIDANCE CONCEPT S2
ELIMINATE TRUCK
INTERCHANGE

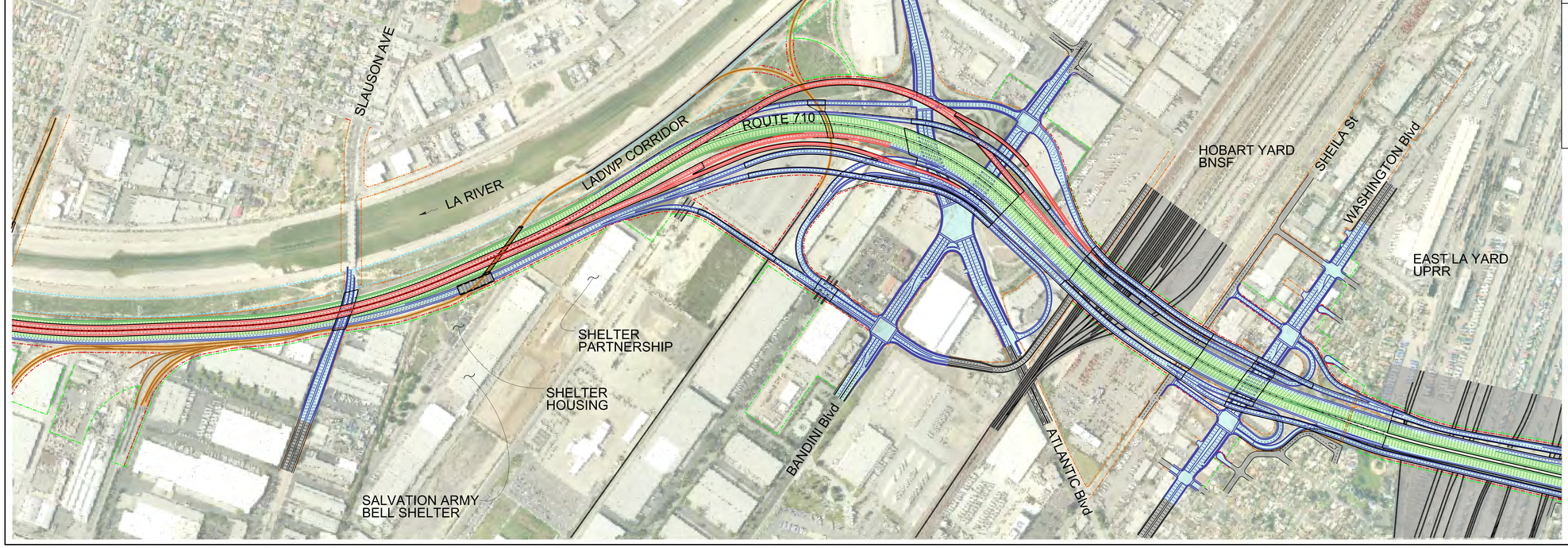


FIGURE 34

LOCATION No. 4

EXISTING CONTEXT
WASHINGTON SUB-AREA

The area of interest includes the Washington Boulevard interchange and adjacent uses near Washington Boulevard and I-710. Past public interest has focused on the disposition of the Ayers neighborhood, which is part of the City's Bandini-Rosini Residential Planning Area (RPA). The Ayers neighborhood has a combination of 70 single family and multi-family residential units. The Bandini-Rosini RPA has more than 800 residential units.

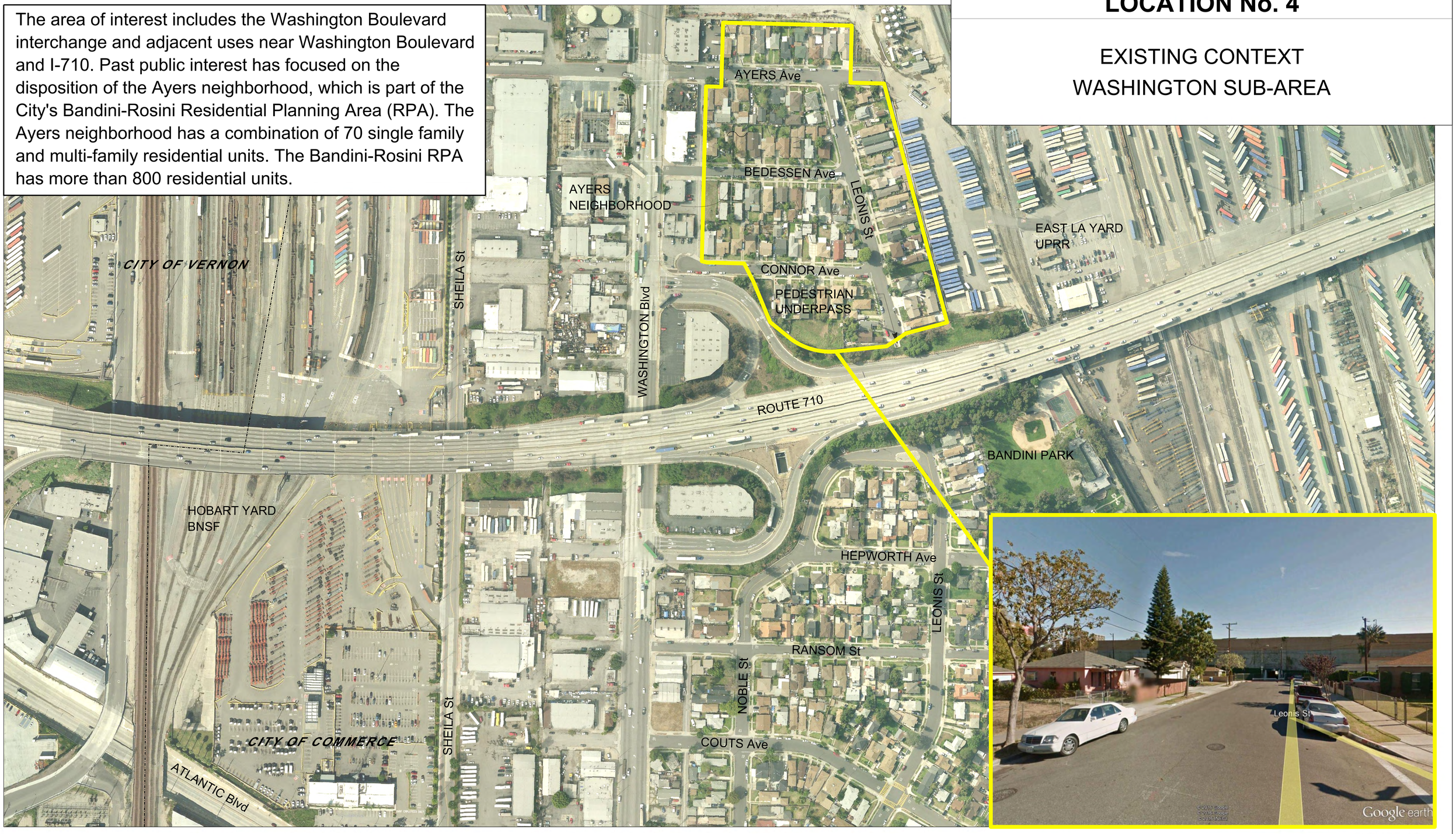
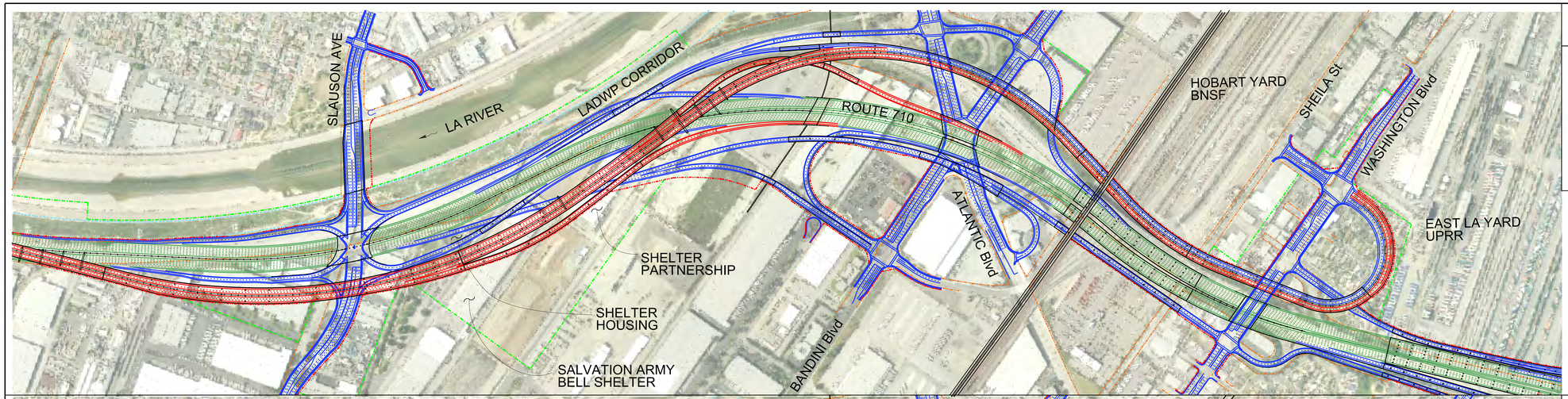
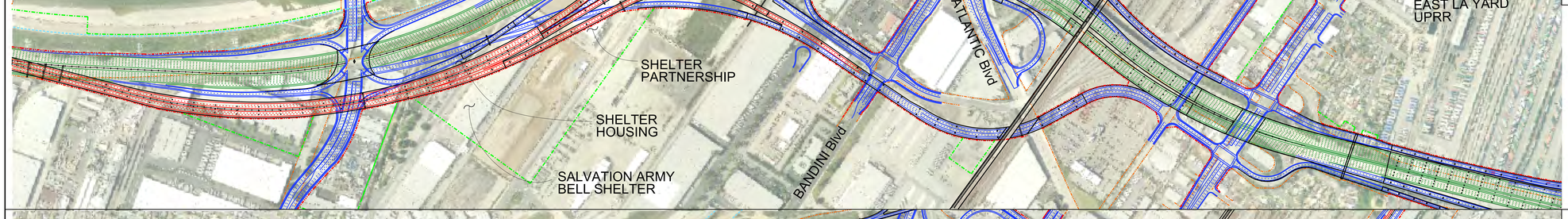


FIGURE 40



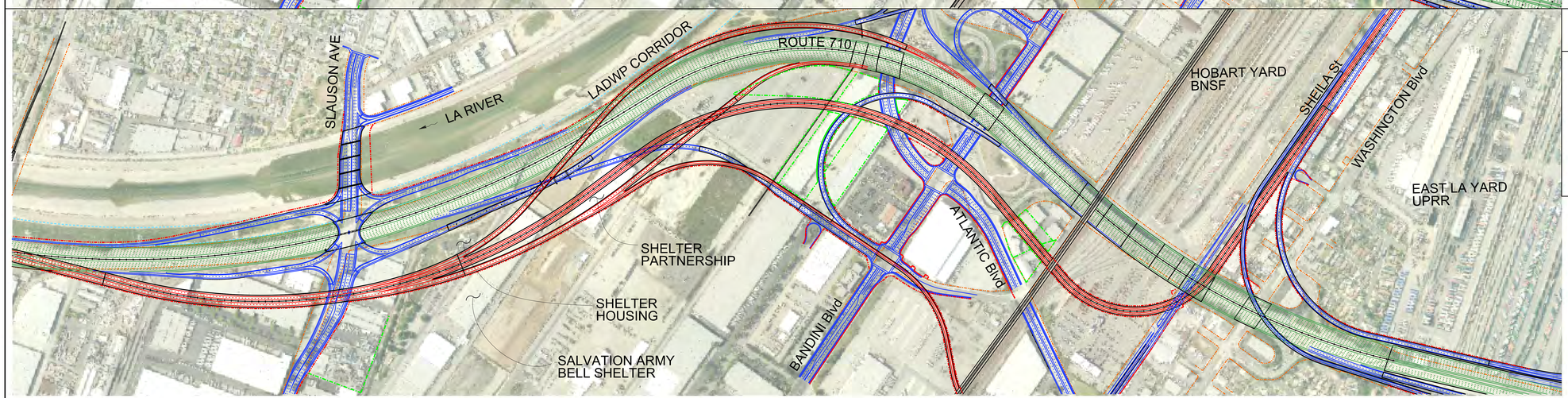
LOCATION No. 4

ALTERNATIVE 6A/B/C
2012 DEIR / EIS
DESIGN OPTION 1



LOCATION No. 4

ALTERNATIVE 6A/B/C
2012 DEIR / EIS
DESIGN OPTION 2



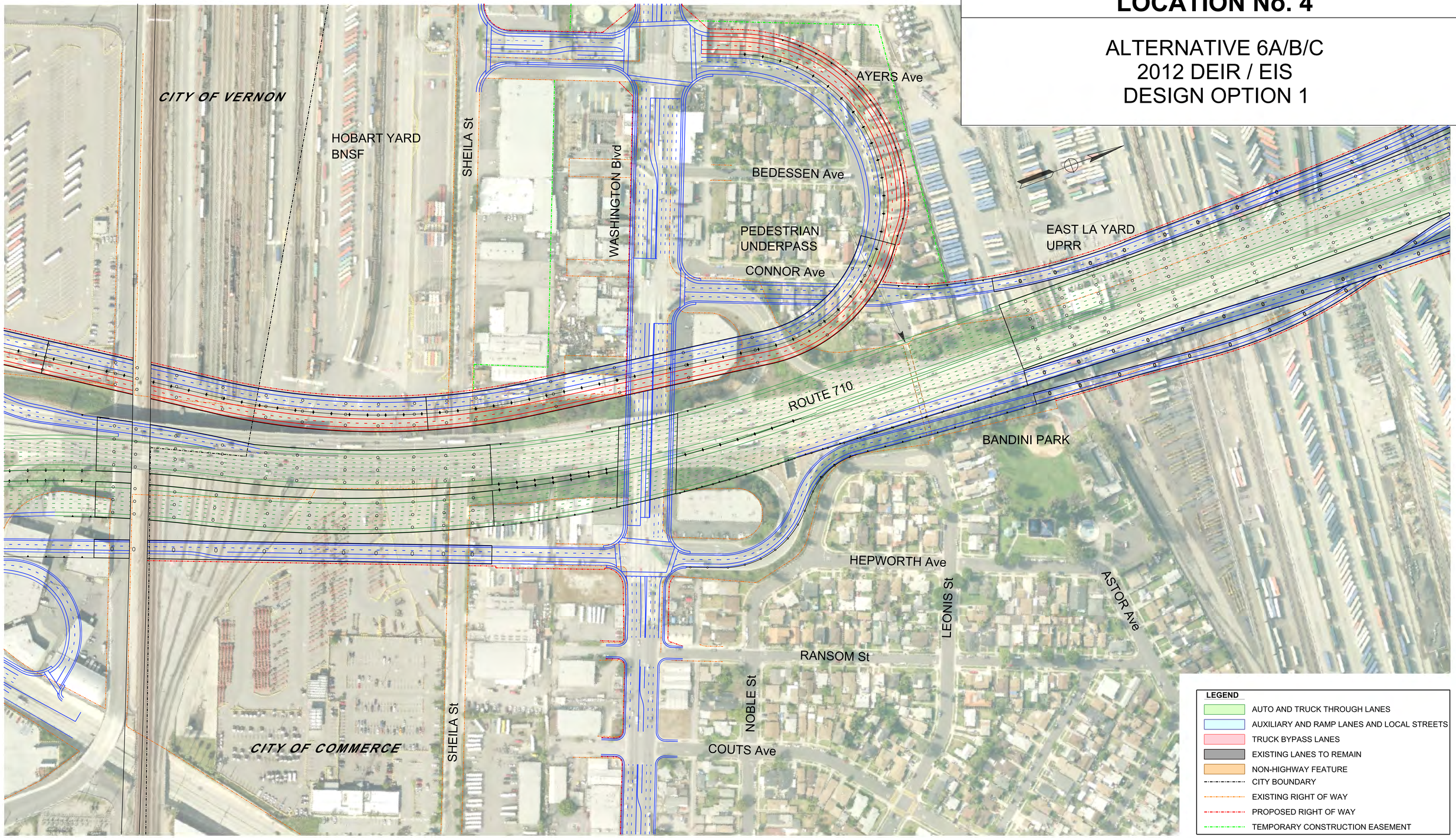
LOCATION No. 4

ALTERNATIVE 6A/B/C
2012 DEIR / EIS
DESIGN OPTION 3

FIGURE 41

LOCATION No. 4

ALTERNATIVE 6A/B/C
2012 DEIR / EIS
DESIGN OPTION 1



PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 42

LOCATION No. 4

ALTERNATIVE 6A/B/C
2012 DEIR / EIS
DESIGN OPTION 2

CITY OF VERNON

HOBART YARD
BNSF

SHEILA St

WASHINGTON Blvd

AYERS Ave

BEDESSEN Ave

LEONIS St

PEDESTRIAN
UNDERPASS

CONNOR Ave

ROUTE 710

BANDINI PARK

EAST LA YARD
UPRR

HEPWORTH Ave

LEONIS St

ASTOR Ave

RANSOM St

NOBLE St

CITY OF COMMERCE

SHEILA St

COUTS Ave

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- TRUCK BYPASS LANES
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 43

LOCATION No. 4

ALTERNATIVE 6A/B/C
2012 DEIR / EIS
DESIGN OPTION 3

CITY OF VERNON
HOBART YARD
BNSF
SHEILA St
WASHINGTON Blvd
AYERS Ave
BEDESSEN Ave
LEONIS St
PEDESTRIAN
UNDERPASS
CONNOR Ave
ROUTE 710
EAST LA YARD
UPRR
BANDINI PARK
HEPWORTH Ave
LEONIS St
ASTOR Ave
RANSOM St
NOBLE St
COUTS Ave
SHEILA St
CITY OF COMMERCE

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- TRUCK BYPASS LANES
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 44.1

LOCATION No. 4

ALTERNATIVE 6A/B/C
2012 DEIR / EIS
DESIGN OPTION 3

CITY OF VERNON

HOBART YARD
BNSF

SHEILA St

ROUTE 710

WASHINGTON Blvd

WASHINGTON Blvd

NOBLE St

RANSOM St

HEPWORTH Ave

CONNOR Ave

PEDESTRIAN
UNDERPASS

BEDESSEN Ave

AYERS Ave

LEONIS St

CITY OF COMMERCE

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- TRUCK BYPASS LANES
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 44.2

LOCATION No. 4

ALTERNATIVE 6A/B/C
2012 DEIR / EIS
DESIGN OPTION 3

26th St

CITY OF VERNON

SHEILA St

PACIFIC Way

WASHINGTON Blvd

OAK St

PINE St

INDIANA St

CITY OF COMMERCE

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- TRUCK BYPASS LANES
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 44.3

LOCATION No. 4

ALTERNATIVE 7
CURRENT DESIGN

CITY OF VERNON
HOBART YARD
BNSF
SHEILA St
WASHINGTON Blvd
AYERS Ave
BEDESSEN Ave
LEONIS St
PEDESTRIAN
UNDERPASS
CONNOR Ave
EAST LA YARD
UPRR
ROUTE 710
BANDINI PARK
HEPWORTH Ave
LEONIS St
ASTOR Ave
RANSOM St
NOBLE St
SHEILA St
CITY OF COMMERCE
COUTS Ave

LEGEND
- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- TRUCK BYPASS LANES
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 45

LOCATION No. 4

AVOIDANCE CONCEPT A1
ELIMINATE SOUTHBOUND EXIT

CITY OF VERNON

HOBART YARD
BNSF

SHEILA St

WASHINGTON Blvd

AYERS Ave

BEDESSEN Ave

LEONIS St

PEDESTRIAN
UNDERPASS

CONNOR Ave

EAST LA YARD
UPRR

ROUTE 710

BANDINI PARK

HEPWORTH Ave

LEONIS St

ASTOR Ave

RANSOM St

NOBLE St

COUTS Ave

SHEILA St

CITY OF COMMERCE

LEGEND

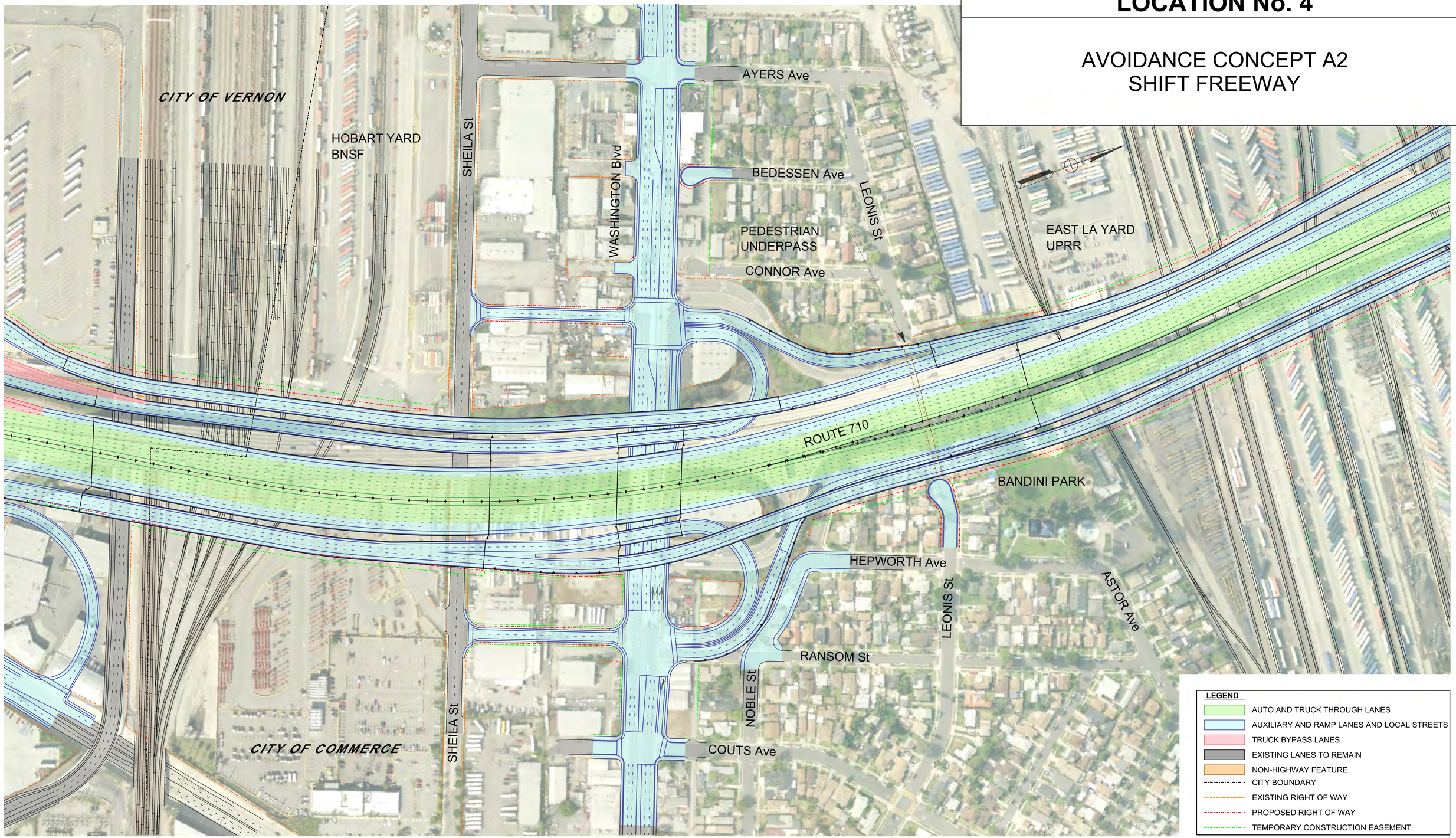
- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- TRUCK BYPASS LANES
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 46

LOCATION No. 4

AVOIDANCE CONCEPT A2
SHIFT FREEWAY

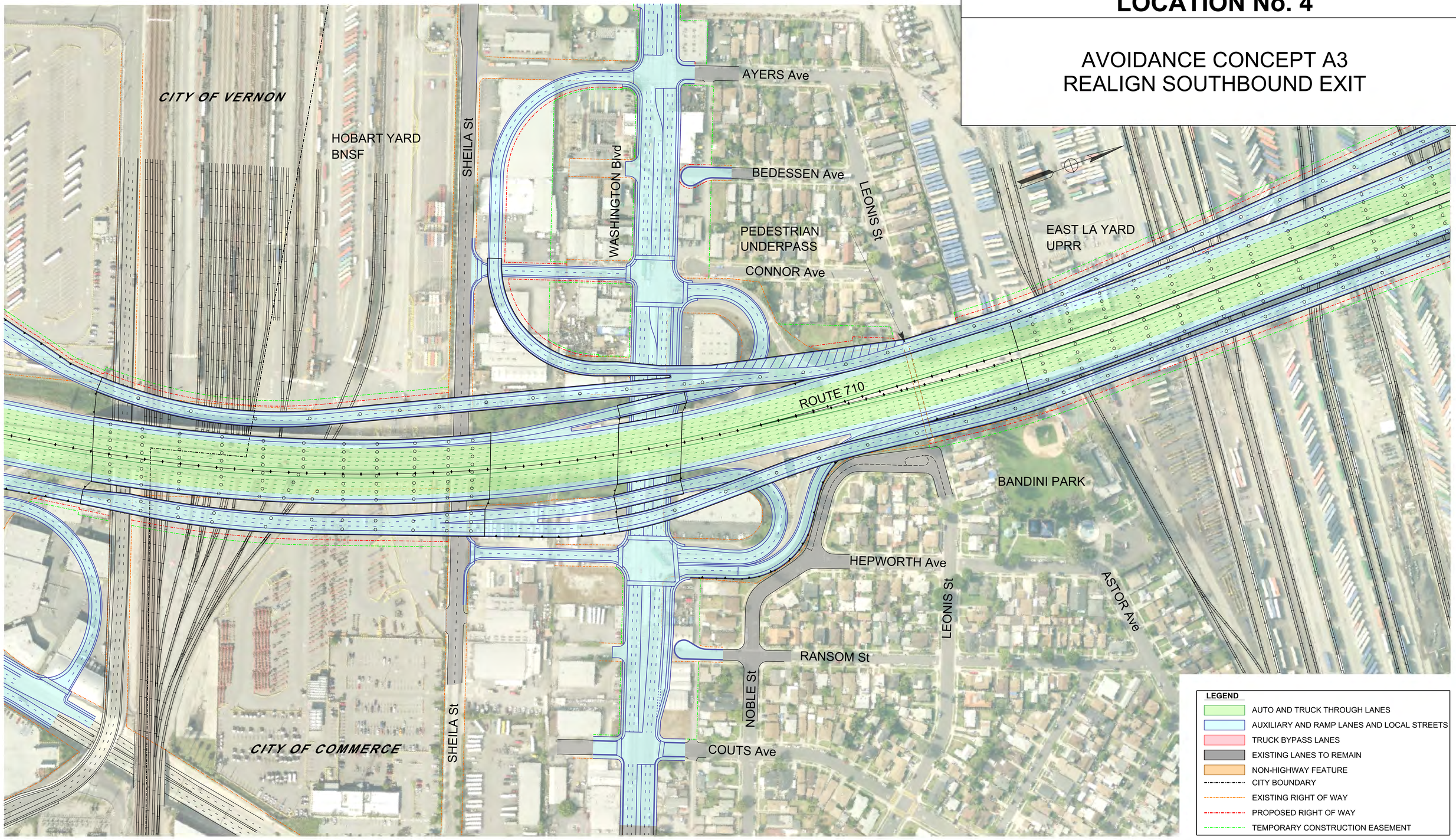


PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 47

LOCATION No. 4

AVOIDANCE CONCEPT A3
REALIGN SOUTHBOUND EXIT



PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 48

LOCATION No. 5

EXISTING CONTEXT
I-5 SUB-AREA

CITY OF COMMERCE
EAST LA YARD
UPRR
DUNHAM St
EASTERN Ave
TRIGGS St
SYDNEY Dr
SB ROUTE 710
NB ROUTE 710
BANDINI PARK
NOAKES St
DUNCAN Ave
CITY OF COMMERCE
TRIGGS St
MC BRIDE Ave
ROUTE 5
TELEGRAPH Rd
MC DONNELL Ave
CITY OF LOS ANGELES

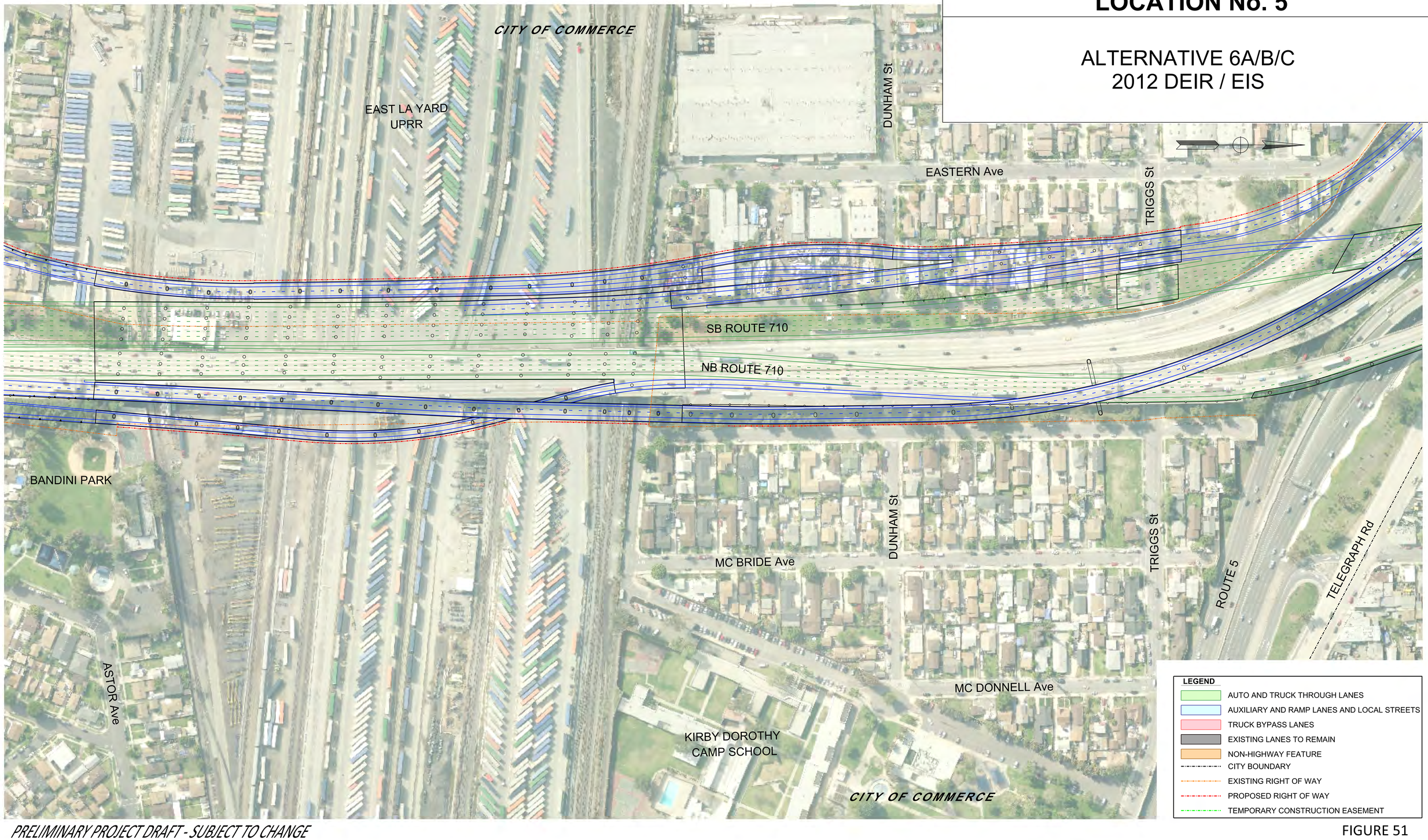


The area of interest includes the I-5/I-710 freeway-to-freeway interchange and adjacent uses near these crossing freeways. Past public interest has focused on the disposition of residences along Sydney Drive, which is part of the City's Northwest Residential Planning Area (RPA). The Northwest RPA has more than 200 residential units. 15 residential parcels are along Sydney Drive and include a combination of single-family and multi-family units situated on 2.0 acres. There are also three businesses along Sydney Drive situated on 12 parcels covering 1.9 acres. The freeway abuts uses along Eastern Avenue for a short distance. There are five vacant parcels covering 1.5 acres and two residential parcels covering 0.3 acres.

FIGURE 50

LOCATION No. 5

ALTERNATIVE 6A/B/C
2012 DEIR / EIS



PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 51

LOCATION No. 5

ALTERNATIVE 7
CURRENT DESIGN

CITY OF COMMERCE

EAST LA YARD
UPRR

DUNHAM St

EASTERN Ave

TRIGGS St

SYDNEY Dr

SB ROUTE 710

NB ROUTE 710

BANDINI PARK

ASTOR Ave

MC BRIDE Ave

DUNHAM St

TRIGGS St

ROUTE 5

TELEGRAPH Rd

MC DONNELL Ave

KIRBY DOROTHY
CAMP SCHOOL

CITY OF COMMERCE

LEGEND

- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- TRUCK BYPASS LANES
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 52

LOCATION No. 5

AVOIDANCE CONCEPT W1
SHIFT FREEWAY

CITY OF COMMERCE

EAST LA YARD
UPRR

DUNHAM St

EASTERN Ave

TRIGGS St

SYDNEY Dr

ROUTE 710

BANDINI PARK

ASTOR Ave

MC BRIDE Ave

DUNHAM St

TRIGGS St

ROUTE 5

TELEGRAPH Rd

MC DONNELL Ave

KIRBY DOROTHY
CAMP SCHOOL

CITY OF COMMERCE

LEGEND

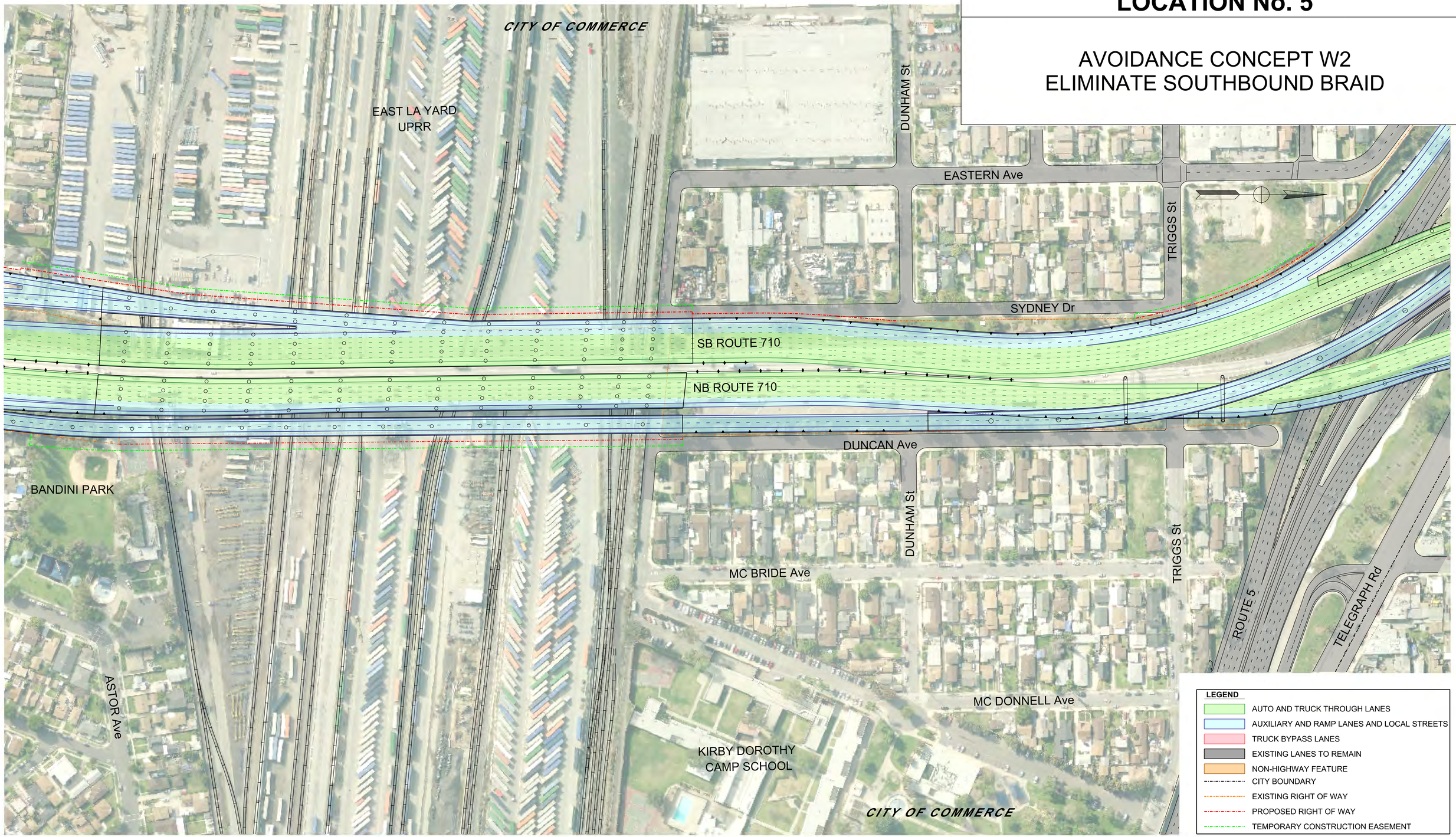
- AUTO AND TRUCK THROUGH LANES
- AUXILIARY AND RAMP LANES AND LOCAL STREETS
- TRUCK BYPASS LANES
- EXISTING LANES TO REMAIN
- NON-HIGHWAY FEATURE
- CITY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 53

LOCATION No. 5

AVOIDANCE CONCEPT W2
ELIMINATE SOUTHBOUND BRAID



PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

FIGURE 54

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