Appendices

Appendix A

Initial Study, Notice of Preparation (NOP), and NOP Comment Letters

Appendix A.1

Initial Study

LOS ANGELES DEPARTMENT OF CITY PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

INITIAL STUDY

Buena Vista Project

Case Number: ENV-2016-4064-EIR

Project Location: 1251 North Spring Street, 1030 – 1380 North Broadway, Los Angeles, California, 90012
Community Plan Area: Central City North
Council District: 1—Cedillo
Project Description: The proposed Project is a mixed-use development of residential and commercial uses consisting of up to 1,090,126 square feet (sf) of residential floor area (986 dwelling units [du], including 200 affordable du); 15,000 sf of neighborhood-serving retail uses; 23,800 sf of indoor and outdoor restaurant uses; and 116,263 sf of other outdoor spaces. The Project would include up to 1,128,926 sf of building floor area on the approximately 342,817 sf (post-dedication) Project site, resulting in a Floor Area Ratio (FAR) of 3.29 (i.e. Building FAR). Including the 116,263 sf of other outdoor space (i.e. landscaped trellis and building overhangs), the overall FAR would be 3.63 (i.e. Project FAR). The Project involves subdivision of the site into the "South Parcel" and "North Parcel" master lots and airspace lots for residential and commercial purposes. The South Parcel would include 631 du, 15,800 sf of restaurant, and 10,000 sf of retail, and three levels of parking garage situated below the street elevation of North Broadway. Built upon the parking garage would be a six-story Podium that spans the development on the South Parcel, the 26-story Building 1, and the 22-story Building 2. The North Parcel would include 355 du, 8,000 sf of restaurant, and 5,000 sf of retail space, and three levels of parking garage situated below the street elevation of North Broadway. Built upon the parking garage would be the three-story Retail Block; the six-story Courtyard Building; the 15-story North Building; and the two-story Podium connecting the Courtyard and North Building. The Project would contain approximately 56,399 sf of common open space on the South Parcel (including 31,288 sf available to the public) and 45,191 sf of common open space on the North Parcel (including 37,776 sf available to the public). A landscaped central greenspace and public walkway would be developed in the central portion of the site to connect the South and North Parcels and provide a new pedestrian amenity. All existing on-site structures would be removed, including a guard house, portable office, auto repair building, trailer, vehicle wash bay, pavement, retaining walls, utilities, and fencing.

PREPARED FOR:	**PREPARED BY:**	**APPLICANT:**
The City of Los Angeles Department of City Planning	Dudek	S&R Partners, LLC

August 2021

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INITIAL STUDY

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INITIAL STUDY

1 INTRODUCTION

An application for the proposed Buena Vista Project ("Project") has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles, as Lead Agency, has determined that the project is subject to the California Environmental Quality Act (CEQA), and that the preparation of an Initial Study is required.

This Initial Study (IS) evaluates the potential environmental effects that could result from the construction, implementation, and operation of the proposed Project. This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), and the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.). The City uses Appendix G of the State CEQA Guidelines as the thresholds of significance unless another threshold of significance is expressly identified in the document. Based on the analysis provided within this Initial Study, the City has concluded that the Project may result in significant impacts on the environment and the preparation of an Environmental Impact Report (EIR) is required. This Initial Study (and the forthcoming EIR) are intended as informational documents, which are ultimately required to be considered and certified by the decision-making body of the City prior to approval of the Project.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes, including: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the Lead Agency shall prepare a Negative Declaration. If the Initial Study identifies potentially significant effects but revisions have been made by or agreed to by the Applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration is appropriate. If the Initial Study concludes that neither a Negative Declaration nor Mitigated Negative Declaration is appropriate, an EIR is normally required.[1]

[1] State CEQA Guidelines Section 15063(b)(1) identifies the following three options for the Lead Agency when there is substantial evidence that the project may cause a significant effect on the environment: "(A) Prepare an EIR, or (B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or (C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration.

1.2 ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

1.3 CEQA PROCESS

Below is a general overview of the CEQA process. The CEQA process is guided by the CEQA statutes and guidelines, which are described on the State of California's website https://opr.ca.gov/ceqa/ and can be reviewed online at the following website: https://www.califaep.org/docs/2020_ceqa_book.pdf.

1.3.1 Initial Study

At the onset of the environmental review process, the City has prepared this Initial Study to determine if the proposed Project may have a significant effect on the environment. This Initial Study determined that the proposed Project may have a significant effect(s) on the environment and an EIR will be prepared.

A Notice of Preparation (NOP) is prepared to notify public agencies and the general public that the Lead Agency is starting the preparation of an EIR for the proposed project. The NOP and Initial Study are circulated for a 30-day review and comment period. During this review period, the Lead Agency requests comments from agencies and the public on the scope and content of the environmental information to be included in the EIR. After the close of the 30-day review and comment period, the Lead Agency continues the preparation of the Draft EIR and any associated technical studies, which may be expanded in consideration of the comments received on the NOP.

1.3.2 Draft EIR

Once the Draft EIR is complete, a Notice of Completion and Availability is prepared to inform public agencies and the general public of the availability of the document and the locations where the document can be reviewed. The Draft EIR and Notice of Availability are circulated for a 45-day review and comment period. The purpose of this review and comment period is to provide

public agencies and the general public an opportunity to review the Draft EIR and comment on the document, including the analysis of environmental effects, the mitigation measures presented to reduce potentially significant impacts, and the alternatives analysis. After the close of the 45-day review and comment period, responses to comments on environmental issues received during the comment period are prepared.

1.3.3 Final EIR

The Lead Agency prepares a Final EIR, which incorporates the Draft EIR or a revision to the Draft EIR, comments received on the Draft EIR and list of commenters, and responses to significant environmental points raised in the review and consultation process.

The decision-making body then considers the Final EIR, together with any comments received during the public review process, and may certify the Final EIR and approve the Project. In addition, when approving a project for which an EIR has been prepared, the Lead Agency must prepare findings for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring program to ensure that all proposed mitigation measures are implemented.

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INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	**Buena Vista Project**
ENVIRONMENTAL CASE NO.	ENV-2016-4064-EIR
RELATED CASES	CPC-2016-4063-GPA-ZC-HD-ZAD-SPR; CPC-2016-4139-DA; VTT-74548

PROJECT LOCATION	1251 North Spring St., 1030 – 1380 North Broadway Los Angeles, CA 90012
COMMUNITY PLAN AREA	Central City North
GENERAL PLAN DESIGNATION	Light Industrial
ZONING	MR2-1 (Restricted Light Industrial)
COUNCIL DISTRICT	1-Cedillo

LEAD AGENCY	**City of Los Angeles**
CITY DEPARTMENT	Department of City Planning
STAFF CONTACT	Polonia Majas
ADDRESS	221 North Figueroa Street, Suite 1350, Los Angeles, CA 90012
PHONE NUMBER	(213) 847-3625
EMAIL	Polonia.majas@lacity.org

APPLICANT	S&R Partners, LLC
ADDRESS	737 Lamar Street, Los Angeles, CA 90031
PHONE NUMBER	(323) 223-1401

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☒ Greenhouse Gas Emissions	☒ Public Services
☐ Agriculture & Forestry Resources	☒ Hazards & Hazardous Materials	☐ Recreation
☒ Air Quality	☒ Hydrology / Water Quality	☒ Transportation
☐ Biological Resources	☒ Land Use / Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☒ Utilities / Service Systems
☒ Energy	☒ Noise	☐ Wildfire
☒ Geology / Soils	☒ Population / Housing	☒ Mandatory Findings of Significance

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Polonia Majas, Planning Assistant
PRINTED NAME, TITLE

August 2, 2021
DATE

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where they are available for review.

    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

    a) The significance criteria or threshold, if any, used to evaluate each question; and

    b) The mitigation measure identified, if any, to reduce the impact to less than significance.

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INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The proposed Project is a mixed-use development of residential and commercial uses consisting of up to 1,090,126 square feet (sf) of residential floor area (986 dwelling units [du], including 200 affordable du); 15,000 sf of neighborhood-serving retail uses; 23,800 sf of indoor and outdoor restaurant uses; and 116,263 sf of other outdoor spaces. The Project would include up to 1,128,926 of building floor area on the approximately 342,817 sf (post-dedication) Project site, resulting in a Floor Area Ratio (FAR) of 3.29 (i.e. Building FAR). Including the 116,263 sf of other outdoor space (i.e. landscaped trellis and building overhangs), the overall FAR would be 3.63 (i.e. Project FAR). The Project involves subdivision of the site into the "South Parcel" and "North Parcel" master lots and airspace lots for residential and commercial purposes. The South Parcel would include 631 du, 15,800 sf of restaurant, and 10,000 sf of retail, and three levels of parking garage below the elevation of North Broadway. Built upon the parking garage would be the six-story Podium that spans the development on the South Parcel, the 26-story Building 1, and the 22-story Building 2. The North Parcel would include 355 du, 8,000 sf of restaurant, and 5,000 sf of retail space, and three levels of parking garage below the elevation of North Broadway. Built upon the parking garage would be the three-story Retail Block; the six-story Courtyard Building; the 15-story North Building; and the two-story Podium connecting the Courtyard and North Building. The Project would contain approximately 56,399 sf of common open space on the South Parcel (including 31,288 sf available to the public) and 45,191 sf of common open space on the North Parcel (including 37,776 sf available to the public). A landscaped central greenspace and public walkway would be developed in the central portion of the site to connect the South and North Parcels and provide a new pedestrian amenity. All existing on-site structures would be removed, including a guard house, portable office, auto repair building, trailer, vehicle wash bay, pavement, retaining walls, utilities, and fencing.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project site is located at 1030–1380 North Broadway and 1251 North Spring Street, within the vicinity of the Chinatown neighborhood, downtown Los Angeles, Lincoln Heights, and Dodger Stadium/Elysian Park.

The Project site is located within the Central City North Community Plan Area, immediately east of the Chinatown Redevelopment Project Area.[2] The Project site consists of Assessor's Parcel Number (APN) 5414-016-002 and is located southeast of North Broadway, north of the City's Downtown area. Figure 1, Regional Location and Vicinity Map, depicts the boundaries of the

[2] CRA/LA Chinatown Redevelopment Project. https://planning.lacity.org/odocument/82ee5ce0-fe0c-46bc-ad08-ef4e6d2bea63/Chinatown_.pdf accessed December 31, 2019.

Project site and the aerial photograph identifies surrounding land uses, roadways, and the Los Angeles River.

Primary vehicular access to the Project site is provided via North Broadway and via a short driveway that extends west from Spring Street[3] and runs under the Metro L Line tracks and onto the Project site. Regional access is available via the Hollywood Freeway (U.S. 101) to the south, which has westbound on-ramps at North Broadway and westbound off-ramps at Spring Street, and through historic Arroyo Seco Parkway (State Route [SR-110]) to the west, which has northbound off-ramps and on-ramps at Hill Street and northbound on-ramp at Stadium Way. The Golden State Freeway (Interstate [I]-5) is located approximately 0.4-mile to the north of the northern portion of the Project site.

Bus service and light rail service are provided by Metro, and bus service is also provided by the City of Los Angeles Department of Transportation (LADOT). There are two bus stops located on the northwestern boundary of the Project site, one near the North Broadway/Bishops Road intersection and the other near the North Broadway/Solano Avenue intersection. The Metro operates Lines 28, 45, and 83, all of which run on North Broadway and stop at the Project site. Two other stops are located across the street from these bus stops. Metro's Gold Line Chinatown Station at the Spring Street/College Street intersection is located approximately 400 feet south of the Project site and Metro's Union Station in Downtown Los Angeles is located approximately 0.65-mile south of the southern portion of the Project site.

3.2.2 Existing Conditions

The Project site for the proposed Buena Vista Project is approximately 8.08 acres and is partially developed, with portions of the property currently used for vehicle and equipment storage and parking. The southern portion of the Project site is partially developed with various one-story structures associated with Metro operations and maintenance-related activities, as well as vegetated sloped areas. The northern portion of the property is generally used as a construction staging/bus parking area with vegetated sloped areas. North Broadway defines the northwestern boundary of the Project site; North Spring Street is adjacent to the southern corner of the Project site; and the Metro L Line (formerly Gold Line)[4] railroad tracks run parallel and adjacent to the southeastern boundary of the Project site. The Project site generally has a long and narrow bow-tie shape, with Bishops Road located across from the approximate center of the property.

All existing structures on the site would be removed in order to accommodate the proposed Project. The southern portion of the Project site includes various structures, including a guard house at the entry gate, modular/portable office, rectangular one-story metal auto repair building with vehicle bays and roll-up doors, wood trailer shed, vehicle shelter/wash bay, metal storage containers, trash enclosure, foundation remnants[5], as well as surface parking, asphalt-paved outdoor storage yard, utility infrastructure, retaining walls, and fencing. Additionally, an approximately 2,132 square-foot addition to the rear of an existing off-site building (the "Golden Dragon Restaurant") and associated

[3] Access to the Project site from Spring Street is provided via existing access easements.

[4] The Metro Board of Directors approved an update to the naming convention in November 2018 to create Metro's new line letter system, which included conversion of the "Gold" Line to the "L" Line.

[5] As described in Section V. Cultural Resources, some buildings/structures on the Project site may be over 50 years old and therefore require further evaluation to determine if they could be historically significant, including the Golden Dragon Restaurant and the industrial building with roll-up bays and various concrete foundation remnants on the South Parcel.

parking extends into the Project site within the parcel boundary, and would require removal of the encroachment within the Project Site to accommodate the proposed mixed use development. There are no other off-site structures that encroach onto the Project site.

Access to the Project Site is currently via a driveway from Spring Street, which enters the southern portion of the site into the Metro facility area, and a driveway from North Broadway, which enters the northern portion of the Project site across from Solano Avenue. Utilities that currently serve the Project site include electricity and water from Los Angeles Department of Water and Power (LADWP), natural gas from the Southern California Gas Company (SoCalGas), and sewer service from the Bureau of Sanitation of the City of Los Angeles.

Chain-link fencing is located along both sides of the sloped area between North Broadway and the Metro tracks. This narrow strip of vacant land at the central section of the Project site across from Bishops Road consists mainly of bare ground with scattered weeds, although concrete foundations/footings, fencing, billboards, retaining wall, and trees are present. A segment of the Zanja Madre, a subsurface brick conduit that was the first irrigation ditch to convey water from the Los Angeles River to the El Pueblo de Los Angeles and local agricultural lands, is known to be within the Metro L Line property generally across from Bishops Road near the narrowest portion of the Project site, and portions may be located on the Project site.

The northern portion of the Project site includes trees, foundation remnants, billboards, and graded areas used as a storage yard for construction equipment and bus storage. This section is also surrounded by chain-link fencing along North Broadway and adjacent to the Metro tracks. The northeastern tip of the Project site slopes down towards the Metro L Line tracks, near where North Broadway transitions into a bridge over the tracks. Overhead power lines extend from off-site utility poles across North Broadway to the on-site billboards.

3.2.3 Surrounding Land Uses

The entire southeastern boundary of the Project site is adjacent to the Metro L Line tracks, followed by the Los Angeles State Historic Park. A maintenance road within the Metro L Line right-of-way runs southeast of and along the Project site boundaries and separates the Project site from the tracks. The railroad tracks are at-grade and at a lower elevation than the northeastern and central sections, but then slowly rise on an elevated platform supported by concrete columns toward the Metro Chinatown Station at the intersection of Spring Street and College Street. The tracks are approximately 22 feet higher than the ground elevation (see Figure 8A, South Parcel-Conceptual Landscaping Plan), where the existing driveway into the Project site off of Spring Street, crosses under the tracks.

Further southeast of the Gold Line tracks, the Los Angeles State Historic Park (also known as Cornfield Park) contains 32 acres of active and passive open spaces, plaza/events area, trails, a raised pedestrian bridge, and surface parking. Further to the southeast along North Spring Street are various industrial and warehouse uses, followed by a channelized portion of the Los Angeles River. The River is approximately 575 feet to the east of the Project site at the closest point on the North Parcel.

As shown on Figure 1, the majority of the northwestern boundary of the Project site is adjacent to North Broadway. A majority of the southern portion of the Project site is located behind the Mandarin Plaza commercial center. The Mandarin Plaza includes one- and two-story commercial

buildings and a two-level parking structure that front on North Broadway. South of the Project site are two- and five-story buildings of the Capitol Milling Company that house retail, restaurants, and offices. The Metro L Line Chinatown Station is located approximately 400 feet south of the Project site.

West of the Project site across North Broadway are various commercial retail and restaurant uses, St. Peter's Italian Catholic Church, Casa Italiana Cultural Center, Cathedral High School, Quan Yum Temple, offices, surface parking lots, multi-family residences, and vacant lots. Radio Hill Gardens, a hillside area featuring pathways and panoramic views of the City as well as a radio tower used by police and first-responders, is also located within close proximity to the site to the north, across North Broadway. The approximately 600-acre Elysian Park is a City-owned park that includes active and passive recreational amenities, including sports fields, bicycle paths and hiking trails located near the intersection of the Interstate 5 and State Route (SR) 110. The Solano Canyon residential neighborhood includes single- and multi-family homes located northwest of the Project site between Radio Hill Gardens and Elysian Park. The SR 110 is approximately 700 feet and Dodger Stadium is approximately 2,400 feet (0.45-mile) to the northwest of the South Parcel.

3.2.4 Zoning and Land Use Designations

As further described in Section 3.4 below, the proposed Project would require a General Plan Amendment to change the land use designation from Light Industrial to Regional Commercial, and a Zone Change to change the zoning from MR2 to C2.

3.2.4.1 Central City North Area Plan

Land use development within the City of Los Angeles is regulated by the Los Angeles Municipal Code (LAMC), the City of Los Angeles General Plan (General Plan), and 35 separate community plans that comprise the Land Use Element of the General Plan. The Project site is located within the Central City North Community Plan Area (Central City North CPA) and has a land use designation of "Light Industrial". The Community Plans are implemented through the development standards in the City's Zoning Code. The Project site is zoned MR2-1 (Restricted Light Industrial).

The Central City North Community Plan serves as the major land use policy document for the area north and east of the City's downtown area and provides land use regulations and development intensity standards. The purpose of the Plan is to promote a community that[6]:

- Preserves and enhances the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.
- Improves the function, design, and economic vitality of the commercial corridors.
- Preserves and enhances the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance.
- Maximizes the development opportunities of future transit systems while minimizing any adverse impacts.

[6] Central City North Community Plan, Pages II-2 – II-3, https://planning.lacity.org/odocument/e06434a6-341a-48ed-97dc-8f6a85780951/Central_City_North_Community_Plan.pdf, accessed December 31, 2019.

- Plans the remaining commercial and industrial development opportunity sites for needed job producing uses that will improve the economic and physical condition of the Central City North area.

The Project site is located at the northern end of the planning area for the Central City North CPA. North Broadway is designated as Avenue II in the Circulation Map in this Community Plan. The Community Plan identifies the "Cornfield/Bullring site", which includes the Project site, as a major opportunity area for development. It was considered to have the potential to accommodate commercial development (e.g. sports arena/stadium complex)[7] or a mix of commercial and residential uses; as well as a combination of lower density office, retail, and residential uses. The majority of this property was redeveloped as the Los Angeles State Historic Park, opening in 2016.

The City of Los Angeles is in the process of updating the Central City and the Central City North Community Plans into the "Downtown Community Plan".[8] The proposed draft land use designation for the Project site would be "Community Center", with an allowable FAR of 6.0:1 to 8.5:1.[9] It should be noted that the update to the Central City and Central City North Community Plans is an ongoing process, and as such, these preliminary draft concepts are subject to change.

3.2.4.2 Zoning

The Project site is zoned MR2-1 (Restricted Light Industrial). The Light Industrial and MR2-1 designations allow for the development of various industrial and manufacturing uses. The -1 suffix refers to Height District 1, which does not specify a maximum height for commercial and industrial zones and establishes a maximum floor area ratio (FAR) of 1.5:1 per Section 12.21.1 of the LAMC.

3.2.4.3 Transit Priority Area

Senate Bill (SB) 743 [Public Resources Code (PRC) §21099(d)] sets forth guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5-mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the

[7] Central City North Community Plan, Pages I-8 and III-10. https://planning.lacity.org/odocument/e06434a6-341a-48ed-97dc-8f6a85780951/Central_City_North_Community_Plan.pdf, accessed December 31, 2019.

[8] City of Los Angeles, Draft General Plan Land Use Designation Map – Downtown Community Plan, https://planning.lacity.org/odocument/c1a2c3a0-f9a6-43d8-a38d-95a2aed0cf04/Downtown_Community_Plan_Draft_General_Plan_Land_Use_Designations_Map.pdf, accessed September 30, 2019.

[9] Downtown Community Plan June 2019 Draft, Page 13, https://planning.lacity.org/odocument/e373cb02-c27e-4448-ac44-0593135801ed/draft2019_downtowncp_text.pdf.

perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

The related City of Los Angeles Department of City Planning Zoning Information (ZI) File ZI No. 2452 provides further instruction concerning the definition of transit priority projects and that "visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs pursuant to CEQA."[10]

The proposed Project includes a mixed-use development, including residential, retail, and restaurant uses. The property is a previously developed "infill" site located approximately 400 feet from Metro's Chinatown Station; as such, the Project meets the criteria established by SB 743 and ZI File No. 2542. Therefore, the Project's aesthetic impacts shall not be considered significant impacts on the environment.

3.2.4.4 East Los Angeles State Enterprise Zone

The Project Site is designated as an Enterprise Zone/Employment and Economic Incentive Program Area (EZ), shown in the City's Zoning Information and Map Access System (ZIMAS) as the East Los Angeles State Enterprise Zone.[11] EZs are geographic areas designated by City Council resolution, with approval by the California Department of Commerce under either the Enterprise Zone Act Program or Employment and Economic Incentive Act Program. Under this designation, federal, state, and city governments may provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. As listed in the LAMC Section, 12.21-A,4(x)(3), the EZ program allows for lower parking ratios for commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

S&R Partners, LLC (Applicant) proposes the Buena Vista Project (Project) located at 1030–1380 North Broadway and 1251 North Spring Street, within the City of Los Angeles. The proposed Project is a mixed-use development of residential and commercial uses consisting of up to 1,090,126 sf of residential (986 du, including 200 affordable housing du); 15,000 sf of neighborhood-serving retail uses; 23,800 sf of indoor and outdoor restaurant; and 116,263 sf of other outdoor space (i.e. landscaped trellis and building overhangs)[12].

[10] City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA, http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf.

[11] City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS), Parcel Profile Report: 541-401-6002, http://zimas.lacity.org/documents/zoneinfo/ZI2129.pdf, generated September 11, 2019.

[12] A landscaped trellis is a structural latticed feature that can provide shade and architectural interest to outdoor spaces. Building overhangs are outdoor areas beneath a building that are not considered open space because they are not open to the sky, but can function as architecturally interesting open areas that provide shade and a pedestrian-level experience.

The Project would include up to 1,128,926 sf of building floor area on the 342,817 sf (post-dedication) Project site, resulting in a Building Floor Area Ratio (FAR) of 3.29 (i.e. Building FAR).[13] Including the 116,263 sf of other outdoor space, the overall Project FAR would be 3.63 (i.e. Project FAR).[14]

All existing structures on the Project site would be removed. On the South Parcel, demolition would include removal of a guard house at the entry gate, modular/portable office, rectangular one-story metal auto repair building with vehicle bays and roll-up doors, wood trailer shed, vehicle shelter/wash bay, metal storage containers, trash enclosure, foundation remnants, as well as surface parking, asphalt-paved outdoor storage yard, utility infrastructure, retaining walls, and fencing. Additionally, an approximately 2,132 square foot addition to the rear of an existing off-site building (the "Golden Dragon Restaurant") and associated parking extends into the Project site within the parcel boundary and would require removal to accommodate the proposed Project. A demolition permit would be required to remove this portion of the restaurant. All required and applicable permits would be obtained by the Project Applicant and/or the property owner of the Golden Dragon Restaurant. There are no other off-site structures that encroach onto the Project site.

Chain-link fencing located along both sides of the sloped area between North Broadway and the Metro tracks, concrete foundations/footings, fencing, retaining walls, and trees would also be removed as part of the Project. Existing structures to be removed include approximately 19,900 sf of buildings, as show in Table 1 below. Existing on-site billboards would either be removed or relocated within the Project site boundaries. Under current conditions, there are five single-sided billboards and three double-sided billboards on the North Parcel. Where Bishops Road dead-ends at the Project site, there are two single-sided billboards near the bus stop, and further to the south on the South Parcel, there are two single-sided billboards and one double-sided billboard. In total, the Project site has nine single-sided billboards and four double-sided billboards along North Broadway.

Table 1: Existing Uses To Be Removed

Existing Uses	Approximate Size (Square Feet)
Restaurant building (partial demolition of Golden Dragon Restaurant) [a]	2,132
Modular Offices	4,920
Maintenance Building (industrial building with roll-up bays)	12,800
Guard Station	48
Total	**19,900**

[a] Project site development requires the demolition of a 2,132 sf portion of an existing building that encroaches onto the Project site.

[13] The "Building FAR" is calculated as 1,128,926 sf of building area divided by 342,817 sf of post-dedication Project site (1,128,926 / 342,817 = 3.29). This area does not include the other outdoor space (i.e. landscaped trellis and building overhangs).

[14] The 116,263 sf of other outdoor areas that are included in the "Project FAR" calculations are provided in accordance with Case No. ZA 2007-3430 (ZAI) Zoning Administrator's Interpretation. The "Project FAR" is calculated as 1,245,189 sf of landscaped trellis and building overhang areas, divided by 342,817 sf of post-dedication Project site (1,245,189 / 342,817 = 3.63).

3.3.2 Proposed Uses

The proposed Project involves subdivision of the site into the "North Parcel" and "South Parcel" master lots and airspace lots for residential and commercial purposes. Construction is anticipated to occur in two phases: Phase 1 for the South Parcel and Phase 2 for the North Parcel.

Figure 1 identifies the locations of several notable off-site buildings and land uses. Figure 2, North and South Parcel Building Locations depicts the boundaries between the North and South Parcels and shows the general building massing and configuration on each parcel, as well as surrounding streets. Figure 3, Conceptual Site Plan, provides a top-down view of the proposed Site Plan and identifies the various proposed buildings on the Project site, number of stories within each building, nearby roadways, and view corridors that maintain views from certain roadways to the north of the Project site towards the south, as discussed further below.

South Parcel Summary. Figure 4, South Parcel- Cross-Section is a cross-section of the South Parcel as viewed from the Los Angeles State Historic Park, showing proposed building locations and the configuration of the residential, retail, amenity areas, service/mechanical, and parking areas. The cross-section also depicts the building overhang and parking levels at the South Parcel and the elevation of the adjacent Metro L Line tracks. The South Parcel would include 631 du, 15,800 sf of restaurant, and 10,000 sf of retail, and three levels of parking garage. Of the restaurant and retail uses, 18,175 sf would be located on the ground floor (Level 1), 1,075 would be located at Level 2, and approximately 750 sf of these uses located within the first level of the parking garage (Level P-1). All parking would be within the garage (Levels P-1 to P-3). Residential uses would be within each of the buildings starting at the ground level on the South Parcel. The six-story Podium Level would include 216 du, 20,000 sf of restaurant and retail uses, and 5,800 sf of exterior restaurant uses. The first four stories of the 26-story Building 1 and the 22-story Building 2 would include the Podium (which would span the length of the building footprint on the South Parcel) and these two buildings would contain an additional 231 du and 184 du, respectively. The South Parcel would include 56,399 sf of common open space, which includes 31,288 sf available to the public at the ground-level.

As shown on Figure 4, built upon the 3-level parking garage would be the six-story Podium; the 26-story Building 1; and the 22-story Building 2. The heights of the buildings (as measured from the elevation of the lowest adjacent grade within five feet of the proposed structure, per LAMC 12.03 requirements [LADBS Document No. P-ZC 2002-008]), would be 105 feet for the Podium, 347.6 feet for Building 1, and 304 feet for Building 2, which includes the height of the 3-level parking garage. The South Parcel would include an approximately 320,569 sf parking garage with 902 parking spaces and 420 spaces for bicycle parking/storage (383 long-term, 37 short-term).

Figure 5A, South Parcel – Site Elevation from North Broadway, shows the proposed buildings and their elevations, as well as the exterior architectural treatments, as described in Section 3.3.3, Design and Architecture. As shown, all parking garage levels on the South Parcel would be below the elevation of North Broadway, which is the higher elevation of the site, where the property fronts on North Broadway near Cottage Home Street at Building 2. At the Podium and at Building 1, portions of P-1 would be partially above the elevation of North Broadway, as this road has a declining slope in elevation towards the southwest; however, the partially above grade P-1 parking level would not be visible from North Broadway or areas to the northwest because views would be blocked by the existing buildings along North Broadway that are associated with Mandarin Plaza.

Figure 5B, South Parcel – Site Elevation from the South shows the proposed Building 1 and Podium and their elevations, as well as the exterior architectural treatments. Due to changes in the existing grade elevations from North Broadway to the Los Angeles State Historic Park, P-1 and P-2 of the 3-level parking garage would be visible from the Metro L Line tracks to the south, which rise in elevation towards the Chinatown Station. The parking garage would also be visible from Los Angeles State Historic Park and from the adjacent Spring Street and Baker Street to the southeast, although the rising elevation of the Metro L Line tracks and existing landscaping trees along the sidewalk of the Los Angeles State Historic Park would partially obscure views of the parking garage (also see Figure 8A, South Parcel- Conceptual Landscaping Plan). The southeastern-facing portions of the parking structure would be enclosed within a solid exterior wall at P-3, and vine plantings on the landscaped screen wall would buffer views into P-1 and P-2 of the parking garage from the Los Angeles State Historic Park, as shown on Figure 8A.

North Parcel Summary. Figure 6, North Parcel – Cross-Section of the North Parcel as viewed from the Los Angeles State Historic Park, shows the proposed building locations and the configuration of the residential, restaurant, retail, lobby/amenity, service/mechanical, and parking areas. The cross-section also depicts trellis and building overhang areas, as well as the parking levels at the North Parcel. The North Parcel would include 355 du, 8,000 sf of restaurant, and 5,000 sf of retail space, constructed above a three-level parking garage. All restaurant and retail uses would be located on the ground floor (Level 1), all parking would be within the garage (Levels P-1 to P-3, below grade from North Broadway), and residential uses would be within each of the buildings and each of the levels on the North Parcel, as well as on the southeastern side of the building facing the Los Angeles State Historic Park, where residential units would line the parking garage Levels P-1 and P-2. The three-story Retail Block would include 18 du, 8,000 sf of restaurant and 5,000 sf of retail uses; the six-story Courtyard Building would include 135 du; the two-story Podium would include 58 du; and the 15-story North Building would include 144 du. The North Parcel would include 45,191 sf of common open space, which includes 37,776 sf available to the public at the ground-level.

As shown on Figure 6, built upon the parking garage, the North Parcel would include the three-story Retail Block; the six-story Courtyard Building; the 15-story North Building; and the two-story Podium connecting the Courtyard and North Building. The heights of the buildings (as measured from the elevation of the lowest adjacent grade within five feet of the proposed structure, per LAMC 12.03 requirements [LADBS Document No. P-ZC 2002-008]), would be 73 feet for the Retail Block; 109 feet for the Courtyard Building; 212 feet and 8 inches for the North Building; and 56 feet and 4 inches for the Podium, which includes the height of the 3-level parking garage. The North Parcel includes an approximately 245,091 sf parking garage with 515 parking spaces and 240 spaces for bicycle parking and storage (216 long-term, 24 short-term).

Figure 7A, North Parcel – Site Elevation from North Broadway shows the proposed buildings and their elevations, as well as the exterior architectural treatments, as described in Section 3.3.3, Design and Architecture. As shown, all parking garage levels on the North Parcel would be below the elevation of North Broadway and would not be visible from North Broadway or from vantage points from areas to the northwest.

Figure 7B, North Parcel – Site Elevation from the Northeast shows the proposed North Building and its elevations, including the vehicular access to the parking garage, as well as the exterior architectural treatments. Due to changes in the existing grade elevations, all parking levels would be above grade near the Metro L Line tracks. Residential units facing towards the Los Angeles Historic Park would line levels P-1 and P-2, and the southeastern-facing portions of the parking

structure, facing the Los Angeles State Historic Park, would be enclosed within a solid wall at P-3 (also see Figure 9A, North Parcel- Conceptual Landscaping Plan).

Table 2 provides an overview of the Project's proposed land uses.

Table 2: Proposed Uses

Land Use	Description	Approximate Size (Square Feet)
South Parcel		
Residential	631 du	706,854
Restaurant		15,800
Retail		10,000
Trellis/ Building Overhangs		51,134
	South Parcel Total Project Area	*783,788*
North Parcel		
Residential	355 du	383,272
Restaurant		8,000
Retail		5,000
Trellis/Building Overhangs		65,129
	North Parcel Total Project Area	*461,401*
Project Site Total		
Total Residential	986 du	1,090,126
Total Restaurant		23,800
Total Retail		15,000
Total Trellis/Building Overhangs		116,263
	Total Project Area	**1,245,189**
sf: square feet; du: dwelling units		

The majority of the proposed residential units are studio units, one-bedroom units, and two-bedroom units. The Project also includes micro-units and nine live-work units[15] Table 3 includes a summary of the residential unit count for the South and North Parcels.

Table 3: Proposed Dwelling Units

Building	Micro	Studio	1- BR	2-BRs	Live-Work	Total
South Parcel						
Building 1	-	31	148	52	-	231
Podium	15	45	100	52	4	216

[15] Micro units are residential studios of approximately 400 sf. Live-work units, or "Joint Living and Working Quarters" would comply with LAMC 12.03 and is defined as "A residential occupancy of one or more rooms or floors used as a dwelling unit with adequate work space reserved for, and regularly used by, one or more persons residing there."

Table 3: Proposed Dwelling Units

Building	Micro	Studio	1- BR	2-BRs	Live-Work	Total
Building 2	-	34	116	34	-	184
Subtotal	*15*	*110*	*364*	*138*	*4*	*631*
North Parcel						
North Building	1	3	115	25	-	144
Podium	-	12	32	14	-	58
Courtyard	-	9	108	13	5	135
Retail Block	-	1	16	1	-	18
Subtotal	*1*	*25*	*271*	*53*	*5*	*355*
Total	**16**	**135**	**635**	**191**	**9**	**986**

3.3.3 Design and Architecture

The proposed Project has been designed to increase pedestrian activity on the east side of North Broadway and to increase pedestrian connectivity to the Metro L Line Chinatown Station. A combination of restaurants/retail, cafés, live-work units, public open space, and residential lobby entrances would front the public sidewalk along North Broadway. All ground floor uses are designed to maximize the visual connection to the street by providing windows that are free of reflective glass coatings, exterior mounted gates, or security grilles.

The proposed building architecture is shown in Figures 5A and 5B for the South Parcel, and on Figures 7A and 7B for the North Parcel. As shown, the proposed architecture reflects the industrial character of past land uses by utilizing cast-in-place concrete walls, structural steel, metal panels, fiber cement board, and glass/steel guardrails. Variations in the textures, colors, and sizes of these materials would allow for a unified design that links the overall Project while differentiating individual buildings. Building massing and scale would provide vertical and horizontal plane changes along the façades of the buildings and provide a strong visual connection between the North and South Parcels. Retaining walls would likely be required adjacent to the driveway and Fire Lane from Spring Street on the South Parcel, and adjacent to the northernmost driveway on the North Parcel, which would be below grade from the elevation of North Broadway.[16] The two vehicular driveways located in the center of the North Parcel would also serve as Fire Lanes (see Figure 11, Circulation Diagram).

As shown on Figure 4, South Parcel- Cross-Section and Figure 6, North Parcel- Cross-Section, rooftop terraces with pool decks would provide private outdoor open space amenities for residents. All outdoor ground-level hardscape areas, including promenades, seating areas, courtyards, and plazas, would be publicly accessible and promote activity at the street level. On the South Parcel, building overhangs would be located throughout the site on Podium-level as well as beneath Buildings 1 and 2 on top of the Podium to provide shade and a pedestrian-scale character for outdoor spaces. On the North Parcel, building overhangs would be predominantly located beneath the Courtyard Building, as well as above the Podium beneath the North Building.

[16] Proposed retaining walls would be in compliance with LAMC regulations, without any request for deviations from the LAMC requirements.

The central greenspace between the buildings on the North and South Parcels is intended to maintain views of the Los Angeles State Historic Park and areas to the southeast of the Project site from public vantage points along North Broadway and from public areas to the northwest of the Project site along Bishops Road and Savoy Street. As shown on Figure 3, views through the Project site to the southeast would be maintained by architectural breaks within each parcel. As shown on Figure 4, an open area at ground-level would provide partial views from Cottage Home Street near North Broadway at the primary ingress/egress driveway on the South Parcel. As shown on Figure 6, an open area with a landscaped trellis structure at ground-level would provide views from Solano Avenue near North Broadway, and a landscaped trellis structure on the two-level Podium would provide views from upslope areas of Casanova Street on the North Parcel. These breaks in massing have also been designed to provide outdoor open space amenities for both the public and Project residents. Decorative landscape plantings are proposed along North Broadway at the openings between buildings to provide a continuous visual presence at the street level. Other nearby streets would not experience the same views through the Project buildings.

3.3.4 Open Space and Landscaping

Open space and landscaped areas have been located and distributed throughout the Project site. Landscaping would be provided in conformance with applicable LAMC Section 12.21.G.2(a), which requires that 25% of common open space is planted/vegetated and LAMC Section 12.21 G.2(a)(3) which requires one 24-inch box tree for every four dwelling units proposed on site. The Project includes approximately 29,952 sf of vegetated common open space areas. Each building would have outdoor open space areas designed for passive and active uses. These areas are located throughout the development and are designed to take advantage of the views of Downtown Los Angeles, as well as Los Angeles State Historic Park. Swimming pools, decks, lounge areas, viewing platforms, and multi-level amenities with viewing roof decks would be provided on-site. In addition, private and public plaza spaces would be provided throughout the Project site. Balconies have been provided throughout the buildings. Table 4, Project Open Space, outlines the proposed open space within both the South and North Parcel.

Table 4: Project Open Space

Open Space	Approximate Size (Square Feet)
South Parcel	
Ground Level Courtyards (publicly accessible)	31,288
Level 2 Terraces	1,060
Level 4 Terraces	3,689
Level 5 Terraces	8,381
Level 22 Terraces	6,020
Level 26 Terraces	5,952
Common Open Space Subtotal	***56,399***
Private Open Spaces	1,926
Private Open Space Subtotal	***1,926***
South Parcel Total Open Space	**58,325**
Open Space Required per LAMC 12.21.G.2	*54,050*

Table 4: Project Open Space

Open Space	Approximate Size (Square Feet)
North Parcel	
Ground Level Courtyards (publicly accessible)	37,776
Level 6 Terraces	4,659
Level 14 Terraces	2,756
Common Open Space Subtotal	***45,191***
Ground Level Private Terraces and Open Space	1,735
Level 2 Private Balcony Terraces	4,560
Private Open Space Subtotal	***6,295***
North Parcel Total Open Space	**51,486**
Open Space Required per LAMC 12.21.G.2	*34,225*
sf: square feet	

South Parcel. The conceptual landscaping plan for the South Parcel is shown in Figure 8A, South Parcel – Conceptual Landscaping Plan and Figure 8B- South Parcel- Courtyards Landscaping. As shown on these Figures, the South Parcel includes the "hill climb" climbing stairs with a landing area and outdoor tables that would allow access from the Project site to the adjacent Capitol Mill property to the south. As shown on Figure 8A, Level 5 proposes two landscaped terraces on top of the Podium. Additionally, P-1 and P-2 would include a landscaped screen wall, which would buffer views into P-1 and P-2 of the parking garage from the Los Angeles State Historic Park, which would buffer views into P-1 and P-2 of the parking garage from the Los Angeles State Historic Park along the frontage facing the Metro L Line. Species planted on the landscaped screen wall would include Catalina Ironwood (Lyonothamnus floribundus), Coast Live Oak (Quercus agrifolia), Desert Willow (Chilopsis linearis), and Sonoran Palo Verde (Parkinsonia praecox). All proposed plant and tree species would be drought resistant and require low water use. The South Terrace is adjacent to Building 1 and includes a swimming pool with outdoor seating and barbecue areas, raised planters, and outdoor lounge areas. The North Terrace is adjacent to Building 2 and contains outdoor seating areas, planters, lounge areas, and accessible lawn areas. The Level-26 South Deck on Building 1 and the Level-22 North Deck on Building 2 would both include a swimming pool, outdoor seating and barbecue areas, raised planters, and outdoor lounge areas. Rooftop amenity areas would be open to the sky and would not include rooftops.

As shown on Figure 8B, a fitness green courtyard area would be located between the hill climb area and Building 1, with four additional courtyards (the Entry Courtyard at Building 1, Commons Courtyard at the Podium, Gateway Courtyard at Building 2, and Overlook Courtyard) facing towards the Los Angeles State Historic Park. The Gateway Courtyard includes a streetscape connection to North Broadway. As shown on Figure 8B, a pedestrian promenade would connect the courtyard areas, which would be partially covered by building overhangs to provide shade. The pedestrian promenade would be a ground-level linear pedestrian public walkway that overlooks the Los Angeles State Historic Park. Landscaped trellis structures would provide shade for the restaurant and retail areas on the ground-level. Just north of Building 2, as the site transitions into the central greenspace, which is a vegetated public greenspace that connects the

North and South Parcels. Outdoor dining areas and outdoor seating would provide views of the Los Angeles State Historic Park. A small terraced amphitheater seating area would be adjacent to the Overlook Courtyard, which transitions to the sloped and vegetated greenspace area. As shown in Figure 8B, trees would be planted along the Project site fronting North Broadway.

The South Parcel includes approximately 56,399 sf of common open space and 1,926 sf of private open space, for a total of approximately 58,325 sf of open space. Of this amount, approximately 31,288 sf of open space would be publicly accessible on the ground-level. As previously stated, the parking structure would not be visible from North Broadway. The southeastern-facing portions of the parking structure would be clad with a concrete exterior wall at P-3, and the upper levels would be partially obscured by the rising elevation of the Metro tracks on the South Parcel. Additionally, landscaping trees would be located on the podium and terraces, and vine plantings on the landscaped screen wall would buffer views into P-1 and P-2 of parking garage from the Los Angeles State Historic Park, as shown on Figure 8A.

North Parcel. The conceptual landscaping plan for the North Parcel is shown in Figure 9A, North Parcel – Conceptual Landscaping Plan and Figure 9B, North Parcel –Garden Terraces Landscaping. As shown on these Figures, the North Parcel includes a garden dining terrace, public shopping gardens, public garden plaza and kiosks, landscape trellis, and associated raised planters and seating. As shown on Figure 9A, the buildings on the North Parcel use large landscaped trellis structures to allow plantings to grow up and over the viewing deck of the Los Angeles State Historic Park and also on the rooftop amenity decks to provide shade and a pedestrian-scale to the outdoor seating areas. Rooftop amenity areas would be open to the sky and would not include rooftops. Also, large building overhangs are provided for outdoor walkways to create pedestrian-scaled spaces along the open space areas on the North Parcel.

As shown on Figure 9B, the sidewalk near the North Building would link to a proposed off-site signalized crosswalk across North Broadway that would lead towards Elysian Park. Publicly accessible outdoor dining, viewing, and seating areas (see Garden dining terrace, Public garden plaza, Landscaped trellis in Figure 9B) would provide views of the Los Angeles State Historic Park. Just south of the Retail Block building, the site transitions into the central greenspace. As shown in Figure 9B, trees would be planted along the Project site fronting North Broadway.

The North Parcel includes approximately 45,191 sf of common open space and 6,295 sf of private open space, for a total of approximately 51,486 sf of open space. Of this amount, approximately 37,776 sf of open space would be publicly accessible on the ground-level. As previously stated, the parking structure would be below the grade of North Broadway. The southeastern-facing portions of the parking structure would be lined by residential units on the P-1 and P-2 levels of the parking structure on the North Parcel, and the P-3 ground-level would be clad with a concrete exterior wall, as seen from the Los Angeles State Historic Park, as shown on Figure 9A.

Central Greenspace. As depicted on Figure 10, Central Portion – Conceptual Landscaping Plan, and described above, a landscaped greenspace would be constructed in the central greenspace portion of the Project site to provide a new public amenity to showcase the views of surrounding areas to the southeast of the Project site, including views of Downtown Los Angeles, the Los Angeles State Historic Park, and Union Station. The open space area that links the North and South Parcels would be vegetated with native trees and understory vegetation. A public walkway would connect the North and South Parcels and would be located where they would not have a grade elevation change of 30 feet or more. Downslope from the public walkway, the majority of

the central greenspace would be comprised of a landscaped and planted slope that would be inaccessible to pedestrians.

As part of the Project, existing vegetation, including trees, would be removed. As indicated in Appendix A, 2016 Tree Report. 2020 Tree Survey and Update Memorandum, and 2021 Tree Survey Update Memorandum, there are 20 trees on the site with a diameter at breast height of eight inches or greater. These include 18 Canary Island date palm (*Phoenix canariensis*) trees, one Mexican fan palm (*Washingtonia robusta*), and one desert fan palm (*Washingtonia filifera*) tree. The Canary Island date palm trees are located at the northeastern section of the site, clustered together at the northern end except for one tree, and the Mexican fan palm and Desert fan palm trees are located at the southwestern section, generally north of Cottage Home Street. These trees are not protected under the City of Los Angeles Native Tree Protection Ordinance; this ordinance protects specific indigenous trees with a diameter at breast height of four inches or greater, including oaks (*Quercus* sp., except for *Quercus dumosa*), Southern California black walnut (*Juglans californica* var. *californica*), western sycamore (*Platanus racemosa*), and California bay laurel (*Umbellularia californica*), Mexican Elderberry *(Sambucus mexicana*), and Toyon (*Heteromeles arbutifolia*).[17]

The landscaping plan includes new street trees along the east side of North Broadway to provide shade to pedestrians and to connect to a ¼-mile walking path that incorporates a series of perches that provide new vistas and resting areas that extend beyond the existing sidewalk. In total, the landscape plan would add approximately 247 trees to the Project site. The Project would incorporate a mix of native plant materials along with Mediterranean and Australian plants, which are suitable for the Southern California climate and are considered low water use. Shade trees would be provided in both areas for active use and passive pedestrian areas.

3.3.5 Access, Circulation and Parking

As shown on Figure 11, Circulation Diagram, access to the Project would be provided by one driveway on the South Parcel from North Broadway, three driveways on the North Parcel from North Broadway, and one driveway on the South Parcel from Spring Street. The South Parcel driveway from Spring Street would be located beneath the elevated Metro L Line tracks.

Approximately 0.21-acre (3-feet along the length of the Project site) of land within the Project site would be dedicated to the City areas public right-of-way along North Broadway.

A total of 1,417 parking spaces would be provided on-site, which meets LAMC requirements.[18] The South Parcel includes a 320,569 sf parking garage with 902 parking spaces and 420 spaces for bicycle parking and storage (383 long-term, 37 short-term). The North Parcel includes three levels of parking lined with two levels of 58 dwelling units that are below the elevation of North Broadway and that face the Los Angeles State Historic Park. The North Parcel includes a 245,091

[17] LAMC §§ 17.02, 17.05(R).

[18] The parking ratios from LAMC Section 12.21A.4(a)(b) for residential uses and LAMC Section 12.21A4(x)(3) for commercial retail and restaurant uses were applied to the Project. Per LAMC Section 12.21.A4, a project may replace up to 10% and 20% of its residential vehicle parking and non-residential vehicle parking, respectively, and a project located within 1,500 feet of a major transit station may replace up to 15% and 30% of its residential vehicle parking and non-residential vehicle parking, respectively, with bicycle parking at a ratio of four bicycle parking spaces to one vehicle parking space. The Project would replace approximately 11% of the LAMC-required residential vehicle parking with bicycle parking. The net LAMC-required vehicle parking after reductions is 902 and 515 vehicle parking spaces for the South Parcel and North Parcel, respectively, for a total of 1,417 required vehicle parking spaces.

sf parking garage with 515 parking spaces and 240 spaces for bicycle parking and storage (216 long-term, 24 short-term). The proposed Project would include electric vehicle (EV) parking and charging stations in accordance with applicable LAMC requirements (Sections 99.05.106.5.3.3 and 99.05.106.5.3.6 of Article 9 of Chapter IX of the LAMC).

3.3.6 Lighting and Signage

Architectural lighting is proposed to complement key architectural features of each building through the use of low profile, low wattage light-emitting diode (LED) building-mounted fixtures and fixtures integrated into the building facades. Low intensity LED luminaires, pedestrian poles, decorative lanterns, lighted bollards, and recessed step lights would also be used.

Low glare fixtures and decorative fixtures would be located at the ground level of each building to create a sense of arrival and scale, and includes the use of building-mounted decorative fixtures, low level landscape lanterns, and floor lamps. The security lighting for the exterior courtyards and pedestrian walkways includes a combination of low-intensity LED luminaries, pedestrian poles, decorative lanterns, bollards, and recessed step lights. All exterior lighting would be designed to meet minimum light levels for emergency egress and to comply with the requirements of the California Building Code (Title 24 of the California Code of Regulations) and the California Green Building Standards (CALGreen) Code.

Signage would be located at a height and of size that is visible to pedestrians and that facilitates access to the building entrances. Existing on-site billboards would either be removed or relocated within the Project site boundaries. A wayfinding signage system would be located along the public walkways through the Project site, which would facilitate pedestrian passage through the Project site to and from the Metro Chinatown Station.

3.3.7 Roadway and Pedestrian Improvements

North Broadway is classified as an Avenue II in Mobility Plan 2035. The half right-of-way width for this roadway classification is 43 feet, which includes a roadway pavement of 28 feet, as measured from the road centerline to the curb face and a 15-foot-wide parkway and sidewalk. In the existing condition, the half street right-of-way width of North Broadway is only 40 feet along the Project site frontage. This includes a roadway pavement width of 36 feet and a sidewalk ranging from four to 10 feet at the bus stop areas. As part of the Project, three feet of right-of-way width would be dedicated to the City of Los Angeles and would be incorporated into the public right-of-way to bring the total half right-of-way width to 43 feet and the total sidewalk width of seven feet. If required by the City, the sidewalk could be further widened to more than seven feet by reducing the street's roadway pavement width accordingly.

The proposed curb cuts for new driveways into the Project site would be located along North Broadway in a manner that does not reduce on-street parking. Unused curb cuts and driveways would be replaced with sidewalks to maintain continuity for pedestrians. There would be no changes to existing signalized pedestrian crosswalks across North Broadway (at its intersections with Cottage Home Street, Bishops Road, Solano Avenue, Casanova Street, and Elysian Park Drive). However, the Project proposes a crosswalk with a signal at the northeastern tip of the Project site to connect with the adjacent Elysian Park.

While the Project site and the segment of North Broadway fronting the site are located outside the Cornfield Arroyo Seco Specific Plan (CASP), the CASP designates North Broadway for Street Tree Variety No. 1, which includes a list of permitted street trees[19]. Pursuant to this requirement, the Project would incorporate appropriate street trees to be planted in tree wells along the sidewalk.

3.3.8 Utilities

The Project requires the abandonment and/or removal of existing utility connections and lines and the provision of new utility meters (for water, gas, and electrical services) and associated aboveground utility appurtenances that would be located primarily along North Broadway. These facilities would be appropriately screened via landscaping and/or building massing strategies. New on-site electrical infrastructure would be provided via underground duct banks with at-grade pad-mounted transformer equipment. All other utility service lines (i.e., water, sewer, gas, and phone/data lines) would be placed underground.

3.3.9 Sustainability Features

The Project would be built in accordance with applicable energy conservation requirements, including Title 24 of the California Building Standards Code [CALGreen], and the LA Green Building Code, and would incorporate water and energy conservation measures, as well as solid waste recycling and diversion programs. The plantings throughout the Project, including the central greenspace slopes, would increase the tree canopy and vegetated areas and provide erosion control measures.

In addition, the Project is a mixed-use development within a Transit Priority Area (TPA) that would reduce the need for vehicle use for residents due to the Project site's on-site restaurant and retail uses, proximity to local destinations and public transportation. Residents of the Project could visit the on-site commercial uses or nearby commercial uses within walking distance, and those in the live-work units could avoid commuting entirely. The Project site is located near the Metro L Line Chinatown Station, which would allow residents and employees to go to and from the Project by light rail.

The proposed stormwater management system is a "store and use" storm water capture system that involves containment in on-site cisterns for compliance with Low Impact Development (LID) strategies. To the extent feasible, the LID Best Management Practices (BMPs) would include storm water capture, pretreatment, and re-use for on-site irrigation purposes, thus reducing the demand for seasonal potable water demands attributed to the Project's irrigation needs. On-site landscaping would use drought-tolerant plants and trees. Additionally, the Project would include solar-ready infrastructure to allow for future solar power generation, such as photovoltaic (PV) panels on rooftops of the podiums and towers, with precise locations to be determined. As previously discussed, the proposed Project would include electric vehicle (EV) parking and charging stations in accordance with applicable LAMC requirements.

[19] City of Los Angeles, *Cornfield Arroyo Seco Specific Plan*, Chapter 3.1 – Streets, pages 3-11 and 3-12, https://planning.lacity.org/EIR/CornfieldArroyo/Ord_Adopt/Web03_CASP.pdf (2013).

3.3.10 Construction Schedule

Construction of the proposed Project would be phased, with development of the South Parcel occurring as Phase 1 and development of the North Parcel occurring as Phase 2. Phase 1 is anticipated to start construction in March 2023 and end in February 2026. Phase 2 would be constructed soon after, or within a few years following completion of Phase 1, depending on market demand. For the purposes of providing a conservative analysis in the Draft EIR, Phase 2 is assumed to begin in the February 2026 to January 2029.

Grading activities would require approximately 67,000 cubic yards of export to be hauled to a landfill due to grading during Phase 1, and would require approximately 110,000 cubic yards of export during Phase 2. Exported soil and construction/demolition materials would be disposed at the Azusa Land Reclamation Disposal Facility landfill in the City of Azusa, approximately 23 miles from the Project site.

3.3.11 Off-Site Improvements

The Project would require minor off-site improvements, including but not limited to, the following:

- A new signalized crosswalk at the northeastern tip of the North Parcel that would cross North Broadway, just south of Elysian Park, to provide pedestrian connectivity with the adjacent Elysian Park, subject to the approval of LADOT.
- Sidewalk improvements, curb and gutter improvements, street tree replacements, and new driveways along North Broadway, would be required within the three-foot dedication of property to the public right-of-way, subject to the approval of LADOT, BOE and Urban Forestry. Reconfiguration and/or relocation of two existing bus stops (Broadway and Bishops Road and Broadway and Solano Avenue) subject to Metro approval,
- Removal and installation of various underground utility infrastructure.

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The Environmental Impact Report will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- A General Plan Amendment to change the land use designation of the Project site from Light Industrial to Regional Commercial;
- A Zone Change to change the zoning for the Project site from MR2 to C2;
- A Height District change from Height District 1 to Height District 2D;
- A Zoning Administrator Determination to permit building height greater than the maximum height otherwise permitted under the Transitional Height provisions in LAMC Section 12.21.1.A.10 of 33 feet and 61 feet. At the South Parcel, the proposed building heights are 347 feet and 8 inches at Building 1, 304 feet at Building 2, and 105 feet at the Podium, and at the North Parcel, the proposed building heights are 73 feet at the Retail Block, 109

feet at the Courtyard Building, 56 feet 4 inches at the Podium, and 212 feet and 8 inches at the North Building. Consistent with LAMC Section 12.03, these heights are measured from the lowest point of the ground between the building and a line 5 feet from the building's exterior wall, to the highest point of elevation of the building or structure at each parcel;

- A Zoning Administrator Adjustment to reduce setback requirements:
    a. For the South Parcel, for the Podium at L-3 through L-5, to allow for a 13.6-foot setback in lieu of the required 17 feet at the rear lot line; and for a portion of Building 2 at L-1 through L-22, to allow a 19-foot setback in lieu of the required 20 feet at the rear lot line;
    b. For the North Parcel, for the Courtyard Building at P-2 through L-5, to allow for a 16-foot setback in lieu of the required 19 feet at the rear lot line (per LAMC Section 12.14.C); and for the North Building at P-2 through L-14, to allow a 16-foot setback in lieu of the required 20 feet at the rear lot line.
- Pursuant to LAMC Section 16.05, the Applicant requests a Site Plan Review for the development of more than 50 dwelling units;
- A Vesting Tentative Tract Map (VTTM 74548) that involves the dedication of a three-foot-wide strip along North Broadway to the City (resulting in 342,817 square feet or a net acreage of 7.87 acre Project Site) and subdivision of the Project site into two master lots and airspace lots for residential and commercial condominium purposes;
- A Haul Route approval;
- A Development Agreement;
- Certification of the Environmental Impact Report; and
- Additional approvals and permits from the City of Los Angeles Department of Building and Safety and Public Works (and other municipal agencies) for Project construction activities including, but not limited to: demolition, excavation, shoring, grading, foundation, building and interior improvements, and sidewalk and curb/gutter improvements along North Broadway.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

3.5 RESPONSIBLE PUBLIC AGENCIES

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency (State CEQA Guidelines Section 15381). The list below identifies whether any responsible agencies have been identified for the Project.

Los Angeles County Metropolitan Transportation Authority (Metro): Because the Project site is within 100 feet of the Metro-owned Gold Line tracks, and because the Project may require alterations and/or relocation of the two bus stops located along North Broadway adjacent to the Project site, the Applicant must consult with Metro, who must review the Project to ensure safe access to, and operations of, its transportation services and facilities.

State Department of Conservation Geologic Energy Management Division (CalGEM): Because the Project site contains inactive oil wells, the Applicant must consult with CalGEM to confirm that the wells have been adequately abandoned.

Other potential agencies that could have discretionary approval power over the proposed Project will be determined through the scoping process for the Draft Environmental Impact Report.

INITIAL STUDY

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Senate Bill (SB) 743 [Public Resources Code (PRC) §21099(d)] sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The related City of Los Angeles Department of City Planning Zoning Information (ZI) File ZI No. 2452 provides further instruction concerning the definition of transit priority projects and that "visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs pursuant to CEQA."[20]

PRC Section 21099 applies to the Project. The proposed Project consists of a mixed-use development, which includes residential, retail, and restaurant uses. The property is a previously developed "infill" site located approximately 400 feet from Metro's L Line Chinatown Station; as such, the Project meets the criteria established by SB 743 and ZI File No. 2542. Therefore, the Project is exempt from aesthetic impacts. The analysis in this initial study is for informational purposes only and not for determining whether the Project would result in significant impacts to the environment. Any aesthetic impact analysis in this initial study is included to discuss what aesthetic impacts would occur from the Project if PRC Section 21099(d) was not in effect. As such, nothing in the aesthetic impact discussion in this initial study shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

[20] City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099 would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. SB 743 (PRC §21099(d)) sets forth criteria for evaluating certain transit-oriented infill projects under CEQA, as follows: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” The related City of Los Angeles Department of City Planning Zoning Information File ZI No. 2452 provides further instruction concerning the definition of transit priority projects and affirms that aesthetics need not be evaluated in environmental documentation prepared in accordance with CEQA for these projects. Since the Project qualifies as a mixed-use residential project on an infill site within a transit priority area, its potential aesthetic effects shall not be considered significant, and need not be studied in the Draft EIR.

For additional context related to this threshold, the Project site is located in a highly urbanized area northeast of Chinatown and Downtown Los Angeles. As shown on Figure 1, it is adjacent to the Los Angeles State Historic Park and the Metro L Line tracks on its southeastern border, with commercial and single family residential uses, multi-family residential uses and Radio Hill Gardens and Elysian Park located on the northern and western sides of the Project site. Existing uses on the Project site are limited to single-story industrial buildings and outdoor storage, staging areas for vehicles and equipment, and billboards.

The Project would remove existing structures and introduce mid- to high-rise buildings, ranging from two to 26 stories in height. The heights of the buildings on the South Parcel would be 105 feet for the Podium, 347 feet and 8 inches for Building 1, and 304 feet for Building 2, which includes the parking levels. The heights of the buildings as on the North Parcel would be 73 feet for the Retail Block; 109 feet for the Courtyard Building; 212 feet and 8 inches for the North Building; and 56 feet 4 inches feet for the Podium, which includes the parking levels. The Project development would be separated onto two parcels (i.e., North and South Parcels) with a central greenspace to connect the development areas on the two parcels, allowing for a wide view corridor between the Los Angeles State Historic Park to the southeast and developed land uses to the northwest. The Project site is not located on a designated ridgeline in the Community Plan, nor is it part of a designated scenic vista identified in local planning documents by the City of Los Angeles. As discussed above, in compliance with SB 743 and the City's Zoning Information File ZI No. 2452, aesthetic impacts of the Project shall not be considered significant, and no analysis of this topic will be provided in the Draft EIR.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The Project site is not located adjacent to or within the viewshed of a State Scenic Highway. The nearest State Scenic Highway, a segment of State Route (SR) 2, is located 10 miles to the north of the Project site. However, the Project site is located near State Route 110 (SR-110), which has scenic and historic designations. From Pasadena to approximately the Interstate 5 overpass, SR-110 is a state-designated California Historic Parkway. This state-designated segment of the SR-110 terminates approximately 0.7 miles north of the Project site.[21] Due to this distance and intervening topography and landscaping, the Project is not expected to be visible from the state-designated Historic Parkway portion of the SR-110. The portion of the SR-110 that extends closest to the Project site is part of the National Scenic Byway system and is a City-designated Scenic Freeway.[22] [23] At its closest point, the SR-110 is located approximately 0.12-mile northwest of the Project site. The Project would be visible from this portion of the SR-110, particularly from the vantage point of southbound vehicles exiting the SR-110 at the Civic Center/Hill Street exit ramp. However, because the view would be observed from vehicles traveling on or exiting a freeway, views of the Project would be brief and fleeting.

[21] CA St & Hwy Code § 283 (2018). California Streets and Highways Code. Article 2.5, State Scenic Highways. Section 283. https://law.justia.com/codes/california/2018/code-shc/division-1/chapter-2/article-2.5/section-283/ (Accessed January 29, 2020).

[22] Federal Highway Administration, "Arroyo Seco Historic Parkway – Route 110," https://www.fhwa.dot.gov/byways/byways/10246/maps (Washington, DC: Federal Highway Administration, accessed January 2, 2020).

[23] City of Los Angeles, "General Plan Land Use Map – Central City North Community Plan," https://planning.lacity.org/odocument/2c941d9c-7285-4268-8593-44b53dbd2995/ccnplanmap.pdf (Los Angeles, CA: City of, February 25, 2014).

Furthermore, the views would be partially obstructed by existing topography, vegetation, and development between the freeway and the Project. Additionally, views from this segment of the SR-110 looking towards the Project are of the urbanized and industrial areas of Chinatown and Mission Junction. As such, the Project would not obstruct views of any scenic resources that could be visibly discerned from the SR-110. Urban development, such as the proposed Project, is an expected feature of the visible environment in downtown Los Angeles.

The nearest City-designated Scenic Highway to the Project site is on Stadium Way, which stretches from the I-5 Freeway to the State Route 110 (SR-110) Freeway. This portion of Stadium Way, which winds through Elysian Park, is located approximately 0.12-mile northwest of the Project site and views toward the Project site are obscured due to existing buildings and distance. Additionally, the portion of the Project site that could be visible from Stadium Way (via views down Bishops Road) is the central portion of the Project site that would be landscaped with pedestrian paths and would have no buildings to obstruct views. As discussed above, in compliance with SB 743 and the City's Zoning Information File ZI No. 2452, aesthetic impacts of the Project shall not be considered significant, and no analysis of this topic will be provided in the Draft EIR.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The Project would replace existing asphalt paved/storage areas and low-rise industrial buildings with new mid- to high-rise buildings, ranging from two to 26 stories. The Project would introduce 1,128,926 sf of building floor area on the approximately 342,817 sf (post-dedication) Project site, consisting of various residential and commercial uses. The Project would also include outdoor open spaces, landscaped areas, and pedestrian amenities. Including the 116,263 sf of other outdoor space (i.e. landscaped trellis and building overhangs), the overall FAR would be 3.63 (i.e. Project FAR). The Project would not degrade the existing visual character of the Project site; rather, it would be changed from a largely undeveloped industrial/storage site to an active pedestrian environment with a mix of land uses that would comprise a transit-oriented development.

After Project implementation, the proposed parking garages would not be visible from North Broadway. As shown on Figure 5A, South Parcel – Site Elevation from North Broadway, all parking garage levels on the South Parcel would be below the elevation of North Broadway where the property fronts on North Broadway near Cottage Home Street at Building 2. At the Podium and at Building 1, portions of P-1 would be partially above the elevation of North Broadway, as this road has a declining slope in elevation towards the southwest; however, the parking levels would not be visible from North Broadway or areas to the northwest because views would be blocked by the existing buildings along North Broadway that are associated with Mandarin Plaza.

As shown on Figure 5B, South Parcel – Site Elevation from the South and as described above, due to changes in the existing grade elevations from North Broadway to the Los Angeles State Historic Park, portions of P-1 of the 3-level parking garage would be above the grade of North Broadway. Views of P-1 and P-2 would also be visible from Los Angeles State Historic Park and would be visible from the adjacent Spring Street and Baker Street to the southeast. However, as

shown on Figure 8A, South Parcel – Conceptual Landscaping Plan, P-1 and P-2 of the parking garage would be partially screened with vines and landscaping to provide a visual continuation of the greenscape provided by the vegetated slopes in the central portion of the site. P-3 would be clad with a concrete wall on the exterior of the parking garage. Views of the parking garage from the Los Angeles State Historic Park would also be partially obscured by the elevation of the Metro tracks as they ramp up towards the Chinatown Station.

All parking garage levels on the North Parcel would be below the elevation of North Broadway and would not be visible from North Broadway or from neighborhoods to the northwest. As shown on Figure 9A, North Parcel – Conceptual Landscaping Plan, the Park-facing residential units line the parking garage on levels P-1 and P-2. Level P-3 would be clad with an exterior concrete wall.

Therefore, while the proposed parking garage on the South Parcel would be partially visible from the south and east, it would be obscured to the extent practicable and architecturally integrated into the Project through design, existing built environment features (i.e., the Metro tracks), and/or landscaping. For these reasons, the proposed parking levels are not expected to substantially degrade the visual character or quality of the site. As discussed above, in compliance with SB 743 and the City's Zoning Information File ZI No. 2452, aesthetic impacts of the Project shall not be considered significant, and no analysis of this topic will be provided in the Draft EIR.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The Project would introduce new light sources in the form of various outdoor lighting (building mounted fixtures, low intensity light-emitting diode [LED] luminaires, pedestrian poles, decorative lanterns, floor lamps, lighted bollards, recessed step lights, and accent lighting) at the ground floor plaza, outdoor dining areas, walkways, and lighted signs to promote visibility and security. All exterior lighting would be designed to meet minimum light levels for emergency egress and to comply with the requirements of the California Building Code (Title 24 of the California Code of Regulations) and the California Green Building Standards (CalGreen) Code. Consistent with applicable energy and building code requirements, including Section 140.3 of the California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements would be incorporated into the proposed Project. In addition, the Project would be required to comply with Chapter IX, Article 3, Section 93.0117 of the City of Los Angeles Municipal Code (LAMC), which applies to any exterior luminaire, multi-head luminaire, lamp holder, or sign light source. As discussed above, in compliance with SB 743 and the City's Zoning Information File ZI No. 2452, aesthetic impacts of the Project shall not be considered significant, and no analysis of this topic will be provided in the Draft EIR.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the

Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project site does not support any agricultural uses or activities. It is currently developed with several buildings, parking lots, outdoor storage areas, staging areas, and disturbed/developed areas. Based on a review of the current (2016) Los Angeles County Important Farmland Map produced by the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), there is no land designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance on or near the Project site.[24] Due to the predominance of urban development in the southern and central portions of Los Angeles County where the site is located, this area was not included in the FMMP mapping effort. As such, there are no designated farmlands in or near the Project site. Thus, no impact on Farmlands would occur with the Project. No further analysis of this topic will be provided in the Draft EIR.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. Refer to Threshold II(a) above. The Project site is zoned MR2-1 (Restricted Light Industrial), and there is no Williamson Act contract on the site or on areas near the site. Thus, no impact on existing zoning for agricultural use or a Williamson Act Contract would occur with the Project. No further analysis of this topic will be provided in the Draft EIR.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. There are no forests on or near the Project site.[25] The Project site is not zoned as forest land as defined by Section 1220(g) of the *California Public Resources Code;* as timberland as defined by Section 4526 of the *California Public Resources Code;* or as timberland zoned for timberland production as defined by Section 51104(g) of the *California Public Resources Code.* The existing zoning for the Project site is MR2-1, Restricted Light Industrial. The proposed Project would not cause the rezoning of forest land, timberland, or timberland zoned for timberland production. No impact on forest land or timberland would occur with the Project. No further analysis of this topic will be provided in the Draft EIR.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Refer to Threshold II(c) above. There is no forest land on or near the Project site that would be affected by the Project. No further analysis of this topic will be provided in the Draft EIR.

[24] FMMP, "Los Angeles County Important Farmland 2016," https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx (Sacramento, CA: FMMP, July 2017).

[25] USFS, National Forest Locator Map, https://www.fs.fed.us/ivm/ (Washington, D.C.: USFS, September 2019).

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Refer to Threshold II(c) above. The Project would not convert farmland or forestland to other uses. No further analysis of this topic will be provided in the Draft EIR.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

a. Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Project would generate short-term, construction-related and long-term operational air pollutant emissions that have the potential to affect local and regional air quality. Further evaluation in the Draft EIR would determine whether this Project would conflict with the South Coast Air Quality Management District's (SCAQMD's) 2016 Air Quality Management Plan. These potential impacts will be analyzed further in the Draft EIR.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. The Project would generate pollutant emissions during short-term construction and long-term operation and occupancy. An air quality analysis will be conducted

to determine whether the mobile and stationary air pollutant emissions associated with the Project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. These potential impacts will be analyzed further in the Draft EIR. The Project, along with several other developments planned or proposed near the Project site, could cause a considerable cumulative net increase of a criteria pollutant for which the South Coast Air Basin (SoCAB) is in non-attainment. These potential impacts will be analyzed further in the Draft EIR.

c. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The nearest sensitive receptors to the Project site include residential properties located across North Broadway from the Project site, and receptors at the Los Angeles State Historic Park to the southeast of the Project site. As such, there are sensitive receptors within 100 feet of the Project site that could be exposed to substantial pollutant concentrations. The air quality analysis will determine whether the potential mobile and stationary air emissions associated with the Project could result in exposure of sensitive receptors to significant concentrations of air pollutants. These potential impacts will be analyzed further in the Draft EIR.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potentially Significant Impact. Some odors may be associated with the operation of diesel engines and building materials due to short-term construction activities, as well as from earthmoving during grading activities. Abandonment of existing oil wells on the North Parcel is required, which would also require the operation of diesel equipment. Such odors are typical of urbanized environments and would be subject to construction and air quality regulations, including proper maintenance of machinery, in order to minimize engine emissions. The oil well re-abandonment process at the Project site has the potential to release small quantities of oil-field gases including methane (odorless), hydrogen sulfide, and sulfur dioxide (sulfur rotten egg smell). The SCAQMD requires compliance with Rule 402, Nuisance, which states that discharges from any source whatsoever of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public are prohibited. Although construction emissions are of short duration and odors would quickly disperse into the atmosphere, the proposed Project has the potential to emit odors during earthmoving and well abandonment that could temporarily affect nearby sensitive receptors.

The proposed commercial and residential land uses would not create unusual or objectionable odors during long-term operations of the Project. No odor-generating land uses (e.g., industrial, solid waste, wastewater treatment) are proposed. Proposed residential uses would not generate objectionable odors. Future on-site commercial uses that may emit odors (from proposed restaurants) are required to secure appropriate permits from the SCAQMD in accordance with Rule 1138 to reduce off-site odors. Compliance with SCAQMD rules and permit requirements, including Rules, 401, 402 and 403 and California Health and Safety Code Section 41700 related to odors that could cause a public nuisance, would ensure that no objectionable odors would be created by the Project; therefore, the Project would not create long-term objectionable odors

affecting a substantial number of people. However, due to the potential for short-term construction-related odors, these potential impacts will be analyzed further in the Draft EIR.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact. As previously discussed, the northern portion of the Project site includes landscaping/ornamental trees, foundation remnants, billboards, and graded areas used as a storage yard for construction equipment and bus storage. This section is surrounded by chain-link fencing along North Broadway and adjacent to the Metro L Line tracks. The northeastern tip of the Project site slopes down towards the Metro L Line tracks, near where North Broadway transitions into a bridge over the tracks. The Project site is isolated from the surrounding open space areas due to several transit corridors (i.e. North Broadway, Metro L Line), and the Los Angeles River in the vicinity of the Project site is fully paved and channelized. The adopted Central City North Community Plan designates the Project Site for Light Industrial land uses, and the Project Site is currently zoned MR2-1 (Restricted Manufacturing). Additionally, the City of Los Angeles is in the process of updating the Central City and Central City North Community Plans as part of a process known as DTLA 2040, which includes the Project site.[26] The proposed land use designation for the Project site would be "Community Center", with appropriate uses that include multi-family residential, community retail and services, office, and hotel uses.[27] It should be noted that the update to the Central City and Central City North Community Plans is an ongoing process, and as such, these preliminary draft concepts are subject to change; however, the Project site is currently zoned, and the planned zoning, are intended for urban developed land uses and not open space.

Appendix B of this Initial Study includes the Biological Resources Analysis, which includes results of the queries of relevant databases that contain information on candidate, sensitive, and/or special status species include: the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB); the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants; and the U.S. Fish and Wildlife Services (USFWS) Information for

[26] City of Los Angeles, Draft General Plan Land Use Designation Map – Downtown Community Plan, https://planning.lacity.org/odocument/c1a2c3a0-f9a6-43d8-a38d-95a2aed0cf04/Downtown_Community_Plan_Draft_General_Plan_Land_Use_Designations_Map.pdf, accessed September 30, 2019.

[27] Downtown Community Plan November 2020 Draft, Page 13, https://planning.lacity.org/odocument/4b8c3990-0ca7-4870-bd4d-59e80193d810/Draft_Plan_Nov_2020.pdf

Planning and Consultation (IPaC) Database. The results of these queries included 69 special-status plant species and 38 special-status wildlife species have recorded occurrences in the U.S. Geologic Survey's *Los Angeles, California* 7.5-minute topographic quadrangle, which contains the Project site, and surrounding quadrangles. Appendix B of this Initial Study also includes a table of the special status plant and wildlife species with known occurrences within the Project region, as well as an assessment of their potential to occur on the Project site and the results of the CNDDB, CNPS Inventory, and IPaC. As shown in the tables, the Project site does not have the potential to contain any special status plant or wildlife species.

No native habitat is located on the Project site or on the adjacent properties. Existing annual grasses, shrubs, and trees would be removed during Project construction; however, based upon the results of a site visit by a qualified biologist on June 25, 2020, the vegetated portions of the Project site are almost exclusively non-native grasses and herbaceous annual plant species that are not typically associated with supporting special-status species. There are open space areas near the Project site, but these areas, including the Los Angeles State Historic Park, appear to be regularly mowed/maintained, and do not provide native habitat for special-status species. The open space to the north of the North Parcel does not include any previously recorded occurrences of special status plant or wildlife species (see Appendix B, Biological Resources Analysis) and supports primarily non-native trees (*Eucalyptus* sp. and *Schinus* sp.) and an understory composed of non-native grasses and herbaceous annual plant species. Due to the urbanized and disturbed nature of the Project site, the site does not support habitat for candidate, sensitive, or special status species in local or regional plans, policies, or by the City of Los Angeles, CDFW, or USFWS.[28] Thus, no impact on sensitive species would occur with the Project. No further analysis of this topic will be provided in the Draft EIR.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. As discussed above in Threshold IV(a), the Project site is located in an urbanized area of Los Angeles. Review of the relevant federal and state sources for the Project site and immediately surrounding areas, including USFWS National Wetland Inventory Data and CDFW Natural Community List, as well as review of aerial photographs and a field visit to the Project site conducted by a qualified biologist shows that there are no natural drainage streams or open channels on the Project site (see Appendix B). Appendix B of this Initial Study includes National Wetlands Inventory Results and aerial imagery.

The Project is northwest of the Los Angeles River, which the USFWS has identified as wetland habitat. However, there are no riparian or other sensitive natural vegetation communities identified by USFWS or CDFW located on the Project site. Historical aerials show that the Project site has been routinely disturbed or supported development since 1948. Existing annual grasses, shrubs, and trees would be removed during Project construction; however, based upon the results of a site visit by a qualified biologist on June 25, 2020, the vegetated portions of the Project site are dominated by non-native grasses and herbaceous annual plant species that do not constitute a sensitive natural community[29]. As indicated in Appendix A, 2016 Tree Report, 2020 Tree Survey

[28] Dudek, 2020. Biological Resources Analysis (Appendix B).

[29] Dudek, 2020. Biological Resources Analysis (Appendix B).

and Update Memorandum, and 2021 Tree Survey Update Memorandum, none of the trees on the Project site are native, with the exception of one desert fan palm (*Washingtonia filifera*), which is assumed to be planted since the Project site is well outside of the natural range of the species[30]. Therefore, implementation of the Project would not result in a substantial adverse impact to riparian habitat or other sensitive natural communities, and no impact would occur. No further analysis of this topic will be provided in the Draft EIR.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As discussed above in Threshold IV(a), the Project site is in a highly urbanized area of Los Angeles. There are no jurisdictional waters located on the Project site;[31] therefore, no impacts to wetlands would result from Project implementation. No further analysis of this topic will be provided in the Draft EIR.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. Wildlife corridors and habitat linkages are features that promote habitat connectivity and are generally characterized as undisturbed canyon and riverine stream habitat areas. The Project site does not reside within any designated wildlife corridors and/or habitat linkages identified in the South Coast Missing Linkages analysis project, California Essential Habitat Connectivity project, or as recognized by the City.[32] The Project site is developed with several buildings, and the Project site is enclosed by several fences, with the Metro L Line tracks located adjacent and parallel to the southeastern Project boundary. North Broadway, a major arterial in the City, is located to the northwest. The developed and disturbed character of the Project site and associated fencing currently impedes wildlife movement through the Project site. Wildlife at Elysian Park and Radio Hill Gardens do not have opportunities to use the Project site for wildlife movement due to the presence of North Broadway between the Project site and these parks. Also, there are no on-site drainages or ponds that may serve as habitat for migratory fish species.

Due to the presence of physical barriers at the Project site, the Project would not affect the movement of any native resident or land-based wildlife species, nor would it affect established native resident or migratory wildlife corridors. Due to the lack of riparian or wetland habitats, the Project would not affect any native resident or migratory fish movement.

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30 Consortium of California Herbaria. 2019. CCH1, online database; queried for Washingtonia filifera. Accessed April 2020. https://ucjeps.berkeley.edu/consortium/.

31 Dudek, 2020. Biological Resources Analysis (Appendix B).

32 Dudek, 2020. Biological Resources Analysis (Appendix B).

The Migratory Bird Treaty Act (MBTA) prohibits activities that result in the direct take (defined as killing or possession) of a migratory bird.[33] Additionally, Sections 3503 and 3503.5 of the *California Fish and Game Code* make it unlawful to take, possess, or destroy the nests and eggs of birds of prey. Section 3513 of the *California Fish and Game Code* duplicates the federal protection of migratory birds and prohibits the taking and possession of any migratory non-game bird, as designated in the MBTA. The Project would be required to comply with the MBTA by preventing the disturbance of nesting birds during Project construction activities. This would generally involve clearing the Project site of all vegetation outside the nesting season (from September 1 through January 31) or if construction would commence within the nesting season (which generally runs from February 1 through August 31 and as early as February 1 for raptors), conducting a pre-construction nesting bird survey to determine the presence of nesting birds or active nests at the Project site. Any active nests and nesting birds must be protected from disturbance by construction activities through buffers between nest sites and construction activities. The buffer areas may be removed only after the birds have fledged. Therefore, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No further analysis of these topics will be provided in the Draft EIR.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Less Than Significant Impact. As part of the Project, existing vegetation, including trees, would be removed. As indicated in Appendix A, 2016 Tree Report, 2020 Tree Survey and Update Memorandum, and 2021 Tree Survey Update Memorandum, there are 20 trees on the Project site with a diameter at breast height of eight inches or greater. These included 18 Canary Island date palm (*Phoenix canariensis*) trees, one Mexican fan palm (*Washingtonia robusta*), ad one desert fan palm (*Washingtonia filifera*) tree. The Canary Island date palm trees are located at the northeastern section of the site, clustered together at the northern end except for one tree, and the Mexican fan palm and Desert fan palm trees are located at the southwestern section, generally north of Cottage Home Street. These trees are not protected under the City of Los Angeles Native Tree Protection Ordinance; this ordinance protects oak trees (*Quercus* sp.) that are indigenous to California, but excludes the scrub oak (*Quercus dumosa*), as well as the Southern California black walnut (*Juglans californica* var. *californica*), western sycamore (*Platanus racemosa*), and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height of four inches or greater.[34]

Three off-site jacaranda (*jacaranda mimosafolia*) street trees are located adjacent to the bus stations within the public right-of-way. As a part of the pedestrian improvements, it is anticipated that these trees would be removed. The three street trees would be replaced in accordance with the LAMC Section 62.105, which requires a permit be obtained for construction in the public right-of-way. Street

[33] The USFWS published a draft Environmental Impact Statement in support of revising the MBTA to only apply to intentional take of migratory birds. The 45-day public comment period closes July 20, 2020. https://www.fws.gov/news/ShowNews.cfm?ref=service-solicits-comments-on-a-draft-environmental-impact-statement-on--&_ID=36571

[34] City of Los Angeles. 2006b. Ordinance 177404 of the Los Angeles Municipal Code. Accessed September 2019. http://cityplanning.lacity.org/Code_Studies/Other/ProtectedTreeOrd.pdf.

trees would be replaced in accordance with the City's Urban Forestry Division requirements, subject to the approval of the Board of Public Works, and at a ratio of no less than 2:1; therefore, a minimum of six new street trees would be planted to replace the impacted street trees.

The 20 existing non-protected significant trees on the Project site would be removed as part of the construction of the Project. None of these trees are native or protected under the ordinance. As the Project's landscape plan will add approximately 306 trees to the Project site, these non-native trees will be replaced at a ratio greater than the required 1:1 basis. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No further analysis of this topic will be provided in the Draft EIR.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project site is located in a highly urbanized area of Los Angeles, and there is no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the site or the surrounding area.[35] No conflict with a Habitat Conservation Plan or Natural Community Conservation Plan would occur with the Project. No further analysis of this topic will be provided in the Draft EIR.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☒	☐	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

[35] Dudek, 2020. Biological Resources Analysis (Appendix B).

a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?

Potentially Significant Impact. The Project proposes to demolish all existing on-site buildings. Some of these buildings/structures may be over 50 years old and therefore require further evaluation to determine if they could be historically significant, including the industrial building with roll-up bays and various concrete foundation remnants on the South Parcel. It is also possible that a segment of the Zanja Madre, a subsurface brick conduit that was the first irrigation ditch to convey water from the Los Angeles River to local agricultural lands, may be located on the Project site. An exposed alignment of the Zanja Madre is located generally across from Bishops Road adjacent to the narrowest portion of the property within the Metro right-of-way for the Gold Line tracks, and a portion was discovered within the Blossom Plaza development to the south of the Project site. Additionally, the Project site is within the boundaries of the Historic Cultural Monument No. 82.[36] The Project site is adjacent to the Los Angeles State Historic Park and within the Chinatown neighborhood, which contains important cultural resources. A historic resource evaluation will be conducted as part of the Draft EIR to evaluate the significance of existing buildings and to assess any direct and indirect impacts to historic resources that could result from implementation of the Project. These potential impacts will be analyzed further in the Draft EIR.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Potentially Significant Impact. The majority of the Project site is developed and has been previously graded and disturbed. However, excavation into underlying native soils (i.e., non-artificial geologic materials) through trenching, excavation, and grading has the potential to encounter archaeological resources. As previously mentioned in response to Threshold V(a), a segment of the Zanja Madre also may exist within the boundaries of the Project site. An exposed segment of the Zanja Madre is located generally across from Bishops Road adjacent to at the narrowest portion of the Project site and within the Metro right-of-way for the Gold Line tracks and a portion was discovered within the Blossom Plaza development to the south of the Project site; however, the location of the remaining alignment of the Zanja Madre is not confirmed. A cultural resources study will be conducted as part of the Draft EIR to determine whether the Project site has potential to contain archaeological resources, including the Zanja Madre. These potential impacts will be analyzed further in the Draft EIR.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. As stated in response to Thresholds V(a) and V(b), the Project site is developed with several structures and paved areas and has been previously disturbed. The Project site is not known to have been utilized for religious or sacred purposes or as a burial area.

[36] "River Station Area/Southern Pacific Railroad" Historic Cultural Monument #82, was determined by the Cultural Heritage Board on June 16, 1971 to be a monument in accordance with the provisions of Ordinance No. 121,971. The property boundary is described as between North Broadway on the West, North Spring Street on the East, Northward to the Los Angeles River and the Southeasterly corner of Elysian Park, Southward to Capitol Milling Company building. This boundary comprises the current sites of the Los Angeles State Historic Park, the Metro L Line right-of-way, and the Project Site, collectively.

If human remains are uncovered during excavation activities, the contractor would need to comply with Section 7050.5 of the *California Health and Safety Code* and Section 5097.98 of the *California Public Resources Code* on the proper identification, treatment, and disposition of the remains. This includes notification of the County Coroner within 24 hours of the discovery; protection of the discovery site from further disturbance; County Coroner notification of the Native American Heritage Commission (NAHC) if the remains are believed to be Native American; NAHC notification of the persons to be the most likely descendant (MLD) of the deceased Native American; and MLD inspection and recommendation on the disposition of the human remains, which may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials or reburial of the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance. Therefore, the Project would not have a significant potential to disturb any human remains, including those interred outside of formal cemeteries. No further analysis of this topic will be provided in the Draft EIR.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact. Construction and operation of the proposed Project would require the consumption of energy resources such as electricity, natural gas, and petroleum. The proposed Project would create additional electricity and natural gas demand by adding residential and commercial uses onto the site. The Draft EIR will analyze proposed consumption of energy resources. Further analysis of this topic will be provided in the Draft EIR.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. The proposed project would be subject to and would comply with, at a minimum, the 2019 California Building Code Title 24 (24 CCR, Part 6). Though the proposed Project

would implement energy efficiency components, the Draft EIR will analyze whether it would conflict or obstruct applicable state or local plans related to renewable energy. Further analysis of this topic will be provided in the Draft EIR.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☒	☐	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☒	☐	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. The Project site is not located within a designated Alquist-Priolo Fault Zone. The closest Alquist-Priolo Fault Zone is along the Hollywood Fault, approximately 3.48 miles north of the Project site, as shown on Figure 12, Alquist-Priolo Fault Zones. The Project site is not within a Fault Rupture Study Area in the City's General Plan Safety Element.[37] However, the City's ZIMAS database identifies the site as located within a Fault Zone (Upper Elysian Park)[38]. A previous Geotechnical Engineering Investigation prepared by Geotechnologies, Inc. for the Project site states that there may be two unnamed faults cutting across the Project site; however, their locations are doubtful, other geological maps do not show these faults, and previous soil borings taken on-site do not indicate evidence of faulting.[39] An updated Geotechnical Engineering Investigation will be prepared for the Project, which will evaluate the potential for rupture of a known earthquake fault on the Project site. These potential impacts will be analyzed further in the Draft EIR.

[37] City of Los Angeles, General Plan Safety Element, Exhibit A, Fault Rupture Study Area (November 1996).

[38] City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS), Parcel Profile Report: 541-401-6002, http://zimas.lacity.org/documents/zoneinfo/ZI2129.pdf, generated September 11, 2019.

[39] Geotechnologies, Inc, *Geotechnical Engineering Investigation, Proposed Mixed Use T.O.D. Development, Cornfield Site, 1251 North Spring Street, Los Angeles California* (Glendale, CA: Geotechnologies, July 2015).

ii. Strong seismic ground shaking?

Potentially Significant Impact. The primary seismic hazard on the Project site, as with all of Southern California, is ground shaking due to the presence of major active faults. The California Department of Conservation, California Geological Survey identifies the Project site as located within a Liquefaction Zone.[40] The City's ZIMAS database identifies the site as located within a Fault Zone (Upper Elysian Park), and within a Liquefaction area. The design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures erected or to be erected within the City must comply with Chapter IX, Building Regulations, of the City of Los Angeles Municipal Code. Compliance with the City's Building Code would ensure the structural stability of the proposed Project. This would require design and construction of proposed structures and infrastructure to account for ground shaking hazards through adherence to the seismic design criteria in the California Building Code. An updated Geotechnical Engineering Investigation will be prepared for the Project, which will evaluate the potential impacts of strong seismic ground shaking on the Project site. These potential impacts will be analyzed further in the Draft EIR.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. The Project is located within a Liquefaction Zone as identified by the California Department of Conservation[41] and the City of Los Angeles General Plan, Safety Element Exhibit B, Areas Susceptible to Liquefaction, which identifies the Project site as "Liquefiable Areas" (recent alluvial deposits; groundwater less than 30 feet deep). Liquefaction refers to a process by which water-saturated granular soils transform from a solid to a liquid state during strong ground shaking. Liquefaction usually occurs during or shortly after a large earthquake. The movement of saturated soils during seismic events from ground shaking can result in soil instability and possible structural damage, and the Project site is within a liquefaction hazard zone. A Geotechnical Engineering Investigation will be prepared for the Project, which will evaluate the potential impacts of liquefaction on the Project site. These potential impacts will be analyzed further in the Draft EIR.

iv. Landslides?

Potentially Significant Impact. The Project site is not located adjacent to a mapped landslide and is not identified as being within a Landslide Inventory and Hillside Area in the City's General Plan Safety Element Exhibit C. On-site elevations at the South Parcel range from approximately 330 feet above mean sea level (amsl) on North Broadway to 291 feet amsl at the Metro L Line tracks. On-site elevations at the North Parcel range from 348 feet amsl on North Broadway to 301 feet amsl at the Metro L Line tracks. There are slopes at the Project site, some of which are proposed to be removed as part of the Project. An updated Geotechnical Engineering Investigation will be prepared for the proposed Project, which will evaluate the potential

[40] California Geologic Survey. *Earthquake Zones of Required Investigation,* Accessed April 15, 2020, https://maps.conservation.ca.gov/cgs/EQZApp/app/

[41] California Geologic Survey. *Earthquake Zones of Required Investigation,* Accessed April 15, 2020, https://maps.conservation.ca.gov/cgs/EQZApp/app/

impacts of landslides on the Project site. These potential impacts will be analyzed further in the Draft EIR.

b. Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. Grading and excavation activities associated with the proposed Project would result in the disruption of on-site soils and the exposure of uncovered soils to potential erosion due wind, rain, and surface water runoff during the construction phases. Under existing conditions, although the finished grade varies along both parcels, the existing grade along the southern property line of the Project Site generally slopes downward from west to east in the South Parcel, and east to west in the North Parcel. The existing grade of the Metro rail corridor, located between the South and North Parcel, ranges from approximately 30 feet to 40 feet North American Vertical Datum of 1988 (NAVD88) below the North Broadway street level[42]. The anticipated excavation depths associated with the Project would vary due to the existing conditions of the Project Site with continuous grade change. On the South Parcel, where the existing grade ranges between approximately 329 feet (NAVD88) and approximately 291 feet NAVD88, maximum excavation depth will be approximately to 38 feet NAVD88 (i.e., 41 feet below the elevation of North Broadway). On the North Parcel, where the existing grade ranges between approximately 343 feet NAVD88 and approximately 302 feet NAVD88, maximum excavation depth will be approximately to 41 feet NAVD88 (i.e., 35 feet below the elevation of North Broadway).

The Project would be required to implement erosion-control measures, in compliance with applicable regulations. During construction, erosion-control measures would be implemented as part of the Storm Water Pollution Prevention Plan (SWPPP) for the Project. Prior to the start of construction activities, the Contractor is required to file a Permit Registration Document (PRD) with the State Water Resources Control Board (SWRCB) in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ, NPDES No. CAS000002), referred to as the Construction General Permit, or the latest approved general permit. This permit is required for earthwork that result in the disturbance of one acre or more of total land area. The required SWPPP will mandate the implementation of Best Management Practices (BMPs) to reduce or eliminate construction-related pollutants in the runoff, including sediment. Additionally, the LAMC includes requirements for erosion control during construction and demolition activities. An updated Geotechnical Engineering Investigation will be prepared for the Project, which will evaluate the potential impacts of soil erosion on the Project site. These potential impacts will be analyzed further in the Draft EIR.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Impact. The Project would be exposed to local geologic hazards, and proposed grading and excavation activities associated with the Project would change the local geology. The soil and geologic characteristics of the Project site will be discussed further in the Draft

[42] North American Vertical Datum of 1988 (NAVD88) is the vertical datum for orthometric heights established for vertical control surveying in the United States of America based upon the General Adjustment of the North American Datum of 1988.

EIR and be based on the findings of the Geotechnical Engineering Investigation for the Project, which includes recommendations for preventing hazards associated with landslides, lateral spreading, subsidence, liquefaction and collapse. These potential impacts will be analyzed further in the Draft EIR.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Potentially Significant Impact. The Project's on-site geological materials, which include alluvium and bedrock, are in the very low expansion index range; therefore, substantial risks to life or property are not anticipated. However, an updated Geotechnical Engineering Investigation will be prepared for the Project, which will evaluate the potential impacts of expansive soils on the Project site. These potential impacts will be analyzed further in the Draft EIR.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project would be connected to the municipal sewer system and does not propose the use of septic tanks or other on-site wastewater treatment systems. Therefore, there would be no impact related to soils incapable of adequately supporting the use of on-site wastewater treatment systems. No further analysis of this topic will be provided in the Draft EIR.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. The Project site is a developed area and has been subject to previous excavation activities for existing structures and site improvements. However, excavation into underlying native soils (i.e., non-artificial geologic materials) through trenching, excavation, and grading for three parking levels has the potential to encounter unknown paleontological resources. A cultural resources study will be conducted as part of the Draft EIR to determine whether the Project site has potential to contain paleontological resources. These potential impacts will be analyzed further in the Draft EIR.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Construction and operation of the Project would generate greenhouse gas (GHG) emissions that have the potential to directly or indirectly have a significant impact on the environment. GHG emissions from the Project will be addressed and quantified in the Draft EIR. Potential impacts related to GHGs will be analyzed further in the Draft EIR.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. The proposed Project would result in construction and operational activities that would generate GHGs. In addition, the Project would increase the resident population, households, and employees at the Project site. Project consistency with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHG (e.g., Assembly Bill 32, City of Los Angeles Green Building Code, and Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy) will be analyzed in the Draft EIR.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. Grading and construction activities would involve the transport, storage, use, and disposal of hazardous materials such as paint, solvents, oil, grease, and fuel for construction equipment. Based on the age of the structures, there is a potential for hazardous building materials (e.g., asbestos-containing materials and lead-based paint) to be present. Transportation and disposal of the existing on-site building materials could cause a release of such materials to the environment if they are present in existing buildings.

Currently, the Project site contains buildings associated with Metro's maintenance operations, which would be removed with Project implementation. The Project site's previous uses include a gas station on the North Parcel and an automobile repair shop, both of which have been removed, as well as oil and gas wells, as identified by CalGEM Well Finder. The Project site is located in an area designated as the "methane zone" and is subject to Division 71 of Article 1, Chapter IX of the LAMC. A Phase I Environmental Site Assessment (ESA) and Methane Assessment Report will be prepared for the Project, which will identify all previous uses of the Project site and any associated potential on-site hazards, and will include mitigation measures, if necessary.

The Project consists of residential and commercial uses, and these uses typically do not generate hazardous emissions, nor do they involve the routine use, transport, or disposal of hazardous materials in quantities that may pose hazards to the public. Hazardous materials used on-site for long-term operations would consist of common commercial cleansers, solvents, paints, pesticides, fertilizers, and other maintenance and janitorial materials. These materials are not considered acutely hazardous and are used routinely throughout urban environments for operation of commercial businesses. Handling, storage, and disposal of these hazardous materials would comply with all federal, state, and local requirements. The potential for the Project's construction and long-term operational activities to create a significant hazard through the routine transport, use, or disposal of hazardous materials will be analyzed further in the Draft EIR.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. The Project site is currently used for vehicle and equipment storage and as a construction staging/bus parking area. Existing hazardous materials at the Project site will be identified through the Phase I ESA. The Project site has also been identified to have two plugged/inactive oil wells on-site.[43] In addition, the southern portion of the site is located within the City's designated Methane Zone and Methane Buffer Zone.[44] The Methane Assessment Report will include the results of onsite testing to determine if there are hazards that may be posed by methane to future residents, visitors, and employees at the Project site. The findings of the studies regarding hazardous materials, oil wells, and methane levels will be discussed in the Draft EIR.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. Cathedral High School is located approximately 180 feet west of the Project site across North Broadway. During the Project's construction phases, the contractor is expected to comply with existing regulations, and there would be a limited risk of accidental release of hazardous emissions and hazardous materials (e.g., gasoline, oil, or other fluids) associated with the use and maintenance of construction equipment. However, construction activities associated with the handling of potential onsite hazards (e.g. abandonment of oil wells), could result in hazardous emissions or require the handling of hazardous materials, substances, or waste.

The long-term operation and occupancy of the proposed commercial and residential uses would involve the transport, use, storage, and disposal of various hazardous materials, such as paint, solvents, pesticides, fertilizers, and other maintenance and cleaning products. However, these hazardous materials would be in limited quantities and would be used, stored, disposed of, and transported in accordance with applicable federal, state, and local regulations. The operations of the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school. These potential impacts will be analyzed further in the Draft EIR.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. California Government Code Section 65962.5 requires that information regarding environmental impacts of hazardous substances and wastes be maintained and provided at least annually to the Secretary for Environmental Protection. Commonly referred to as the Cortese List, this information must include the following: sites impacted by hazardous wastes, public drinking water wells that contain detectable levels of contamination, underground storage tanks with unauthorized releases, solid waste disposal facilities from which there is

[43] California Energy Management Division (CalGEM), Well Finder, Accessed April 15, 2020, Available: https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.23349/34.06904/16

[44] City of Los Angeles, Methane and Methane Buffer Zones (Los Angeles, CA: March 2004).

migration of hazardous wastes, and all cease and desist and cleanup and abatement orders. While the Cortese List is no longer maintained as a single list, the following databases provide information that meet the Cortese List requirements:

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) Envirostor database (Health and Safety Codes 25220, 25242, 25356, and 116395);
- List of Leaking Underground Storage Tank (LUST) Sites by County and Fiscal Year from the State Water Resources Control Board (Water Board) GeoTracker database (Health and Safety Code 25295);
- List of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels outside the waste management unit (Water Code Section 13273 subdivision (e) and California Code of Regulations Title 14 Section 18051));
- List of "active" Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the Water Board (Water Code Sections 13301 and 13304); and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

Past uses of the Project site include a former gas station (1322 North Broadway) on the North Parcel. A full analysis of previous uses of the Project site and the Project's potential to create a significant hazard to the public or the environment will be analyzed further in the Draft EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact. There is no public airport or airport planning area located within two miles of the Project site. The two nearest airports to the Project site are the San Gabriel Airport in El Monte and the Bob Hope Airport in Burbank, both located approximately 11 miles from the Project site. The Project site is outside the Airport Influence Area for these airports.[45] Because the Project would involve construction of buildings over 200 feet in height, Federal Aviation Administration (FAA) notification would be required per the Code of Federal Regulations, Title 14, Part 77. This would be done by completing the Notice of Proposed Construction or Alteration form (FAA Form 7460-1). The FAA would then conduct a review of the proposed Project to determine whether there is a hazard to air navigation and would formally notify the City and/or Project Applicant of its findings. The FAA may require markings and lighting to enhance air safety and would also require a supplemental notice (FAA Form 7460-2) to notify the FAA in advance of Project construction. Compliance with the FAA notification process and any requirements that the FAA issues in response would ensure that no impacts to air safety would occur. As such, potential impacts related to airport hazards would be less than significant through compliance with FAA regulatory mandates, and no mitigation is required. No further analysis of this topic will be provided in the Draft EIR.

[45] ALUC, *Los Angeles County Airport Land Use Plan* (Los Angeles, CA: ALUC, December 2004).

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City's General Plan Safety Element identifies North Spring Street, which provides access to the South Parcel and connects Alameda Street and North Broadway, as the nearest Selected Disaster Route. Other identified nearby critical disaster transportation routes include the SR-110, I-101, I-5, and I-10.[46] Disaster routes function as primary thoroughfares for the movement of emergency response traffic and access to critical facilities. Construction activities may result in temporary lane obstruction along North Broadway during landscaping and sidewalk construction and during any cross-walk construction. A Worksite Traffic Control Plan would be prepared pursuant to LADOT requirements, which would identify appropriate requirements from the WATCH Manual and current California Manual on Uniform Traffic Control Devices (MUTCD) requirements for traffic control. Typical worksite traffic control requirements during construction may include, but are not limited to, appropriate traffic-control devices to ensure public safety; City approval for any lane or sidewalk closures; adequate signage and striping for lane closures; flaggers with stop/slow paddles to manage traffic; installation of signage for tow/away and no stopping zones; coordination with residences and businesses regarding driveway access; and maintenance of pedestrian access that is compliant with the Americans with Disabilities Act (ADA).

Long-term operation and occupancy of the proposed Project would also increase the volume of traffic on local and regional roadway networks, which serve as emergency response and evacuation routes. However, the Project would be required to design, construct, and maintain structures, roadways, and facilities to provide adequate access in compliance with applicable local, regional, state, and/or federal requirements related to emergency access and evacuation plans, including all Los Angeles Fire Department Requirements for access and safety. Therefore, impacts on emergency response and evacuation would be less than significant. No further analysis of this topic will be provided in the Draft EIR.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The City's General Plan Safety Element does not identify the Project site as being within a wildfire hazard area or urban fire/secondary hazard area,[47] but it does identify the Project site as located within the urban fire and secondary hazards area for "industrialized areas"; the notes state that "industrial zones are used to represent industrialized areas. Industrialized areas can be correlated with greater risk of public exposure to atmospheric releases of hazardous materials and flammable or explosive materials." However, the Project site would not be developed with industrial uses and is proposing a General Plan Amendment and Zone Change to reflect the proposed residential and commercial uses for the site. Additionally, the Los Angeles State Historic Park separates the Project site from the industrial and warehouse

[46] City of Los Angeles, General Plan Safety Element, Exhibit H, Critical Facilities and Lifeline Systems (November 1996).

[47] City of Los Angeles, General Plan Safety Element, Exhibit D, Selected Wildfire Hazard Areas (November 1996).

land uses further to the south and west. There are no wildland areas within this urbanized portion of Los Angeles.

Electrical transmission lines are identified as being adjacent to the northernmost portion of the North Parcel and the Los Angeles State Historic Park. However, the presence of nearby transmission lines, which are common throughout urbanized areas and constructed and maintained in accordance with federal and state regulations, would not result in indirectly expose people or structures to a significant risk of loss, injury or death involving wildland fires. Additionally, the Project site is not identified as being within a Very High Fire Hazard Severity Zone (VHFHSZ).[48]

The proposed Project would be designed in compliance with all applicable LAMC requirements related to Fire Department access, materials, fire flows, and development standards. Therefore, the proposed Project would not result in significant risk of loss, injury or death involving wildfire hazards. No further analysis of this topic will be provided in the Draft EIR.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐

[48] City of Los Angeles Fire Department Fire Zone Map. https://www.lafd.org/fire-prevention/brush/fire-zone/fire-zone-map, accessed September 13, 2019.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i. Result in substantial erosion or siltation on- or off-site; ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv. Impede or redirect flood flows?	☒	☐	☐	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Potentially Significant Impact. Demolition, grading, and excavation activities associated with construction of the proposed Project would result in the potential for pollutants to enter stormwater runoff. The Applicant would be required to submit a Notice of Intent to the Los Angeles Regional Water Quality Control Board (LARWQCB) in order to obtain approval to complete construction activities under the Construction General Permit. This permit includes a number of design, management, and monitoring requirements for the protection of water quality and the reduction of construction phase impacts related to stormwater (and some non-stormwater) discharges. Permit requirements include the preparation of a SWPPP, implementation and monitoring of

BMPs, implementation of best available technology for toxic and non-conventional pollutants, implementation of best conventional technology for conventional pollutants, and periodic submittal of performance summaries and reports to the LARWQCB. The requirements of the NPDES Construction General Permit for preparation of an SWPPP and identification of temporary construction-phase BMPs that would be implemented by the Project to reduce stormwater pollutants will be addressed in the Draft EIR.

Additionally, although not anticipated, dewatering activities may be required. If subsurface water is encountered, dewatering would be conducted in compliance with the Waste Discharge Requirements and General NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles And Ventura Counties, as administered by the SWRCB. The Project site is known to include plugged/inactive oil wells. As such, construction activities would require the abandonment of these wells, which must be conducted in accordance with the procedures mandated by the CalGEM.

Long-term changes in storm-water quality due to operation of the proposed Project would occur due to the replacement of the vehicle and equipment storage and construction staging/bus parking areas with the proposed residential and commercial uses and parking structures. The Project includes permanent BMPs to reduce long-term storm-water pollution, in accordance with the City's Low Impact Development (LID) Ordinance. The City's LID Ordinance requires the use of LID standards and practices in development projects to encourage the beneficial use of rainwater and urban runoff, reduce urban runoff while improving water quality and groundwater recharge, reduce erosion and hydrologic impacts downstream, and enhance recreational and aesthetic values in Los Angeles.[49]

As stated in the City's 2016 Planning and Land Development Handbook for Low Impact Development, all new projects must select, design and maintain LID and hydromodification control BMPs to address pollutants that are likely to be generated, reduce changes to pre-development hydrology, assure long-term function, and avoid the breeding of vectors. The proposed Project will be required to develop a LID Plan that demonstrates how stormwater runoff will be infiltrated, evapotranspired, captured and used, and/or treated through on-site BMPs and stormwater management techniques. The on-site stormwater management techniques must be properly sized, at a minimum, to infiltrate, evapotranspire, store for use, and/or treat stormwater through a high removal efficiency biofiltration/biotreatment system to the maximum extent feasible, without any runoff leaving the site and for at least the volume of water produced by the stormwater quality design storm event.

Additionally, the City's Stormwater and Urban Runoff Pollution Control[50] (LAMC Section 64.70) meets the requirements of the Municipal Separate Storm Sewer System (MS4) Permit and

[49] City of Los Angeles, Planning and Land Development Handbook for Low Impact Development, https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed September 13, 2019.

[50] City of Los Angeles, Stormwater and Urban Runoff Pollution Control, https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-162590#JD_C6A4.4.

prohibits the discharge of any stormwater that could interfere with the operation of, or cause any damage to the storm drain system, or impair the beneficial use of the receiving waters.

A water resources report will be prepared to assess potential impacts related to water quality standards or waste discharge requirements or other potential impacts to surface or ground water quality. These potential impacts will be analyzed further in the Draft EIR.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Potentially Significant Impact. The Project site is not used as a groundwater recharge area and the Project will not rely on groundwater wells for water supplies. The proposed Project would convert areas of currently unpaved pervious surfaces into paved/non-pervious surfaces, which would affect the amount of stormwater infiltration on the Project site. The Project would be required to comply with the City's Low Impact Development (LID) Ordinance, which requires on-site infiltration of stormwater flows. The Draft EIR will assess potential impacts related to groundwater supplies and recharge and the potential for impeding sustainable groundwater management of the basin. These potential impacts will be analyzed further in the Draft EIR.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Potentially Significant Impact. The Project would require the demolition of all on-site structures and the grading/excavation of soils to accommodate the parking and buildings' footings, which would substantially alter the current Project site drainage patterns. The Project site does not contain any site drainages, creeks, or streams. As previously discussed, during construction, erosion-control measures would be implemented as part of the SWPPP for the Project, consistent with the requirements of the NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ, NPDES No. CAS000002), referred to as the Construction General Permit, or the latest approved general permit.

In the long term, the Project would result in the creation of impervious surfaces over those currently existing on the Project site, which would reduce the potential for long-term erosion or siltation at off-site areas. There are several storm drain inlets at the Project site, and the Project area is served by underground storm drainage facilities that discharge into the concrete-lined Los Angeles River (located 0.1 to 0.5 mile east of the site). The Draft EIR will assess impacts related to the potential for substantial erosion or siltation due to changes in the existing drainage patterns of the site.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Potentially Significant Impact. The Project would change drainage patterns on the Project site and would have the potential to increase runoff volumes and rates due to the increase in impervious surfaces at the Project site. The majority of the Project site would be covered with buildings and paved areas, with some open space/vegetated and landscaped areas largely located in the central portion of the site. As discussed above, the proposed Project must select, design and maintain LID and hydromodification control BMPs to reduce changes to pre-development hydrology and assure long-term function of the BMPs. The proposed Project will be required to develop a LID Plan that demonstrates how on-site BMPs would be properly sized to infiltrate, evapotranspire, store for use, and/or treat stormwater runoff without any stormwater runoff leaving the site, to the maximum extent feasible, for at least the volume of water produced by the stormwater quality design storm event. Stormwater runoff from the Project site would be directed into underground storm drain lines that ultimately connect to the Los Angeles River. The Draft EIR will assess impacts related to the potential for substantial flooding due to changes in the rate or amount of runoff from the Project site.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Potentially Significant Impact. The Project would change drainage patterns on the Project site and would be required to reduce pollutants entering the stormwater through construction-phase BMPs in accordance with the NPDES Construction General Permit and through permanent BMPs in accordance with the City's LID Ordinance. The capacity of existing storm drainage systems to accommodate runoff from the Project site, and the potential generation of stormwater pollutants by the Project will be analyzed further in the Draft EIR.

iv. Impede or redirect flood flows?

No Impact. The Project site is located with the designation of "Zone X" by the Federal Emergency Management Agency (FEMA), which denotes an "area of minimal flood hazard". The nearest flood hazard zone is the adjacent Los Angeles River located to the east of the Project site.[51] The Project site does not contain any site drainages, creeks, or streams. As such, the proposed Project would not substantially alter the existing drainage pattern of the site such that proposed structures would impede or redirect flood flows. No further analysis of this topic will be provided in the Draft EIR.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. The Project Site is not located within a designated 100-year floodplain and there are no large bodies of water located near the Project site that may lead to flooding at the site in the event of a seiche. The Project site is located approximately 14.5 miles

[51] FEMA, *Flood Insurance Rate Map – Map Number 06037C1628F* (Washington, D.C.: FEMA, August 2008).

inland from the Pacific Ocean and would not be affected by a tsunami (sea wave) and is not located within a designated tsunami hazard area.[52] The North Parcel of the Project site is included within a Potential Inundation Area, as identified on the City's General Plan Safety Element Exhibit G, which relates to the potential for inundation due to water storage facility failures (e.g. dams and reservoirs). The likelihood of dam or reservoir failure is remote. The lowest level (P-3) of the Project site would be developed only with parking garage and if flooded, would not result in significant risks related to release of pollutants. Additionally, the Project site is not located within a designated 100-year floodplain. Therefore, impacts related to inundation by seiche or tsunami would not occur, and the potential for impacts due to inundation that would result in a risk release of pollutants would be less than significant. No further analysis of this topic will be provided in the Draft EIR.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially Significant Impact. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties is the Water Quality Control Plan (WQMP) for the Los Angeles Region, which includes the City of Los Angeles. The Basin Plan: (i) identifies beneficial uses for surface and ground waters, (ii) includes the narrative and numerical water quality objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy, and (iii) describes implementation programs and other actions that are necessary to achieve the water quality objectives established in the Basin Plan.[53] The proposed Project requires excavations and construction activities to prepare the site for development. It is possible that contaminated soils could be encountered during construction activities and excavation, transport, or disposal of site soils could expose nearby lands to runoff of hazardous materials. The Project's potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan will be analyzed further in the Draft EIR.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒

[52] City of Los Angeles, General Plan Safety Element, Exhibit G, Inundation and Tsunami Hazard Area (November 1996).

[53] RWQCB, *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*, https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html (Los Angeles, CA: RWQCB, June 2019).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

a. Physically divide an established community?

No Impact. The Project site is located in an urbanized area characterized by a mix of land uses. The Project site runs adjacent to an existing commercial corridor along North Broadway and is located between existing commercial and residential uses and the Gold Line tracks. The Project is proposing a mix of residential and neighborhood-serving retail uses, which would serve as a point of commerce and activity. The Project also includes landscaping, lighting, and pedestrian components intended to activate the extended frontage of the Project Site along Broadway and adjacent to the Metro L Line station. Development of the Project site would not remove or impede any existing connecting corridors or walkways or otherwise limit connectivity in the surrounding community. Furthermore, the Project is providing publicly accessible open space. Therefore, the Project would not physically divide an established community. No further analysis of this topic will be provided in the Draft EIR.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The Project requires several entitlement approvals, including: a General Plan Amendment from Light Industrial to Regional Commercial; Zone Change from MR2 to C2; Height District change from Height District 1 to Height District 2D; a Zoning Administrator approval for building height exceeding transitional height requirements in LAMC Section 12.21.1.A.10; a Zoning Administrator Adjustment to setback requirements; approval of Site Plan Review; a Vesting Tentative Tract Map that involves the dedication of a three-foot-wide strip along North Broadway to the City and subdivision of the site; and approval of a Development Agreement. The Draft EIR will discuss the entitlements and address Project consistency with the goals, objectives, and policies of the City's General Plan, Central City North Community Plan, Zoning Code, and other applicable land use policies and programs. Further analysis of this topic will be provided in the Draft EIR. Additionally, as discussed in Section III, above, the Project site is within 1,000 feet of the SR-110 and therefore requires the preparation of a site-specific HRA. The HRA would identify air quality levels at Project site based upon variables such as location, distance to the freeway, and prevailing wind patterns. The HRA would disclose any potential health risks to future residents or occupants that may result from the Project. Further analysis of this topic will be provided in the Draft EIR.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less Than Significant Impact. The California Department of Conservation's Information Warehouse: Mineral Land Classification map and associated Surface Mining and Reclamation Act (SMARA) show that the Project site is located within MRZ-3 (see Appendix C, Mineral Land Classification Map), which is an area containing mineral deposits the significance of which cannot be evaluated from available data. Urban development generally is incompatible with potential extraction of minerals and/or mining facilities, and the Project site is located within an urbanized area that has been previously disturbed by development. Furthermore, the Project site is not located within a designated Oil Drilling/Surface Mining Supplemental Use District.

According to the City's Safety Element of the General Plan, the Project site is adjacent to the Los Angeles City Oil Field[54]. This oil field became active in the 1890s and is approximately one square mile in area, reaching from Koreatown in the west to an area between Dodger Stadium and Downtown in the east.[55] According to CalGEM, the Project site contains two plugged/abandoned oil wells in the North Parcel (Ventura Oil Company, American Petroleum Institute number (API) #0403716588 and Chevron, API #0403700510), which are not within the Los Angeles City Oil Field. API #0403716588 is a plugged well that was never a producing well, was considered to be a "dry hole," and was abandoned in 1957[56]. API #0403700510 was abandoned in 1967 and was drilled for geological information and was not anticipated to be completed as an oil or gas well.[57]

54 City of Los Angeles, General Plan Safety Element, Exhibit E, Oil Field & Oil Drilling Areas Area (November 1996).

55 Library of Congress, The Los Angeles Oil Boom Through Maps. Accessed July 3, 2020. https://blogs.loc.gov/maps/2019/07/the-los-angeles-oil-boom-through-maps/

56 CalGEM, Well Finder, https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.81567/34.08505/9 (Sacramento, CA: CalGEM, January 2020).

57 CalGEM, Well Finder, https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.81567/34.08505/9 (Sacramento, CA: CalGEM, January 2020).

The Project site was not a contributing component of the Los Angeles Oil Field, either historically or currently, and does not contribute to the availability of known mineral resources. Due to the urbanized nature of the Project site and its surroundings, as well as the absence of known, significant mineral resources as mapped by the state, Project implementation would not result in loss of availability of a known mineral resource of value to the region and residents of the state. No further analysis of this topic will be provided in the Draft EIR.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Less Than Significant Impact. Refer to Threshold XII(a) above. The Project site is located near the Los Angeles Oil Field, which is generally located west of the Project site. However, the wells within the Los Angeles Oil Field in the vicinity of the Project site are not in active production. Thus, the Project would not result in the loss of locally important mineral resources, as associated with aggregate materials on and near the Los Angeles River, or oil and gas resources associated with the Los Angeles Oil Field. Because the Project site contains inactive oil wells, the Applicant must consult with CalGEM to confirm that the wells have been adequately abandoned. However, the Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, as the wells were not productive, are no longer active, and do not currently and have not historically contributed to important mineral resource recovery. No further analysis of this topic will be provided in the Draft EIR.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Noise from the proposed Project would occur during short-term construction due to construction vehicular traffic, demolition, excavation, grading, and building construction associated with on-site heavy equipment and excavation of soils required for the parking. Noise would also be generated by the long-term occupancy and operation of the Project. Specifically, long-term operation and occupancy of residential and commercial land uses proposed at the Project site could increase the ambient noise levels above existing conditions due to the introduction of stationary noise sources and activities on the Project site and the associated increase in traffic volumes on local roadways. The Project would increase the potential for long-term and permanent increases in noise levels on and near the Project site. A noise analysis will be prepared to address potential noise impacts from the Project, and compliance with the City's noise standards in the General Plan and the noise regulations in Chapter XI of the Los Angeles Municipal Code. These potential impacts will be analyzed further in the Draft EIR.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. The proposed Project would generate groundborne vibration during short-term construction due to the use of heavy equipment for demolition and excavation. There are vibration-sensitive land uses adjacent to the Project site, including residential, church and commercial uses, as well as the adjacent historic Capitol Milling Building. Short-term vibration would be higher than existing levels in the Project area but would cease upon completion of construction. Long-term groundborne noise and vibration impacts associated with increased traffic on nearby roadways could also occur. These potential impacts related to groundborne vibration will be analyzed further in the Draft EIR.

c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There is no public airport or public use airport located within two miles of the Project site. The two nearest airports to the Project site are the San Gabriel Airport in El Monte and the Bob Hope Airport in Burbank, both located approximately 11 miles from of the Project site. The Project site is not located within an airport land use plan or within two miles of an airport. Therefore, the Project would not be exposed to excessive noise levels from airport operations. There are no private airstrips located on or near the Project site. Therefore, the Project would not be exposed to excessive noise levels from private airstrip operations. No further analysis of this topic will be provided in the Draft EIR.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Potentially Significant Impact. The proposed Project would introduce a maximum of 986 du and 38,800 sf of neighborhood-serving retail/restaurant uses, which would lead to an increase in resident population, as well as in visitors, patrons, and employees at the proposed commercial uses and common areas. Potential impacts associated with the increase in residents and employees on the Project site will be analyzed further in the Draft EIR.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is not currently developed with housing units. Development of the proposed Project would not result in the displacement of any existing housing or people and would not necessitate a need for the construction of replacement housing elsewhere. No impacts associated with the displacement of existing housing units would occur with the Project. No further analysis of this topic will be provided in the Draft EIR.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☒	☐	☐	☐
b. Police protection?	☒	☐	☐	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☒	☐	☐	☐

a. Fire protection?

Potentially Significant Impact. Fire protection services are provided to the Project site by the City of Los Angeles Fire Department. The Project site is served by Fire Station 1, located at 2230 Pasadena Avenue, approximately 0.6-mile west of the Project site. With development of the Project introducing various multi-story commercial and residential uses, there would be an associated increase in demand for fire protection and emergency medical services. These potential impacts will be analyzed further in the Draft EIR.

b. Police protection?

Potentially Significant Impact. Police protection services are provided to the Project site by the Los Angeles Police Department. The Project site is within the service area of the Central Community Police Station located at 251 E. 6th Street, approximately 0.75-mile southwest of the Project site. Construction sites can be sources of nuisances and hazards and invite theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased

demand for police protection services. In addition, with the introduction of various commercial and residential uses on-site and the increase in the number of people (e.g., residents, employees, visitors, patrons) who would be at the Project site, there would be an increased potential for crime and accidents, resulting in an increase in demand for police protection and law enforcement services. These potential impacts will be analyzed further in the Draft EIR.

c. Schools?

Less Than Significant Impact. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). LAUSD is divided into six local districts. The Project Site is located within two Local Districts –East Area and Central Area.[58] The nearest schools to the Project Site are Cathedral High School, located approximately 175 feet north of the Project site at 1253 Bishops Road, and Solano Avenue Elementary School, located approximately 0.19 miles to the north of the Project site at 615 Solano Avenue, and Ann Street Elementary School, located approximately 0.34-mile south of the Project site, at 126 East Bloom Street. Cathedral High School is a private school and therefore not a part of the LAUSD. The nearest public high school to the Project site, within the jurisdiction of the LAUSD, is Belmont High School, located approximately 1.5 miles southeast of the Project site. The following LAUSD schools currently serve the Project site (school names and grades are incorporated)[59]:

- Castelar Street Elementary, (K–5)
    - Castelar Street Elementary Two-Way Immersion Mandarin
- Solano Avenue Elementary, (K-6)
- Florence Nightingale Middle School, (6–8)
- Belmont High School Zone of Choice (9–12):
    - Miguel Contreras Learning Complex (Academic Leadership Community)
    - Miguel Contreras Learning Complex (Business and Tourism)
    - Miguel Contreras Learning Complex (LA School of Global Studies)
    - Miguel Contreras Learning Complex (School of Social Justice)
- Ramon C. Cortines School of Visual and Preforming Arts (9-12)
- Belmont Senior High School (9-12)
- Edward R. Roybal Learning Center (9-12)
- Woodrow Wilson Senior High (9-12)
- Abraham Lincoln Senior High (9-12)

The Project would construct up to 986 du and would introduce approximately 132 employees to the Project site. As shown in Table 5, Project Estimated Student Generation, the Project could potentially increase the local student population by approximately 444 new students.

[58] LAUSD, Local District Map, (Los Angeles, CA: LAUSD), https://achieve.lausd.net/domain/34, (June 2015).

[59] LAUSD, Resident School Finder for 1251 N Spring St, Los Angeles, CA, 900122019 (Los Angeles, CA: LAUSD). Accessed on August 18, 2020. http://rsi.lausd.net/ResidentSchoolIdentifier/

Table 5: Estimated Number Of Students Generated By The Project

Proposed Land Use	Development Intensity	Elementary School Students	Middle School Students	High School Students	Total Students
Residential Uses					
Multi-family residential	986 units	224	60	128	412
Commercial and Employment-Generating Uses					
Commercial uses; building support	132 employees	17	5	10	32
				Total	444

Source: Los Angeles Unified School District's 2020 Developer Fee Justification Study

Note: For residential uses, the following student generation rates were used: 0.2269 elementary students per household, 0.0611 middle school students per household, and 0.1296 high school students per household. For non-residential uses, the LAUSD Developer Fee Justification Study provides a generation factor of 0.2354 students per employee. For non-residential uses, the LAUSD Developer Fee Justification Study does not specify which grade levels students would fall within for non-residential land uses. As such, the students generated by the non-residential uses are assumed to be divided amount the elementary, middle, and high school levels at the same distribution ratio observed for the residential generation factors, which is approximately 54 percent elementary school, 15 percent middle school, and 31 percent high school.

To reduce any potential population growth impacts on public schools, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of facilities (pursuant to California Education Code Section 17620(a)(1)). The Developer Fee Justification Study for LAUSD was prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code. The Project would be required to pay the appropriate fees, based on the square footage, to LAUSD. The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. Pursuant to Senate Bill (SB) 50, the Applicant would be required to pay development fees for schools to LAUSD prior to the issuance of the Project's building permit. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local law. Thus, the proposed Project would not result in the need for new or altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service. Therefore, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic is required in the Draft EIR.

d. Parks?

Less Than Significant Impact. Parks and recreational facilities in the vicinity of the Project site are primarily operated and maintained by the City of Los Angeles Department of Recreation and Parks (RAP) and the California Department of Parks and Recreation. The closest parks and recreational facilities to the Project site include the Los Angeles State Historic Park, Elysian Park, and the Radio Hill Gardens. Table 6 lists parks located within one mile of the Project site.

Table 6: Public Parks Within One Mile Of The Project Site

Facility	Address	Approximate Size (Acres)	Approximate Distance from Site (miles)
Alpine Park and Recreation Center	817 Yale St., Los Angeles, CA 90012	1.8	0.3
City Hall Park	200 North Main St., Los Angeles, CA 90012	1.7	0.9
Dodger Stadium Buena Vista Meadow Picnic Area, Buena Vista View Area, Elysian Park View Name[1]	East side of Dodger Stadium at 1000 Vin Scully Ave. Los Angeles, CA 90012	56.1	adjacent
Downey Playground and Recreation Center and Downey Pool	1772 and 1775 N. Spring St., Los Angeles, CA 90031	2.3	0.2
Egret Park	Riverside Dr., Los Angeles, California 90031	0.1	0.8
Elysian Park	929 Academy Rd., Los Angeles, CA 90012	557.6	117 feet
Everett Park	Everett St. One Block North of Sunset, Echo Park, CA 90026	0.5	0.8
Grand Park	200 N. Grand Ave., Los Angeles, CA 90012	6.4	0.8
Lacy Street Neighborhood Park	Ave. 26 and Lacy St., (Next to the Pasadena Freeway) Los Angeles, CA 90031	0.4	0.8
Lilac Terrace Park	1254 W. Lilac Terrace, Los Angeles, CA 90012	2.8	0.9
Lincoln Heights Recreation Center	2303 Workman St., Los Angeles, CA 90031	1.6	0.7
Los Angeles Plaza Park (Father Serra Park)	125 Paseo De La Plaza, Los Angeles, CA 90012	.08	0.6
Los Angeles River Center and Gardens	570 W Ave. 26, Los Angeles, CA 90065	6.7	0.9
Los Angeles State Historic Park	1245 N. Spring St., Los Angeles, CA 90012	33.3	adjacent
Oso Park	Riverside Dr. and Oros St., Los Angeles, California 90031	0.2	0.9
Radio Hill Gardens[1]	835 Elysian Park Ave., Los Angeles, CA 90012	23.2	117 feet
Source: Google Earth 2020[60] ; LADRP 2019[61]; City of Los Angeles 2020[62]. Notes: [1]Facilities are a part of Elysian Park and therefore acreage is also included in Elysian Park acreage.			

The Project would construct up to 986 du and would increase the residential population within the Project area; therefore, the proposed Project would increase demand for public parkland based on the standard minimum parkland to-population ratio identified by the City. Consistent with LAMC 12.21 G.2, the Project would be required to provide approximately 54,050 sf of open space in the

60 Google Earth Pro. City of Los Angeles. Accessed August 18, 2020.

61 Los Angeles Department of Recreation and Parks (LADRP). 2019 Facility Map Locator. (Los Angeles, CA: LADRP). Accessed October 17, 2019. http://www.laparks.org/maplocator?cat_id=All&geo[radius]=10.

62 City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS), http://zimas.lacity.org/, Accessed August 18, 2020.

South Parcel and approximately 34,225 sf of open space in the North Parcel. Per LAMC 12.21 G.2(a)(iv), 50 percent of the total required open space, or 27,025 sf within the South Parcel and 17,113 sf within the North Parcel, must be common open space. As shown in Table 4, Project Open Space, the proposed Project would provide a total of approximately 58,325 sf of open space on the South Parcel and 51,486 sf on the North Parcel, for a total of 109,811 square feet of open space. The Project includes 101,590 sf of common open space. More specifically, the Project would provide approximately 56,399 sf of common open space within the South Parcel and 45,191 sf of common open space within the North Parcel.

The Project would result in an increase in the use of existing parks and recreational facilities. However, this impact may be reduced to a less than significant level through the required payment of the Park Fee or Quimby Fee to the City for the construction of a residential development. Monies collected as part of the Park Fee are placed in an in-lieu account and used exclusively for the acquisition and development of park and recreational sites and facilities. Based on the amount of open space provided by the Project and the payment of fees, the Project would not result in the substantial adverse physical impacts associated with the provision of new or physically altered parks or the need for new or physically altered parks. Therefore, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic is required in the Draft EIR.

e. Other public facilities?

Potentially Significant Impact. The Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles through its Central Library, eight regional branch libraries, 64 neighborhood branch libraries, as well as through Web-based resources. Administratively, the LAPL is divided into six geographic regions, which include the Central/Southern, Northeast, East Valley, West Valley, Hollywood, and Western Regions. The Project site is located in the LAPL's Northeast Area, which contains one regional branch library (Arroyo Seco) and 12 neighborhood branch libraries.[63] The introduction of residential uses on the Project site and its associated residents would generate a demand for library services. These potential impacts will be analyzed in the Draft EIR.

XVI. RECREATION

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

[63] LAPL, Library Directory, http://www.lapl.org/sites/default/files/media/pdf/about/branch_map.pdf, (October 22, 2019, access date).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

a. Would the project Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

Less Than Significant Impact. As discussed above under Threshold XV(d) Parks, the proposed Project would require approximately 54,050 sf of open space in the South Parcel and approximately 34,225 sf of open space in the North Parcel. Per LAMC 12.21 G.2(a)(iv), 50 percent of the total required open space, or 27,025 sf within the South Parcel and 17,113 sf within the North Parcel, must be common open space. As shown in Table 4, Project Open Space, the proposed Project would provide a total of approximately 58,325 sf of open space on the South Parcel and 51,486 sf on the North Parcel, for a total of 101,590 sf of open space. The Project includes 101,590 sf of common open space. More specifically, the Project would provide approximately 56,399 sf of common open space within the South Parcel and 45,191 sf of common open space within the North Parcel.

The Project would result in an increase in the use of existing parks and recreational facilities. However, this impact would be reduced to a less than significant level through the required payment of the Quimby Fee or Park Fee to the City for the construction of a residential development. Monies collected as part of the Park Fee are placed in an in-lieu account and used exclusively for the acquisition and development of park and recreational sites and facilities. Based on the amount of open space provided by the Project and the payment of fees, the Project would not result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. Therefore, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic is required in the EIR.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. As discussed under Threshold XV(d) Parks, the proposed Project would include swimming pools, indoor lounges, recreational facilities, and rooftop decks. These facilities would be located within the development footprint assumed for the Project. Additionally, the Project would provide adequate open space per LAMC 12.21 G.2(a)(iv). Therefore, any physical effects associated with construction of these facilities would be evaluated throughout the Draft EIR and covered within the analysis of short-term impacts in Air Quality, Greenhouse Gas Emissions, Noise, and Transportation. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic is required in the EIR.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☒	☐	☐	☐

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Potentially Significant Impact. The proposed Project would increase the volumes of traffic on local roads and regional freeways and would increase the number of daily and peak hour vehicle trips to, from, and within the Project site in comparison to current levels. These increases would occur during short-term construction and long-term operation. The Project also includes improvements on North Broadway, including the dedication of a three-foot-wide strip along the Project site for a widened sidewalk/parkway area and a pedestrian crosswalk at the northern end of the Project site. A Traffic Impact Analysis will be prepared for the Project to determine the potential traffic impacts. The Project has the potential to conflict with an applicable plan,

ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. These potential impacts will be analyzed further in the Draft EIR.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Potentially Significant Impact. The proposed Project's consistency with CEQA Guidelines Section 15064.3(b) will be determined using the City's Transportation Assessment Guidelines, which requires Applicants to analyze and assess potential impacts or deficiencies to the circulation system generated by Project implementation, and to identify feasible measure to offset any impacts. Because the proposed Project would exceed the City's screening criteria and would generate more than 250 daily vehicle trips, an estimation of the Project's Vehicle Miles Traveled (VMT) will be conducted and appropriate transportation demand management (TDM) strategies would be employed, if required. Potential impacts related to consistency with CEQA Guidelines Section 15064.3(b) will be analyzed in the Draft EIR.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. As discussed previously, the proposed Project would involve the expansion of the public right-of-way on North Broadway and the creation of new driveways on North Broadway. The proposed roadway and driveway improvements would be constructed in accordance with City standards for minimum widths and curves, sight distance, clearances, and other factors and would be subject to review and approval by the City's Departments of Building and Safety, Fire Department, and Public Works. The Project does not propose any roadway or bridge construction or realignment, or otherwise alter existing roadway structures that could involve incompatible uses. Therefore, impacts related to traffic hazards would be less than significant. No further analysis of this topic will be provided in the Draft EIR.

d. Result in inadequate emergency access?

Potentially Significant Impact. The Project would require the construction of new site access points and driveways for parking garages and at-grade access for emergency vehicles, as well as temporary street closures during construction activities. As discussed previously under Threshold XVII(c), roadway and driveway improvements would be subject to review and approval by the City's Departments of Building and Safety and Public Works. Access by emergency vehicles and evacuation routes would also be reviewed by the City's Fire Department. The proposed Project would be developed in compliance with the Fire Department's emergency access requirements. Additionally, the Project requires the preparation of a Worksite Traffic Control Plan pursuant to LADOT, which would identify appropriate requirements from the WATCH Manual and current California Manual on Uniform Traffic Control Devices (MUTCD) requirements for traffic control during construction. Potential impacts related to the inadequate emergency access will be analyzed in the Draft EIR.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☒	☐	☐	☐
(i). Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
(ii). A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

a.(i). Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the

California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

Potentially Significant Impact. The City will consult with local tribes in accordance with Assembly Bill (AB) 52 and the Draft EIR will include a detailed timeline of the consultation process. The City must provide notice to tribes that are affiliated with the geographic area of the proposed Project site if the tribe has submitted a written request to be notified. The Project would require excavation and export of on-site soils to accommodate the parking structures; therefore, the potential exists to uncover tribal cultural resources. The findings of the tribal cultural resources report that will be completed for the Project, as they may relate to local tribes and tribal resources, will be summarized in the Draft EIR to evaluate potential direct and indirect impacts on tribal cultural resources. The results of the consultation process will also be summarized into the Draft EIR to evaluate direct and indirect impacts on tribal cultural resources. These potential impacts will be analyzed further in the Draft EIR.

a(ii). Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Potentially Significant Impact. See response to Threshold XVIII(a)(i) above. The findings of the tribal cultural resources study and the results of the AB 52 consultation process will evaluate potential impacts to significant tribal cultural resources. These potential impacts will be analyzed further in the Draft EIR.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☒	☐	☐	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☒	☐	☐	☐

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact. The proposed Project is anticipated to increase the demand for water and increase the generation of wastewater from the site, and would require new

connections to existing water, wastewater, storm drain, electrical, natural gas, and telecommunication facilities. The capacity of the existing utility infrastructure will be discussed in the Draft EIR, based on the existing and proposed utility infrastructure plans and the Water Supply Assessment that will be prepared for the Project. This will include the available capacity of the existing area and any needed upgrades to off-site facilities. The capacity of these systems and utilities to accommodate the proposed Project will be evaluated in the Draft EIR.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. The proposed Project would develop 986 dwelling units and 38,800 sf of retail/restaurant uses, which would generate an increased demand for potable water supplies. Therefore, the Project is required to assess the availability of water supplies in accordance with Senate Bill 610. A Water Supply Assessment (WSA) will be prepared to determine if the Los Angeles Department of Water and Power (LADWP) has adequate water supplies to serve the Project in consideration of the City's 2015 Urban Water Management Plan. This topic will be further evaluated in the Draft EIR.

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. The City of Los Angeles Sanitation and Environment (LASAN) is responsible for planning, operation, and maintenance of the City's sewer collection system, and has the objectives of providing sufficient sewage capacity to accommodate current and future projected flows.[64] Wastewater generated by the Project would be conveyed and treated at the Hyperion Treatment Plant near El Segundo. The Project would increase wastewater generation from the Project site, and this wastewater would be similar in quality as those generated by multi-family residential and neighborhood retail and restaurant uses located near the site and in other areas of the City. The wastewater generated by the Project is not likely to require treatment that is not currently provided to existing wastewater flows in the Hyperion Treatment Plant or that exceeds the requirements of the Los Angeles Regional Water Quality Control Board. Potential impacts will be analyzed further in the Draft EIR.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Potentially Significant Impact. Demolition and construction activities at the Project site would generate solid wastes that would require disposal at area landfills. Occupancy and operation of the Project would also generate solid wastes requiring landfill disposal. An analysis of the proposed Project's impacts on the local landfill system will be provided in the Draft EIR, including an estimate of on-site waste generation and available capacities at landfills likely to be used by the Project construction and operation. These potential impacts will be analyzed further in the Draft EIR.

[64] City of Los Angeles, *Sewer System Management Plan*, https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Potentially Significant Impact. The proposed Project would increase solid waste generation at the Project site during construction and operation, and would be required to comply with applicable local, state, and federal solid-waste disposal requirements, including but not limited to the California Integrated Waste Management Act of 1989 (AB 939); state requirements for diversion of construction and demolition debris; the City's Solid Waste Integration Resources Plan (SWIRP), and other applicable diversion plans and goals. The proposed Project would conform to all applicable federal, state, and local management and reduction statutes and regulations related to solid waste. These potential impacts will be analyzed further in the Draft EIR.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City's General Plan Safety Element identifies North Spring Street, which provides access to the South Parcel and connects Alameda Street and North Broadway, as the nearest Selected Disaster Route. Other identified nearby critical disaster transportation routes include the SR-110, I-101, I-5, and I-10. Disaster routes function as primary thoroughfares for the movement of emergency response traffic and access to critical facilities. Construction activities may result in temporary lane obstruction along North Broadway during landscaping and sidewalk construction and during any crosswalk construction. A Worksite Traffic Control Plan would be prepared pursuant to LADOT requirements, which would identify appropriate requirements from the WATCH Manual and current MUTCD requirements for traffic control. Typical worksite traffic control requirements during construction may include, but not be limited to, appropriate traffic-control devices to ensure public safety; City approval for any lane or sidewalk closures; adequate signage and striping for lane closures; flaggers with stop/slow paddles to manage traffic; installation of signage for tow/away and no stopping zones; coordination with residences and businesses regarding driveway access; and maintenance of pedestrian access that is compliant with the Americans with Disabilities Act (ADA).

Long-term operation and occupancy of the proposed Project would also increase the volume of traffic on local and regional roadway networks, which serve as emergency response and evacuation routes. However, the Project would be required to design, construct, and maintain structures, roadways, and facilities to provide adequate access in compliance with applicable local, regional, state, and/or federal requirements related to emergency access and evacuation plans, including all Los Angeles Fire Department Requirements for access and safety. Therefore, impacts on emergency response and evacuation plans would be less than significant. No further analysis of this topic will be provided in the Draft EIR.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. As previously stated in the response to Threshold IX(g), the City's General Plan Safety Element does not identify the Project site as being within a wildfire hazard area, and the identification of the Project site as being within an urban fire/secondary hazard area

for “industrialized areas” would not be relevant after development of the Project with residential and commercial uses.[65] Additionally, the Project site is not identified as being within a VHFHSZ.[66] The Project would not develop land uses that could exacerbate wildfire hazards and the site is not located in a hillside area or adjacent to wildlands that are subject to wildfire hazards. The Project would comply with requirements related to Fire Department access, materials, fire flows, and development standards. Therefore, the proposed Project would not exacerbate wildfire risks, and thereby would not expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant, and no further analysis of this topic will be provided in the Draft EIR.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. The Project site is in an urbanized area within Los Angeles that is fully serviced with utility infrastructure. No new road, fuel breaks, or emergency water resources would be required for Project implementation. Therefore, the proposed Project would not exacerbate fire risks due to the installation of new infrastructure. Impacts would be less than significant, and no further analysis of this topic will be provided in the Draft EIR.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. As discussed above, the Project would not generate a wildfire or fire risk in the Project area. The Project site is not located within a landslide hazard area and would not have the potential to generate downstream flooding due to drainage changes. Therefore, the proposed Project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant, and no further analysis of this topic will be provided in the Draft EIR.

[65] City of Los Angeles, General Plan Safety Element, Exhibit D, Selected Wildfire Hazard Areas (December 1990).

[66] City of Los Angeles Fire Department Fire Zone Map, https://www.lafd.org/fire-prevention/brush/fire-zone/fire-zone-map, accessed September 13, 2019.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. See responses to Thresholds IV(a) through IV(f) above, which state that the Project would not have potentially significant impacts on biological resources. Thus, the Project would not have the potential to substantially reduce the habitat of fish or wildlife species,

cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, responses to Thresholds V(a) through V(d) state that the Project may have potentially significant impacts on cultural resources that will be further analyzed in the Draft EIR, and responses to Thresholds XVIII(a)(i) and XVIII(a)(ii) above indicate a potential for significant impacts on tribal cultural resources. Potential impacts on Air Quality, Geology and Soils, GHG Emissions, and Hydrology and Water Quality would have the potential to degrade the quality of the environment. Because of the potential for significant adverse effects on these issues, a Draft EIR will be prepared for the Project.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. The Draft EIR will include an analysis of environmental impacts where the Project may contribute to significant environmental effects that are individually limited, but cumulatively considerable when evaluated in connection with past, present, and future projects. The EIR will include a cumulative impact analysis for each of the issues determined to be potentially significant within this Initial Study. Cumulative impacts associated with the issues determined to be below a level of significance within this Initial Study are discussed below.

With regard to cumulative effects for Aesthetics, the aesthetic impacts of the Project cannot be considered significant pursuant to SB 743 and the City's Zoning Information File ZI No. 2452. As such, the Project's cumulative aesthetic impact would not be significant. Regarding the issues of Agriculture and Forestry Resources, Biological Resources, and Mineral Resources, no such resources have been identified on the Project site such that significant impacts would occur from development of the Project. Therefore, redevelopment of the Project site would not contribute to any cumulative losses or removal of such resources in the Project area or region or combine with other projects to result in cumulatively considerable impacts to those resources. Regarding the topic of Wildfire, the Project site is not located within a VHFHSZ and is not located in a hillside area or adjacent to wildlands that are subject to wildfire hazards. Additionally, the Project would not develop land uses that could exacerbate wildfire hazards; therefore, the Project would not contribute to wildfire hazards in the area or region and, as such, would not result in cumulatively considerable impacts in the category of wildfire.

As with the Project, pursuant to Government Code Section 65995, the payment of developer fees under the provisions of SB 50 addresses the impacts of new development on school facilities serving that development, including cumulative projects. While the proposed Project would generate direct population growth and a demand for parks and recreational facilities, it would also provide on-site open space that would not only serve its residents but would also be available to the general public. The Project would also pay fees for the acquisition, development, and expansion of parks in the City. Cumulative projects that include a residential component would also provide on-site open space areas and would be required to pay City-required fees for park development. Therefore, the proposed Project would not create a significant demand for off-site parks and recreational facilities and it would not lead to significant cumulative impacts.

For these reasons, no cumulatively considerable impacts would occur in the categories of Aesthetics, Agriculture and Forestry Resources, Biological Resources, Mineral Resources, Public Services (schools and parks), Recreation, or Wildfire, and no further analysis of these topics will be provided in the Draft EIR.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The Project has the potential for significant impacts related to Air Quality; Cultural Resources, Energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and Housing; Public Services (fire, police and libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems, which may cause substantial adverse effects on human beings, either directly or indirectly. These potential effects will be analyzed in the Draft EIR.

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SOURCE: Esri and Digital Globe, Open Street Map 2019

0 405 810 Feet

FIGURE 1

Regional Location and Vicinity Map

Buena Vista Project Initial Study

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KEY

- SOUTH PARCEL
- NORTH PARCEL

SOURCE: RCH Studios 2021

FIGURE 2

North and South Parcel Building Locations

Buena Vista Project Initial Study

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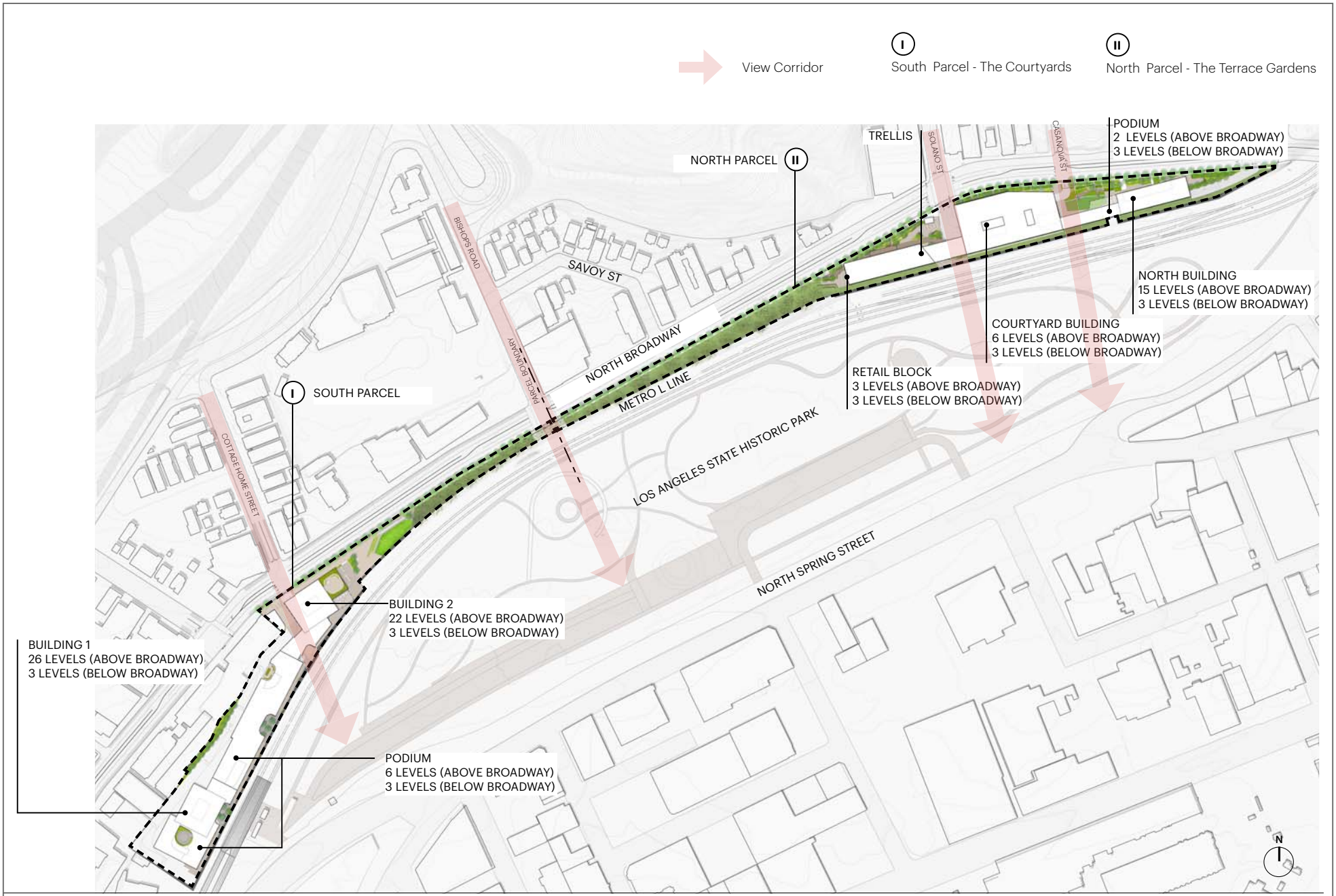

SOURCE: RCH Studios 2021

FIGURE 3

Conceptual Site Plan

Buena Vista Project Initial Study

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KEY

- RESIDENTIAL
- RETAIL
- AMENITY/ LOBBY
- PARKING
- SERVICE/ MECH RM

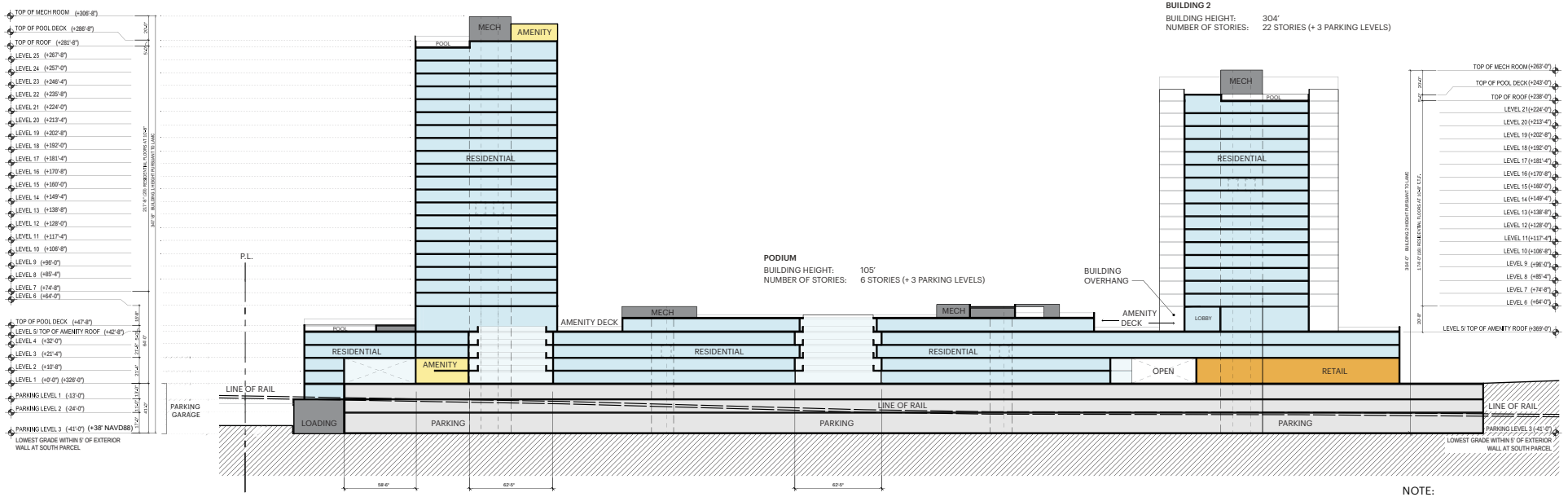


NOTE:
PER LAMC THE HEIGHT MEASUREMENT IS DETERMINED FROM THE LOWEST ELEVATION WITHIN 5' OF EXTERIOR WALL LINE OF THE BUILDING'S LOWEST POINT.

BUILDING 1
BUILDING HEIGHT: 347'-8"
NUMBER OF STORIES: 26 STORIES (+ 3 PARKING LEVELS)

BUILDING 2
BUILDING HEIGHT: 304'
NUMBER OF STORIES: 22 STORIES (+ 3 PARKING LEVELS)

PODIUM
BUILDING HEIGHT: 105'
NUMBER OF STORIES: 6 STORIES (+ 3 PARKING LEVELS)



NOTE:
+0'-0" AT INTERSECTION OF NORTH BROADWAY AND COTTAGE HOME STREET

SOURCE: RCH Studios 2021

FIGURE 4
South Parcel – Cross-Section
Buena Vista Project Initial Study

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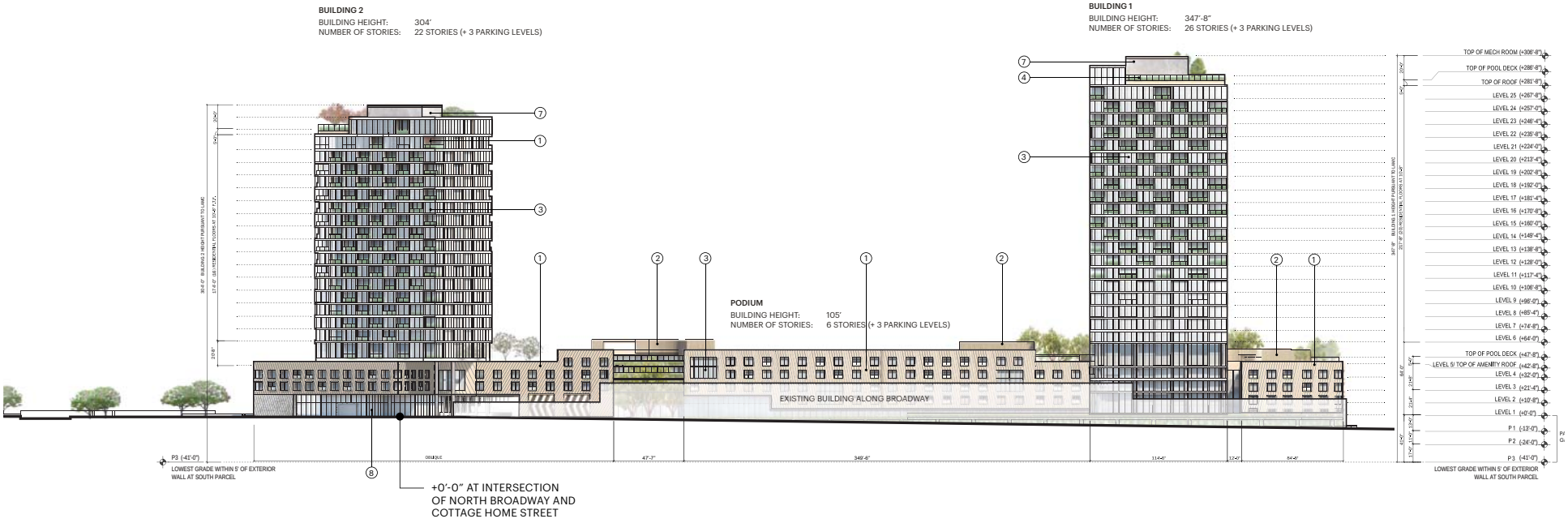
KEY

1. METAL PANEL 1
2. METAL PANEL 2
3. WINDOW WALL
4. GLASS/ STEEL GUARDRAIL
5. COLORED CONCRETE
6. CONCRETE PLANTER/ SEATING
7. CONCRETE
8. STOREFRONT GLAZING
9. WOOD DECKING
10. WOOD TRELLIS
11. FIBER CEMENT BOARD



NOTE:
PER LAMC THE HEIGHT MEASUREMENT IS DETERMINED FROM THE LOWEST ELEVATION WITHIN 5' OF EXTERIOR WALL LINE OF THE BUILDING'S LOWEST POINT.



SOURCE: RCH Studios 2021

FIGURE 5A

South Parcel – Site Elevation from North Broadway

Buena Vista Project Initial Study

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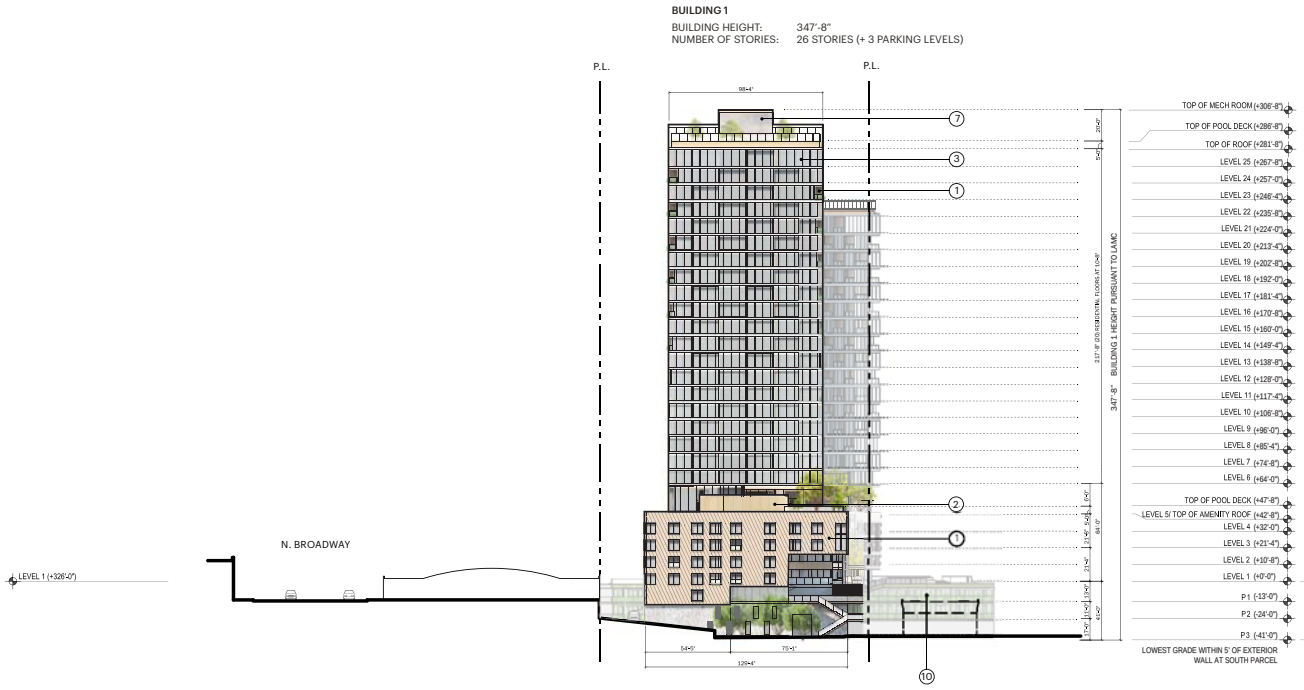
KEY

1. METAL PANEL 1
2. METAL PANEL 2
3. WINDOW WALL
4. GLASS/ STEEL GUARDRAIL
5. COLORED CONCRETE
6. CONCRETE PLANTER/ SEATING
7. CONCRETE
8. STOREFRONT GLAZING
9. WOOD DECKING
10. LANDSCAPED SCREEN WALL AT GARAGE
11. FIBER CEMENT BOARD



NOTE:
PER LAMC THE HEIGHT MEASUREMENT IS DETERMINED FROM THE LOWEST ELEVATION WITHIN 5' OF EXTERIOR WALL LINE OF THE BUILDING'S LOWEST POINT.



NOTE:
+0'-0" AT INTERSECTION OF NORTH BROADWAY AND COTTAGE HOME STREET

SOURCE: RCH Studios 2021

FIGURE 5B

South Parcel – Site Elevation from the South

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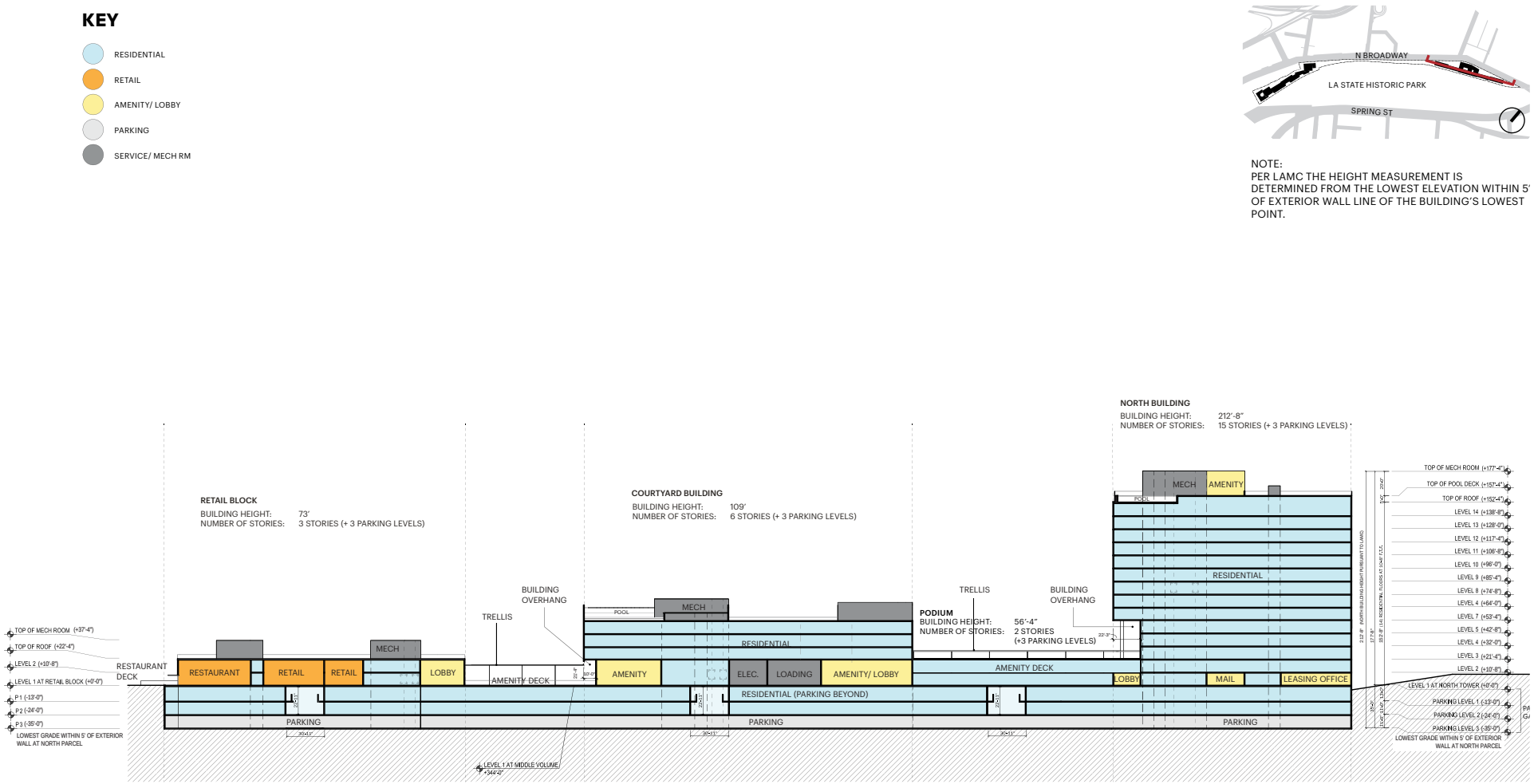

SOURCE: RCH Studios 2021

FIGURE 6

North Parcel – Cross-Section

Buena Vista Project Initial Study

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KEY

1. METAL PANEL 1
2. METAL PANEL 2
3. WINDOW WALL
4. GLASS/ STEEL GUARDRAIL
5. COLORED CONCRETE
6. CONCRETE PLANTER/ SEATING
7. CONCRETE
8. STOREFRONT GLAZING
9. WOOD DECKING
10. WOOD TRELLIS
11. FIBER CEMENT BOARD



NOTE:
PER LAMC THE HEIGHT MEASUREMENT IS DETERMINED FROM THE LOWEST ELEVATION WITHIN 5' OF EXTERIOR WALL LINE OF THE BUILDING'S LOWEST POINT.



SOURCE: RCH Studios 2021

FIGURE 7A

North Parcel – Site Elevation from North Broadway

Buena Vista Project Initial Study

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KEY

1. METAL PANEL 1
2. METAL PANEL 2
3. WINDOW WALL
4. GLASS/ STEEL GUARDRAIL
5. COLORED CONCRETE
6. CONCRETE PLANTER/ SEATING
7. CONCRETE
8. STOREFRONT GLAZING
9. WOOD DECKING
10. WOOD TRELLIS
11. FIBER CEMENT BOARD



NOTE:
PER LAMC THE HEIGHT MEASUREMENT IS DETERMINED FROM THE LOWEST ELEVATION WITHIN 5' OF EXTERIOR WALL LINE OF THE BUILDING'S LOWEST POINT.



SOURCE: RCH Studios 2021

FIGURE 7B

North Parcel – Site Elevation from the East

Buena Vista Project Initial Study

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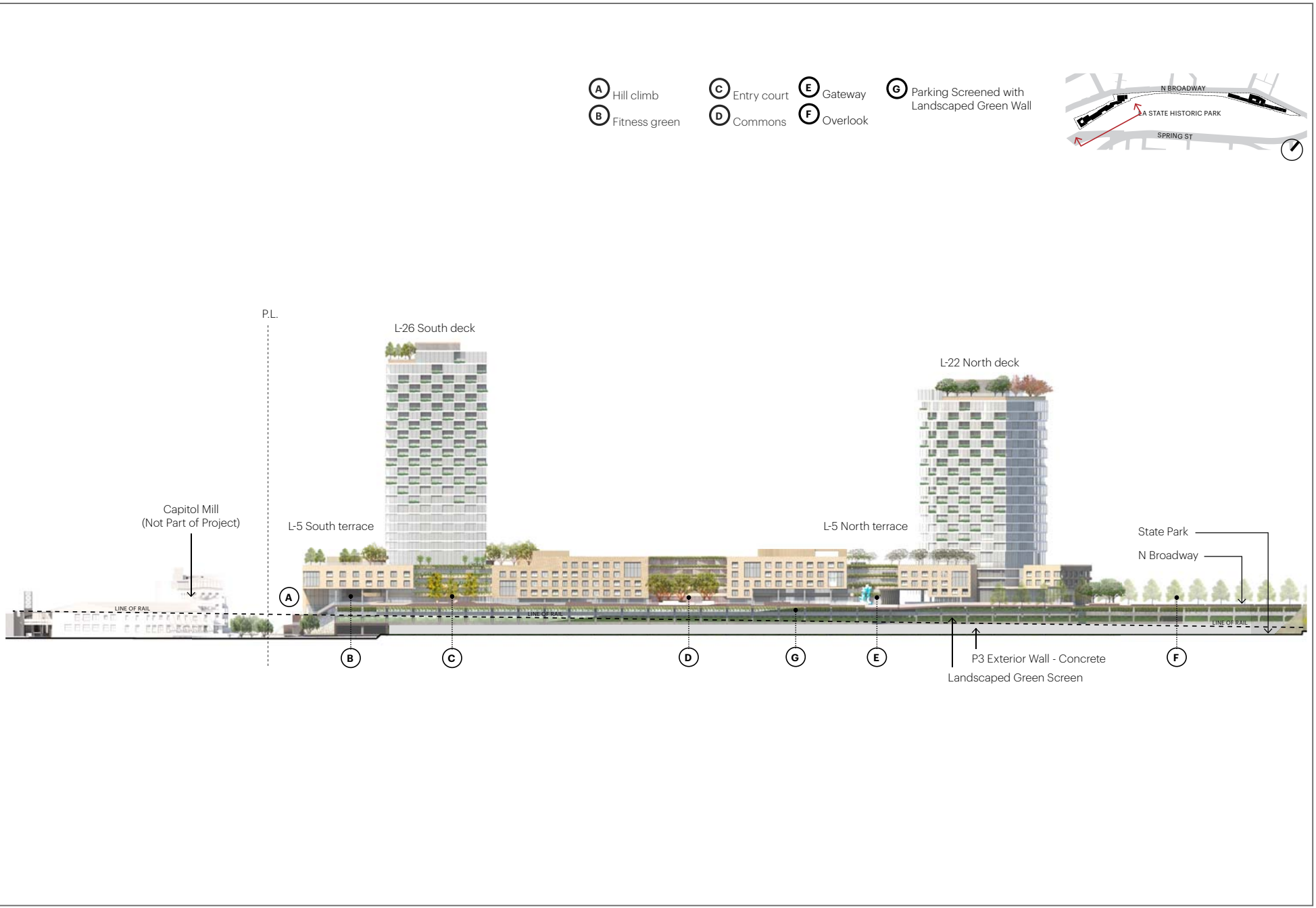

SOURCE: RCH Studios 2021

FIGURE 8A

South Parcel – Conceptual Landscaping Plan

Buena Vista Project Initial Study

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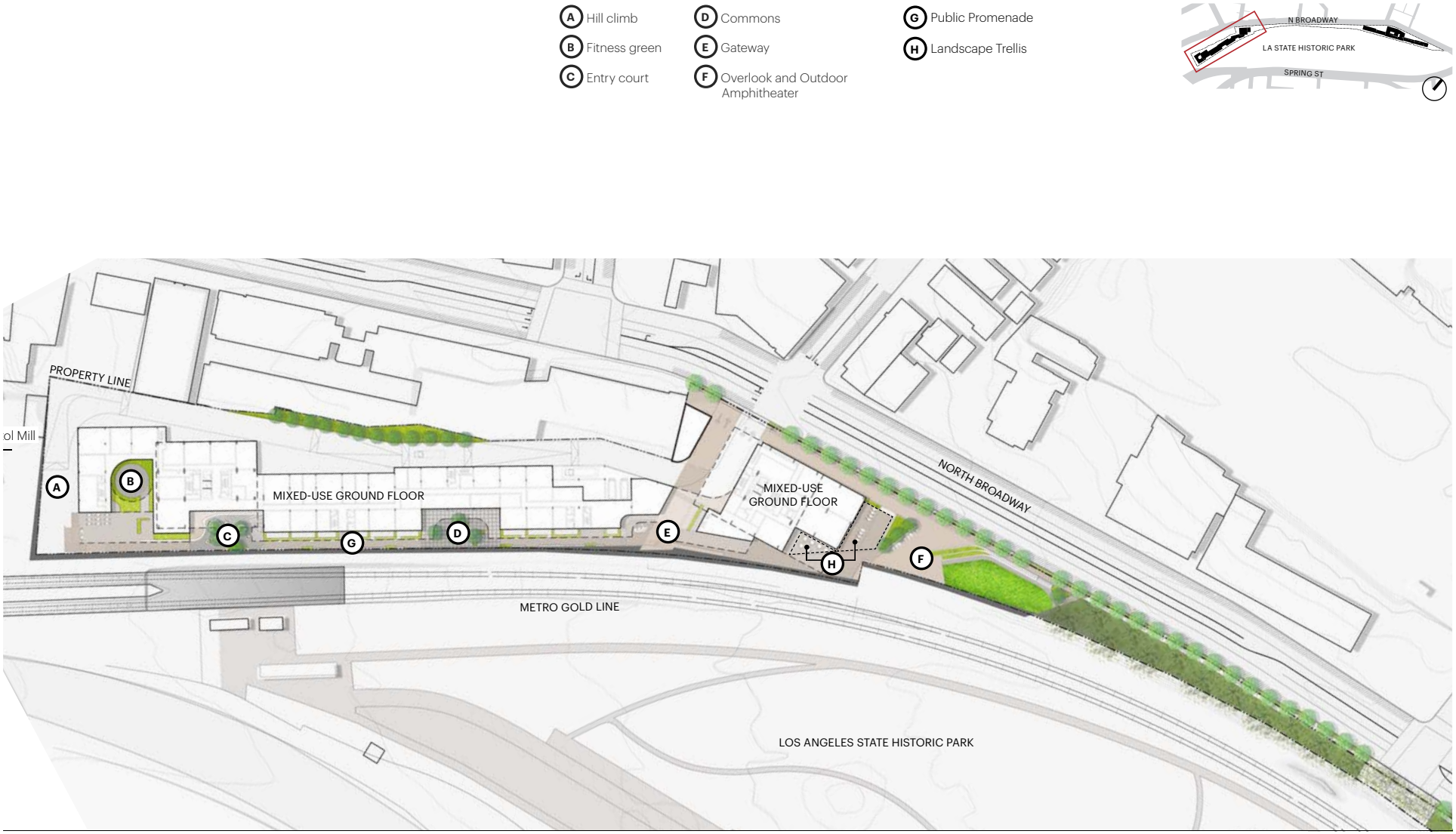

SOURCE: RCH Studios 2021

FIGURE 8B

South Parcel- Courtyards Landscaping

Buena Vista Project Initial Study

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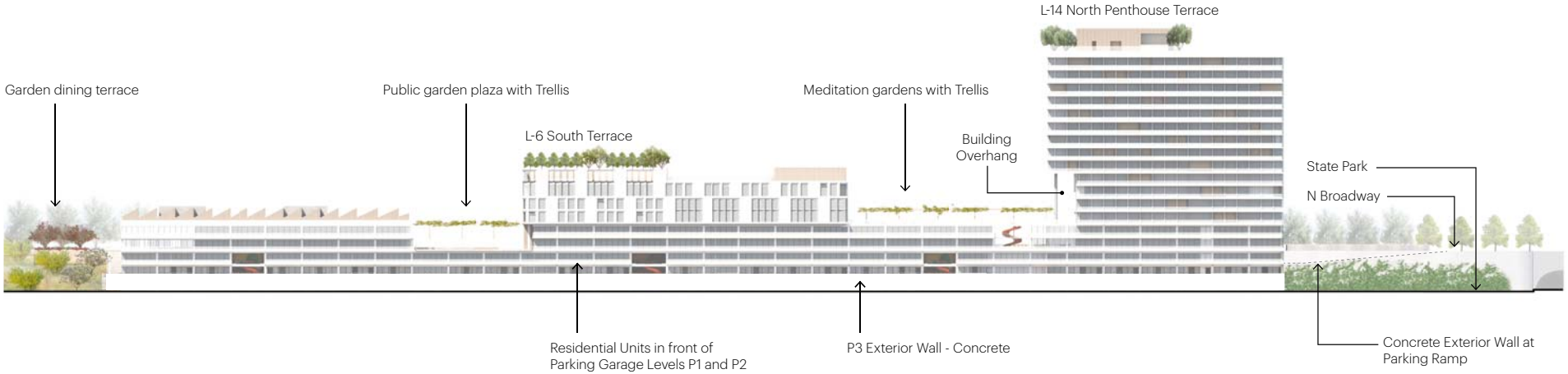



SOURCE: RCH Studios 2021

FIGURE 9A

North Parcel – Conceptual Landscaping Plan

Buena Vista Project Initial Study

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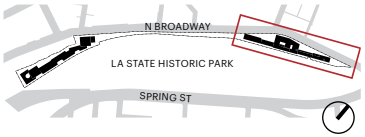
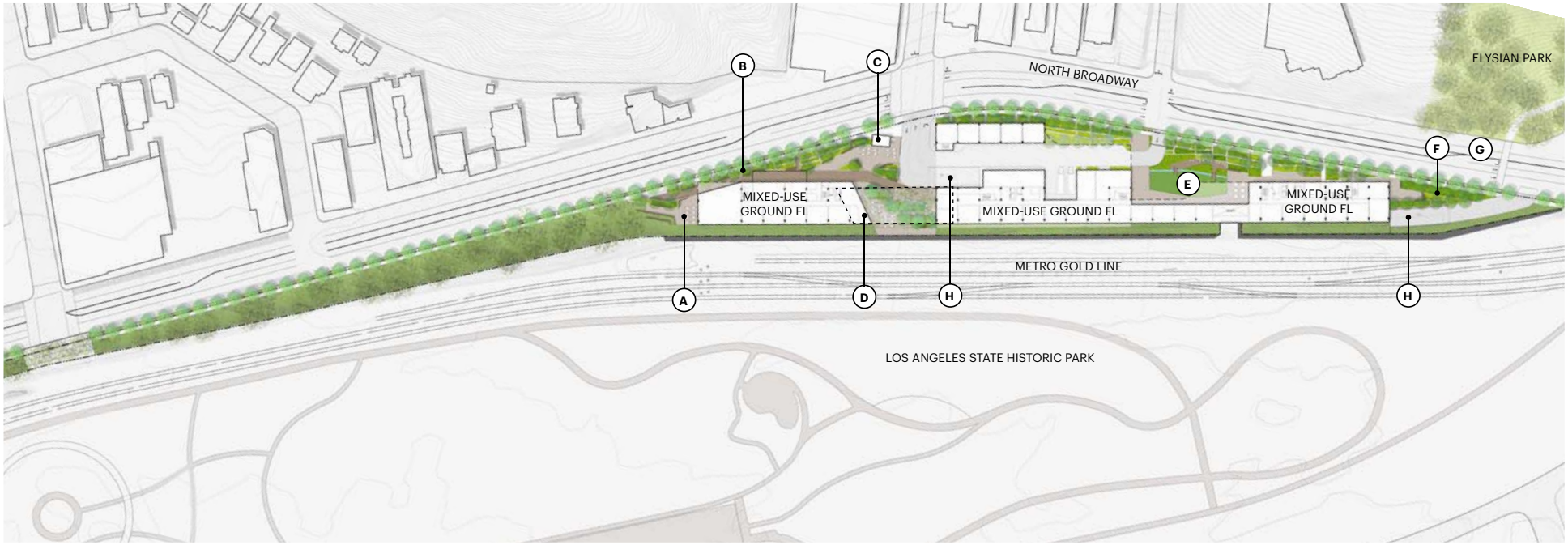
GARDEN TERRACES LEGEND :

- (A) Garden dining terrace
- (B) Public shopping gardens
- (C) Public garden plaza & kiosk
- (D) Landscape Trellis
- (E) Meditation gardens
- (F) Elysian garden connection
- (G) Crosswalk
- (H) Ramp to Parking





SOURCE: RCH Studios 2021

FIGURE 9B

North Parcel –Garden Terraces Landscaping

Buena Vista Project Initial Study

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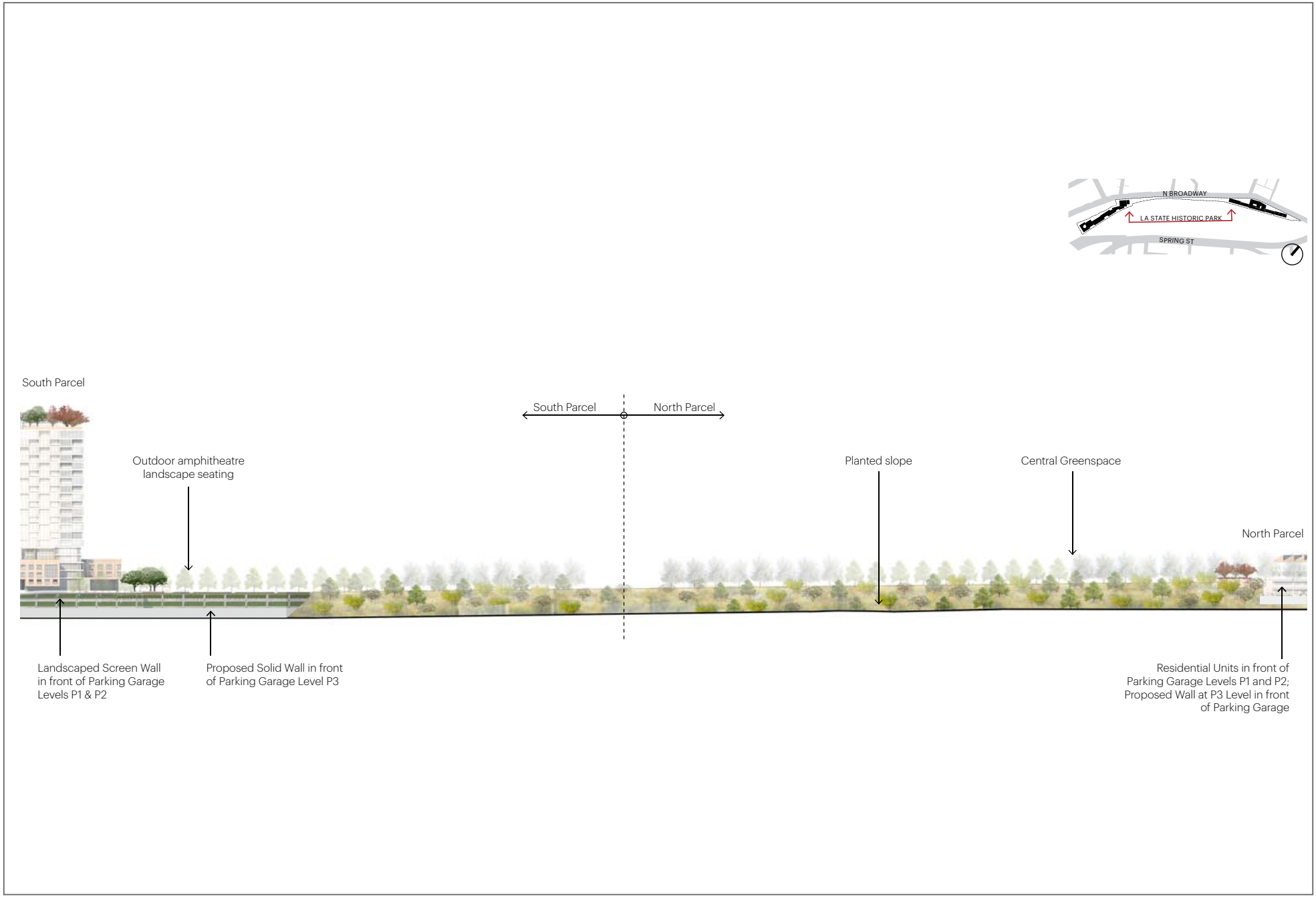

SOURCE: RCH Studios 2021

FIGURE 10

Central Portion – Conceptual Landscaping Plan

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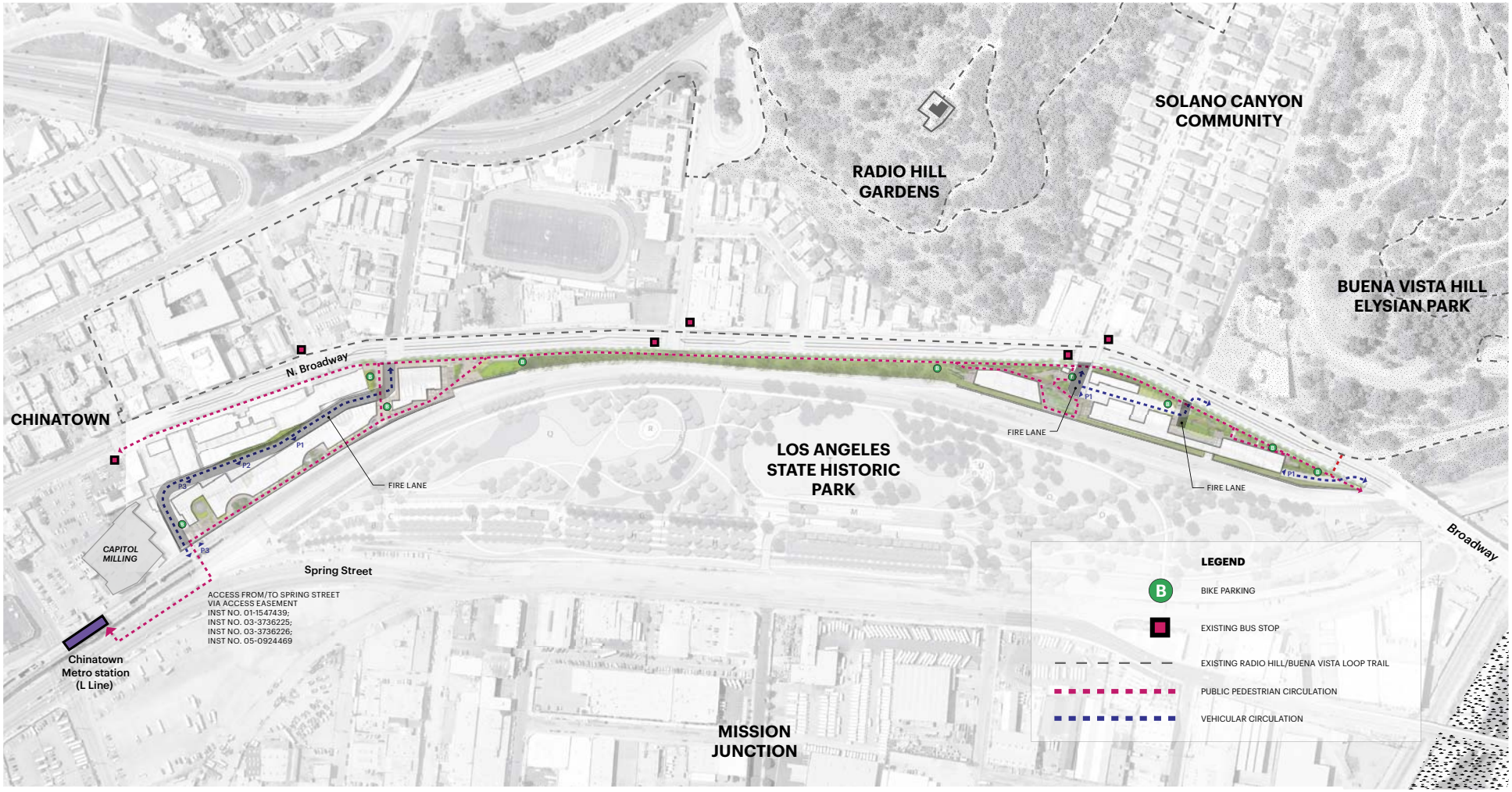

SOURCE: RCH Studios 2021

FIGURE 11

Circulation Diagram

Buena Vista Project Initial Study

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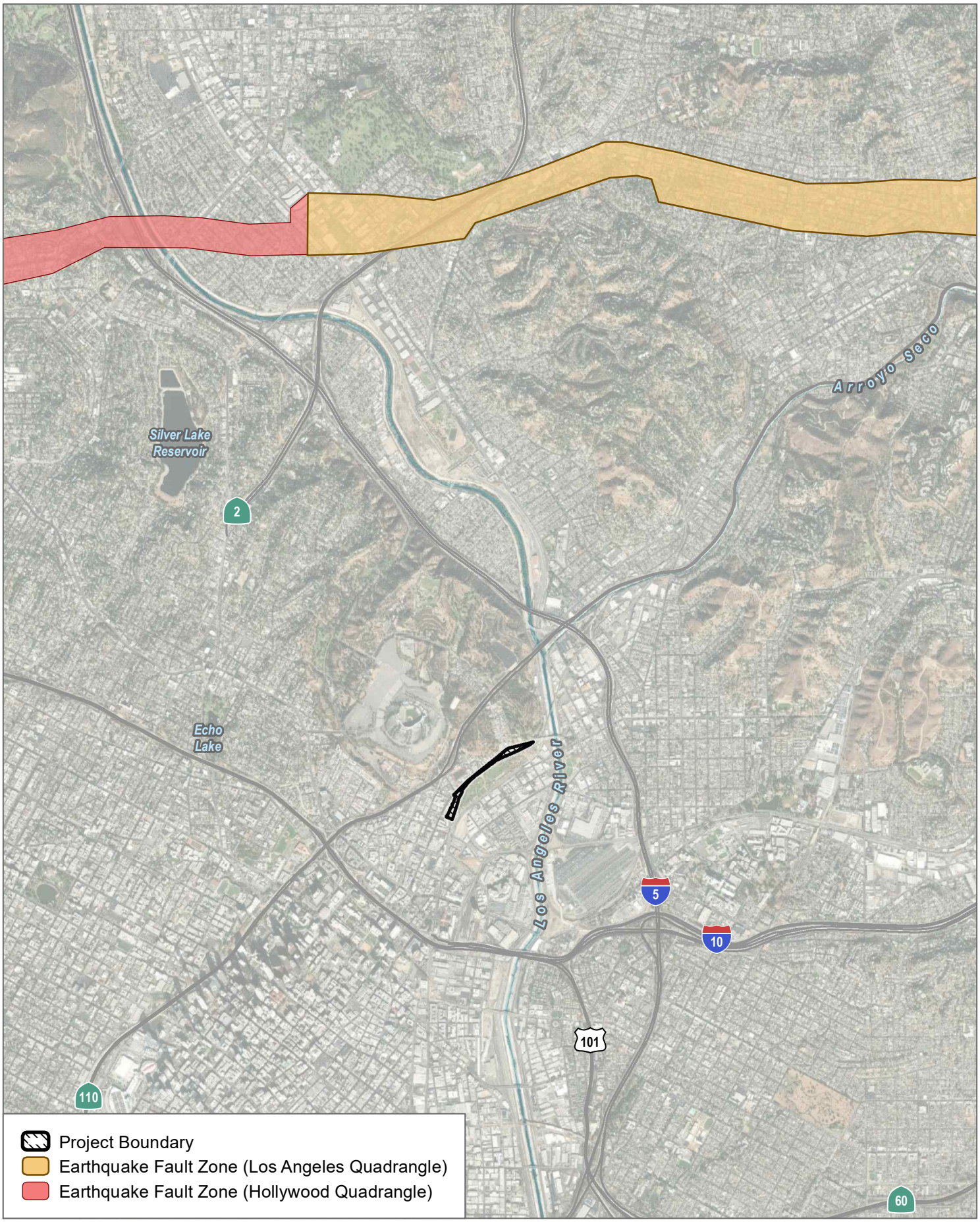

SOURCE: Esri and Digital Globe, Open Street Map 2019

0 2,000 4,000 Feet

FIGURE 12

Alquist-Priolo Fault Zones

Buena Vista Project Initial Study

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Appendices

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Appendix A

2016 Tree Report, 2020 Tree Survey and Update Memorandum, and 2021 Tree Survey Update Memorandum

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Appendix B
Biological Resources Analysis

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Appendix C

Mineral Land Classification Map

Appendix A

2016 Tree Report, 2020 Tree Survey and Update Memorandum, and 2021 Tree Survey Update Memorandum

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TREE REPORT

PREPARED FOR

Lincoln Property Company

915 Wilshire Blvd #2050

Los Angeles, CA 90017

PROPERTY

1251 N. Spring Street

Los Angeles, CA 90012

CONTACT

Samson E. Kawjaree, Fuscoe Engineering

213-988-8802

skawjaree@fuscoe.com

October 31, 2016

PREPARED BY

LISA SMITH, **THE TREE RESOURCE**

REGISTERED CONSULTING ARBORIST #464

ISA CERTIFIED ARBORIST #WE3782

ISA TREE RISK ASSESSOR QUALIFIED

MEMBER OF AMERICAN SOCIETY OF CONSULTING ARBORISTS

P.O. BOX 49314, LOS ANGELES, CA 90049

T 310-663-2290 **E** queenpalm@earthlink.net

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APPENDIX A –TREE LOCATION MAP

APPENDIX B - PHOTOGRAPHS

APPENDIX C – SUMMARY OF FIELD INSPECTION

TREE REPORT

1251 N. Spring Street
Los Angeles, CA 90012

SUMMARY

This Tree Report was prepared at the request of the property owner, Lincoln Property Company. The owner is preparing to build a mixed-used development project called the Elysian Park Lofts. The proposed project consists of a total of six (6) buildings and 923 units. The subject property is approximately eight (8) acres and is located in the Chinatown neighborhood of downtown Los Angeles. It is currently a narrow vacant lot along the railroad tracks and just north of the State's Cornfields. The total floor area of the proposed residential development is 1,159,800 square feet.

PROTECTED TREES, URBAN FORESTRY DIVISION

This property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 177,404. **Protected Trees** are defined by this ordinance as Oaks (*Quercus* sp) indigenous to California but excluding the scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica* var. californica); Western sycamore *(Platanus racemosa)* and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height (DBH) of four inches (4") or greater.

There are NO trees on this property that would be considered protected within the City of Los Angeles Native Tree Protection Ordinance.

NON-PROTECTED SIGNIFICANT TREES, DEPARTMENT OF CITY PLANNING

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site with a DBH of 8 inches (8") or greater. These trees will be identified as **Non-Protected Significant Trees.**

At this time, I observed twenty (20) **Non-Protected Significant Trees** on the property. All twenty (20) of these trees will be impacted by construction and are recommended for removal and mitigation to the satisfaction of the City of Los Angeles Department of City Planning.

Eighteen (18) of the twenty (20) trees are Canary Island Palms. The other two remaining palms are Washingtonia robusta and W. filifera varities. All of these trees will be impacted by the footprint of the project and require removal.

ASSIGNMENT

The Assignment included a field observation and inventory of the trees on site. A Tree Location Plot Map is included in Appendix A. Photographs of the subject trees are included in Appendix B.

TREE CHARACTERISTICS AND SITE CONDITIONS

Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

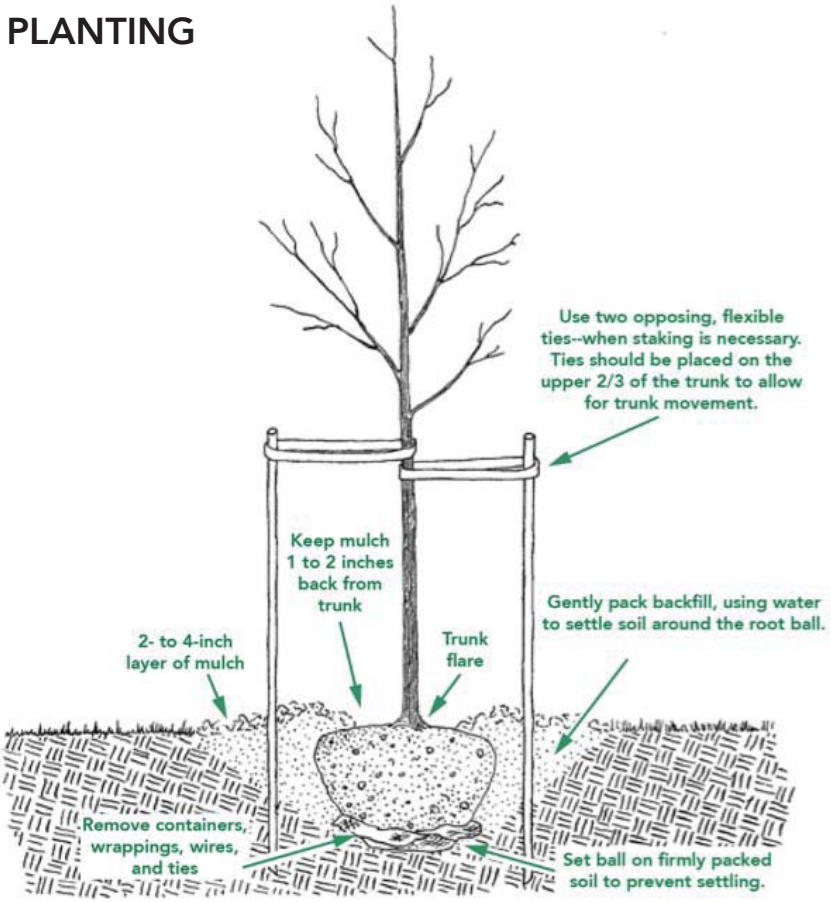
IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

The proposed construction for this project will require extensive grading and soil work to the site. Due to the narrow nature of the site, all the trees on site will be impacted by the proposed construction. These trees are recommended for removal and mitigation to the satisfaction of the City of Los Angeles.

All (20) twenty trees are recommended for removal due to the proposed footprint of the new project combined with the required grading and soil work.

GENERAL RECOMMENDATIONS

NEW TREE PLANTING



The ideal time to plant trees and shrubs is during the dormant season, in the fall after leaf drop or early spring before budbreak. Weather conditions are cool and allow plants to establish roots in the new location before spring rains and summer heat stimulate new top growth. Before you begin planting your tree, be sure you have had all underground utilities located prior to digging.

If the tree you are planting is balled or bare root, it is important to understand that its root system has been reduced by 90 to 95 percent of its original size during transplanting. As a result of the trauma caused by the digging process, trees commonly exhibit what is known as transplant shock. Containerized trees may also experience transplant shock, particularly if they have circling roots that must be cut. Transplant shock is indicated by slow growth and reduced vigor following transplanting. Proper site preparation before and during planting coupled with good follow-up care reduces the amount of time the plant experiences transplant shock and allows the tree to quickly establish in its new location. Carefully follow nine simple steps, and you can significantly reduce the stress placed on the plant at the time of planting.

NEW TREE PLANTING, continued

1. Dig a shallow, broad planting hole. Make the hole wide, as much as three times the diameter of the root ball but only as deep as the root ball. It is important to make the hole wide because the roots on the newly establishing tree must push through surrounding soil in order to establish. On most planting sites in new developments, the existing soils have been compacted and are unsuitable for healthy root growth. Breaking up the soil in a large area around the tree provides the newly emerging roots room to expand into loose soil to hasten establishment.

2. Identify the trunk flare. The trunk flare is where the roots spread at the base of the tree. This point should be partially visible after the tree has been planted (see diagram). If the trunk flare is not partially visible, you may have to remove some soil from the top of the root ball. Find it so you can determine how deep the hole needs for proper planting.

3. Remove tree container for containerized trees. Carefully cutting down the sides of the container may make this easier. Inspect the root ball for circling roots and cut or remove them. Expose the trunk flare, if necessary.

4. Place the tree at the proper height. Before placing the tree in the hole, check to see that the hole has been dug to the proper depth and no more. The majority of the roots on the newly planted tree will develop in the top 12 inches of soil. If the tree is planted too deeply, new roots will have difficulty developing because of a lack of oxygen. It is better to plant the tree a little high, 1-2 inches above the base of the trunk flare, than to plant it at or below the original growing level. This planting level will allow for some settling.

5. Straighten the tree in the hole. Before you begin backfilling, have someone view the tree from several directions to confirm that the tree is straight. Once you begin backfilling, it is difficult to reposition the tree.

6. Fill the hole gently but firmly. Fill the hole about one-third full and gently but firmly pack the soil around the base of the root ball. Be careful not to damage the trunk or roots in the process. Fill the remainder of the hole, taking care to firmly pack soil to eliminate air pockets that may cause roots to dry out. To avoid this problem, add the soil a few inches at a time and settle with water. Continue this process until the hole is filled and the tree is firmly planted. It is not recommended to apply fertilizer at time of planting.

7. Stake the tree, if necessary. If the tree is grown properly at the nursery, staking for support will not be necessary in most home landscape situations. Studies have shown that trees establish more quickly and develop stronger trunk and root systems if they are not staked at the time of planting. However, protective staking may be required on sites where lawn mower damage, vandalism, or windy conditions are concerns. If staking is necessary for support, there are three methods to choose among: staking, guying, and ball stabilizing. One of the most common methods is staking. With this method, two stakes used in conjunction with a wide, flexible tie material on the lower half of the tree will hold the tree upright, provide flexibility, and minimize injury to the trunk (see diagram). Remove support staking and ties after the first year of growth.

8. Mulch the base of the tree. Mulch is simply organic matter applied to the area at the base of the tree. It acts as a blanket to hold moisture, it moderates soil temperature extremes, and it reduces competition from grass and weeds. A 2- to 3-inch layer is ideal. More than 3 inches may cause a problem with oxygen and moisture levels. When placing mulch, be sure that the actual trunk of the tree is not covered. Doing so may cause decay of the living bark at the base of the tree. A mulch-free area, 1 to 2 inches wide at the base of the tree, is sufficient to avoid moist bark conditions and prevent decay.

TREE MAINTENANCE AND PRUNING

Some trees do not generally require pruning. The occasional removal of dead twigs or wood is typical. Occasionally a tree has a defect or structural condition that would benefit from pruning. Any pruning activity should be performed under the guidance of a certified arborist or tree expert.

Because each cut has the potential to change the growth of the tree, no branch should be removed without a reason. Common reasons for pruning are to remove dead branches, to remove crowded or rubbing limbs, and to eliminate hazards. Trees may also be pruned to increase light and air penetration to the inside of the tree's crown or to the landscape below. In most cases, mature trees are pruned as a corrective or preventive measure.

Routine thinning does not necessarily improve the health of a tree. Trees produce a dense crown of leaves to manufacture the sugar used as energy for growth and development. Removal of foliage through pruning can reduce growth and stored energy reserves. Heavy pruning can be a significant health stress for the tree.

Yet if people and trees are to coexist in an urban or suburban environment, then we sometimes have to modify the trees. City environments do not mimic natural forest conditions. Safety is a major concern. Also, we want trees to complement other landscape plantings and lawns. Proper pruning, with an understanding of tree biology, can maintain good tree health and structure while enhancing the aesthetic and economic values of our landscapes.

Pruning Techniques – From the I.S.A. Guidelines

Specific types of pruning may be necessary to maintain a mature tree in a healthy, safe, and attractive condition.

Cleaning is the removal of dead, dying, diseased, crowded, weakly attached, and low- vigor branches from the crown of a tree.

Thinning is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree's natural shape.

Raising removes the lower branches from a tree to provide clearance for buildings, vehicles, pedestrians, and vistas.

Reduction reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least one-third the diameter of the cut stem). Compared to topping, reduction helps maintain the form and structural integrity of the tree.

TREE MAINTENANCE AND PRUNING, continued

How Much Should Be Pruned?

Mature trees should require little routine pruning. A widely accepted rule of thumb is never to remove more than one-quarter of a tree's leaf-bearing crown. In a mature tree, pruning even that much could have negative effects. Removing even a single, large- diameter limb can create a wound that the tree may not be able to close. The older and larger a tree becomes, the less energy it has in reserve to close wounds and defend against decay or insect attack. Pruning of mature trees is usually limited to removal of dead or potentially hazardous limbs.

Wound Dressings

Wound dressings were once thought to accelerate wound closure, protect against insects and diseases, and reduce decay. However, research has shown that dressings do not reduce decay or speed closure and rarely prevent insect or disease infestations. Most experts recommend that wound dressings not be used.

DISEASES AND INSECTS

Continual observation and monitoring of your tree can alert you to any abnormal changes. Some indicators are: excessive leaf drop, leaf discoloration, sap oozing from the trunk and bark with unusual cracks. Should you observe any changes, you should contact a Tree specialist or Certified Arborist to review the tree and provide specific recommendations. Trees are susceptible to hundreds of pests, many of which are typical and may not cause enough harm to warrant the use of chemicals. However, diseases and insects may be indication of further stress that should be identified by a professional.

GRADE CHANGES

The growing conditions and soil level of trees are subject to detrimental stress should they be changed during the course of construction. Raising the grade at the base of a tree trunk can have long-term negative consequences. This grade level should be maintained throughout the protected zone. This will also help in maintaining the drainage in which the tree has become accustomed.

INSPECTION

The property owner should establish an inspection calendar based on the recommendation provided by the tree specialist. This calendar of inspections can be determined based on several factors: the maturity of the tree, location of tree in proximity to high-use areas vs. low-use area, history of the tree, prior failures, external factors (such as construction activity) and the perceived value of the tree to the homeowner.

Assumptions and Limiting Conditions

No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. The Consultant shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.

The owner of the trees may choose to accept or disregard the recommendations of the Consultant, or seek additional advice to determine if a tree meets the owner's risk abatement standards.

The Consulting Arborist has no past, present or future interest in the removal or retaining of any tree. Opinions contained herein are the independent and objective judgments of the consultant relating to circumstances and observations made on the subject site.

The recommendations contained in this report are the opinions of the Consulting Arborist at the time of inspection. These opinions are based on the knowledge, experience, and education of the Consultant. The field inspection was a visual, grade level tree assessment.

The Consulting Arborist shall not be required to give testimony, perform site monitoring, provide further documentation, be deposed, or to attend any meeting without subsequent contractual arrangements for this additional employment, including payment of additional fees for such services as described by the Consultant.

The Consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.

This Arborist report may not be reproduced without the express permission of the Consulting Arborist and the client to whom the report was issued. Any change or alteration to this report invalidates the entire report.

Should you have any further questions regarding this property, please contact me at (310) 663-2290.

Respectfully submitted,



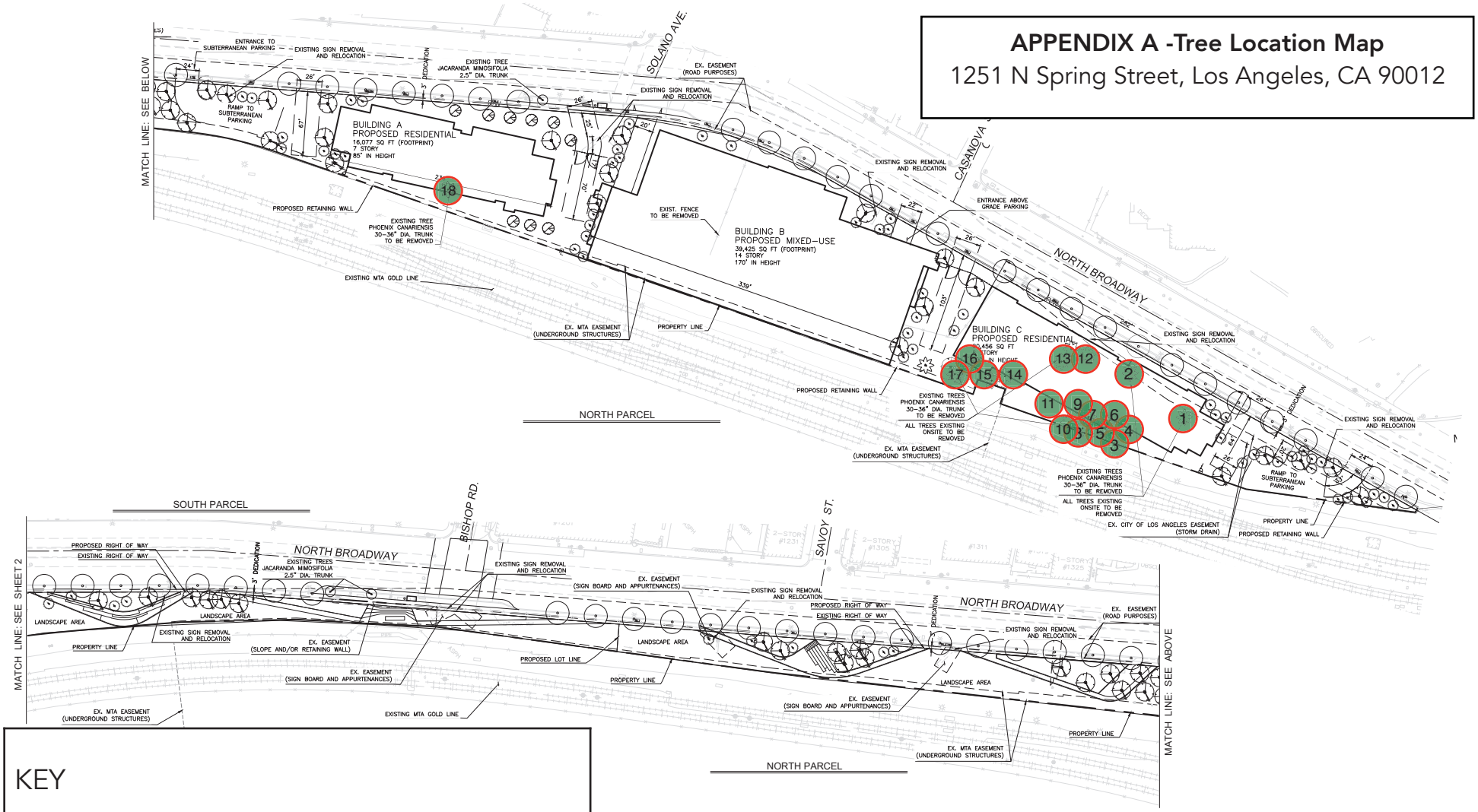
Lisa Smith

Registered Consulting Arborist #464
ISA Certified Arborist #WE3782
ISA Tree Risk Assessor Qualified
American Society of Consulting Arborists, Member



APPENDIX A -Tree Location Map

1251 N Spring Street, Los Angeles, CA 90012



KEY

\# — Non-Protected Tree For Removal

AT THE SOUTH PARCEL, PROPOSED ARE 4 MIXED–USE BUILDING STRUCTURES WITH 3 LEVELS OF SUBTERRANEAN PARKING, AND SITE ACCESS VIA SPRING STREET. THE MULTI–STORY BUILDINGS RANGE FROM 2 TO 13 LEVELS. THE NORTH AND SOUTH PARCELS ARE CONNECTED BY OPEN SPACE AREA.

ASSESSOR'S PARCEL MAP INFORMATION

APN: 5414–016–002

NOTE:

ALL EXISTING WALLS, FENCES, TREES (VEGETATION) AND BUILDINGS TO BE DEMOLISHED WITHIN PROJECT BOUNDARY.

NORTH PARCEL:	STUDIO	ONE BED	LIVE/WORK 1 BED	2 BEDS	ALL UNITS
BUILDING A		63	7	20	90
BUILDING B		184	0	64	248
BUILDING C		98	3	30	131
TOTAL	0	345	10	114	469

SOUTH PARCEL:	STUDIO	ONE BED	LIVE/WORK 2 BED	2 BEDS	ALL UNITS
BUILDING A	28	13	7	5	53
BUILDING B	21	72	0	32	125
BUILDING C	65	143	0	68	276
TOTAL	114	228	7	105	454

PROPOSED PARKING LOCATION

NORTH PARCEL: 2 LEVEL STRUCTURE ABOVE PODIUM LEVEL PARKING LOCATED AT BUILDING B.
3 LEVEL SUBTERRANEAN PARKING LOCATED THROUGHOUT THE NORTH PARCEL FOOTPRINT.

SOUTH PARCEL: 3 LEVEL SUBTERRANEAN PARKING LOCATED THROUGHOUT THE SOUTH PARCEL FOOTPRINT.
7 PARKING STALLS LOCATED AT PODIUM LEVEL AT THE NORTH BROADWAY ENTRANCE ADJACENT TO THE COTTAGE HOME STREET INTERSECTION.

40' 0' 20' 40'
SCALE: 1" = 40'

NO.	REVISIONS	APP'D.	DATE

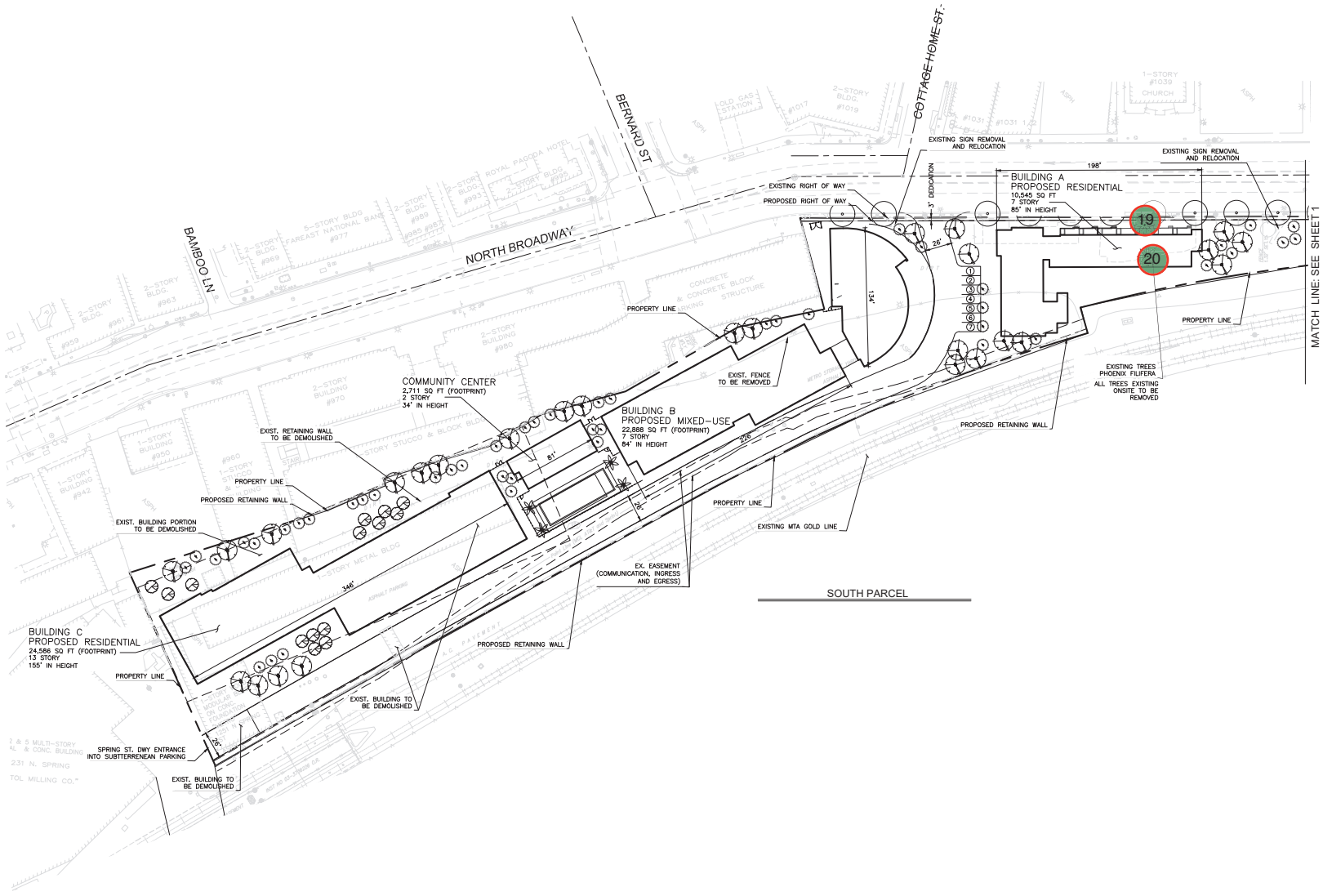
FUSCOE ENGINEERING
6500 Wilshire, Suite 1470 Los Angeles, California 90017
t 213.988.8552 • f 213.988.8803 • www.fuscoe.com
SEP 15, 2016
(Name) Date
No.C49881 CIVIL STATE OF CALIFORNIA
REGISTERED PROFESSIONAL ENGINEER

PLOT PLAN
TRACT NO. 74548
ELYSIAN PARK LOFTS

DRAWN:	SEK
DESIGN:	SEK
CHECKED:	AJW
SCALE:	AS SHOWN
JOB NO.:	1380.001
DATE:	09/15/16

SHEET 1 OF 2

F:\PROJECTS\1380\001\EXHIBITS\PLOT PLAN\1380–001PLOT PLANDWG (09–15–16 1:09:01PM) Plotted by: Samson Kasjarae



NO.	REVISIONS	APP'D.	DATE

FUSCOE ENGINEERING
6210 Wilshire, Suite 1470 Los Angeles, California 90017
t 213.988.8472 • f 213.988.8803 • www.fuscoe.com

Name Date

REGISTERED PROFESSIONAL ENGINEER — ROBERT JEFFERSON WEBB — No. C49881 — CIVIL — STATE OF CALIFORNIA

PLOT PLAN
TRACT NO. 74548
ELYSIAN PARK LOFTS

DRAWN:	SEK
DESIGN:	SEK
CHECKED:	AJW
SCALE:	AS SHOWN
JOB NO.:	1380.001
DATE:	09/15/16

SHEET 2 OF 2

F:\PROJECTS\1380\001\EXHIBITS\PLOT PLAN\1380-001PLOT PLAN.DWG (09-15-16 1:10:25PM) Plotted by: Samson Kwejorwe

APPENDIX B - PHOTOGRAPHS



PHOTO 1. shows the subject property and the Canary Island palms on the property.

APPENDIX C - SUMMARY OF FIELD INSPECTION

Tree #	Location	Species	Status	DBH (")	Height (')	Retain or Remove
1	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	30	20	REMOVE
2	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	10+	REMOVE
3	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	25+	REMOVE
4	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	10	REMOVE
5	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	55	REMOVE
6	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	25	REMOVE
7	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	15	REMOVE
8	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	55	REMOVE
9	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	10	REMOVE

APPENDIX C - SUMMARY OF FIELD INSPECTION

Tree #	Location	Species	Status	DBH (")	Height (')	Retain or Remove
10	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	45	REMOVE
11	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	10	REMOVE
12	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	35	REMOVE
13	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	35	REMOVE
14	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	50	REMOVE
15	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	25	REMOVE
16	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	25	REMOVE
17	B/w the Bridge and Casanova on N. Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	15	REMOVE
18	Solano and Broadway	Canary Island Palm Phoenix canariensis	Non-Protected	24	15	REMOVE

APPENDIX C - SUMMARY OF FIELD INSPECTION

Tree #	Location	Species	Status	DBH (")	Height (')	Retain or Remove
19	close to Cottage Home on Broadway	Mexican Fan Palm *Washingtonia robusta*	Non-Protected	24	55	REMOVE
20	close to Cottage Home on Broadway	California Fan Palm *Washingtonia filifera*	Non-Protected	24	55	REMOVE

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January 20, 2020 11696

Mark Workman
Senior Vice President
Lincoln Property Company
915 Wilshire Blvd.
Los Angeles, CA 90017

Subject: Tree Survey and Update to the 2016 Arborist Report for 1251 N. Spring Street – Los Angeles, CA 90012

Dear Mr. Workman:

The following letter regards a review of an arborist report conducted at 1251 N. Spring Street on October 31, 2016 by Lisa Smith of The Tree Resource. Dudek was asked to complete this review to ensure the tree conditions found in the original report are consistent with the current tree conditions. Dudek International Society of Arboriculture (ISA) certified arborist and qualified tree risk assessor, Ryan Allen, evaluated the 20 previously inventoried trees on October 22, 2019. The site and inventoried trees were evaluated for the accuracy of the information recorded in the arborist report from October 31, 2016. Three additional trees located in the public right of way were also assessed, that are not a part of the original tree inventory. The tree evaluation included an evaluation of tree species, diameter at breast height, height, and its status as a Los Angeles City protected tree.

Survey Results

The evaluation of the 20 trees at 1251 N. Spring Street reflect that the inventoried trees conditions are consistent with those of the initial assessment detailed in the arborist report dated October 31, 2016. The tree species, locations, and status as a Los Angeles City Protected Tree were found to be in agreement with the original report. The current diameter at breast height (DBH) and height of the inventoried trees is consistent with expected growth patterns of the inventoried trees over a three year period. The updated DBH and height conditions are provided in Attachment B, Tree Information Matrix.

In addition, three jacaranda (*jacaranda mimosafolia*) trees were inventoried, that were not reported in the original inventory. The two trees located by the bus stop on N. Broadway by Bishops Rd. have had their main stems broken, and are generating new growth as ‘stump sprouts’. Their current condition does not make them viable as street trees as they will continue to grow with a structure that is not suitable for the public right of way. The third tree located by the bus stop on N. Broadway by Solano Rd. is approximately 9’ tall and 5’ wide, with a 2” diameter at standard height. The tree has fair health and poor structure.

In conclusion, this report concurs with the 2016 assessment that no mitigation or replacement is required for the 20 trees located on the property at 1251 N. Spring St. based on the standards of the City of Los Angeles Protected Tree Ordinance #177404. The three trees existing in the public right of way are subject to a replacement ratio determined by the City of Los Angeles Urban Forestry Division as stated in the City of Los Angeles Department of Public Works ‘Permit for Tree Removal’.

This report provides conclusions and recommendations based only on a visual examination of the subject trees and surrounding site by an ISA-certified arborist and reasonable reliance upon the completeness and accuracy of the information provided to the arborist.

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Extensive internal, aerial, and subterranean evaluations were not conducted as part of this assessment. Therefore, the full extent of any internal rot conditions of the trunk and roots cannot be fully determined.

Arborists cannot detect every condition that could possibly lead to the failure of a tree. Trees are living organisms that fail in ways not fully understood. Conditions are often hidden within trees and belowground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances or for a specified period of time. There are no guarantees that a tree's condition will not change over a short or long period due to climatic, cultural, or environmental conditions. Trees provide many benefits to those who live near them. They also include inherent risk that can be minimized but not eliminated.

I would be pleased to answer any questions or respond to any comments regarding this tree evaluation. Feel free to contact me at 626.658.0070 or rallen@dudek.com

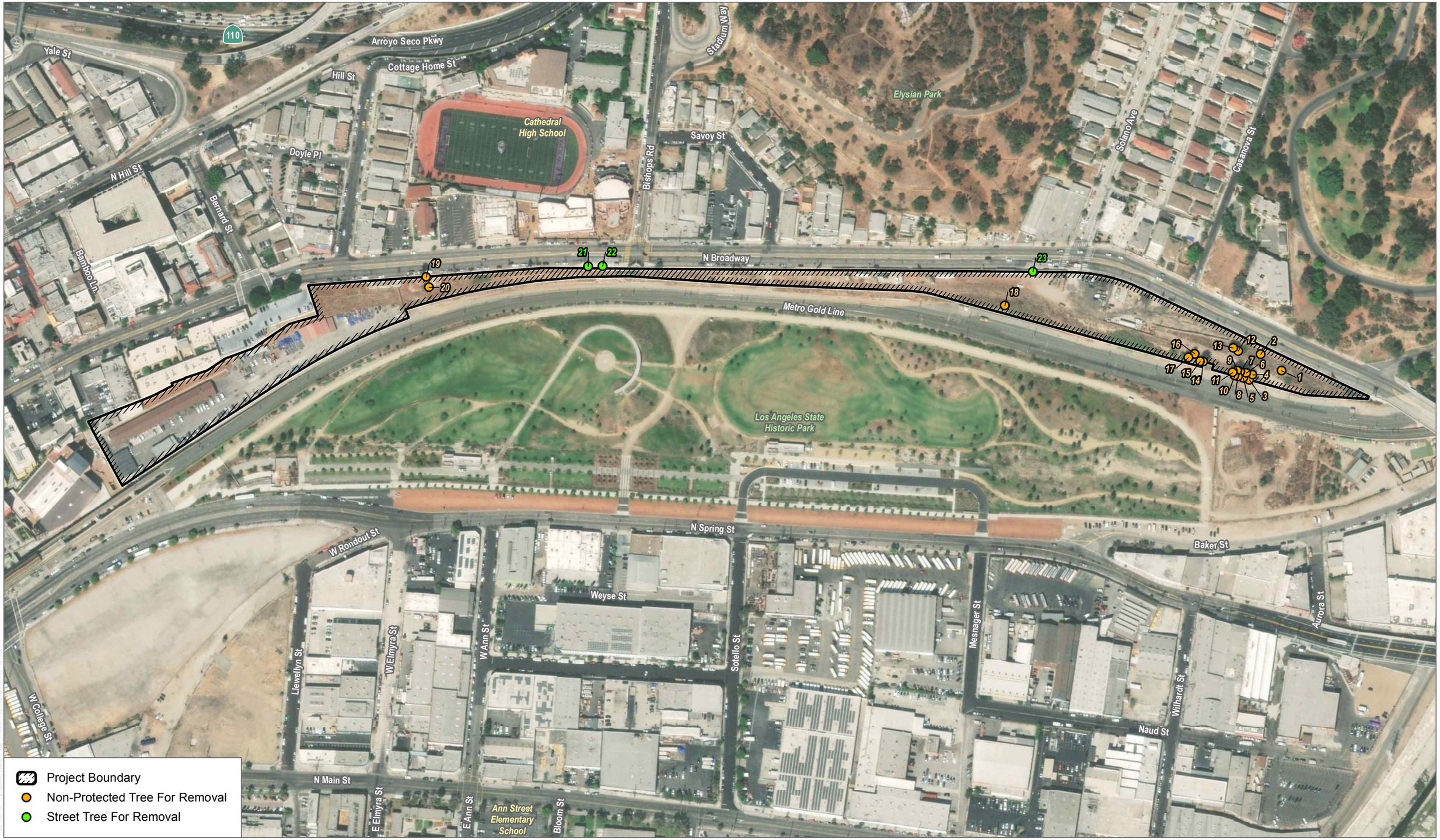
Sincerely,



_____

Ryan Allen
Certified Arborist no: #WE-10316A

Att.: *Appendix A Tree Locations*
Appendix B Tree Information Matrix



SOURCE: Esri and Digital Globe 2018, Open Street Map 2019

0 125 250 Feet

APPENDIX A

Tree Location Map

Buena Vista Project EIR

Appendix B - Tree Information Matrix							
Tree #	Location	Botanical Name	Common Name	Status	DBH (Inches)	Height (Feet)	Retain or Remove
1	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	26	20	Remove
2	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	24	10	Remove
3	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	25	30	Remove
4	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	32	20	Remove
5	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	24	20	Remove
6	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	25	15	Remove
7	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	29	20	Remove
8	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	24	55	Remove
9	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	25	15	Remove
10	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	24	45	Remove
11	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	25	15	Remove
12	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	24	35	Remove
13	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	34	30	Remove
14	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	24	40	Remove
15	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	26	40	Remove
16	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	25	25	Remove
17	B/w the bridge and Casanova on N. Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	30	25	Remove
18	Solano and Broadway	*Phoenix canariensis*	Canary Island palm	non-protected	24	15	Remove
19	Close to Cottage Home on n. Broadway	*Washingtonia robusta*	Mexican fan palm	non-protected	24	55	Remove
20	Close to Cottage Home on n. Broadway	*Washingtonia filifera*	California fan palm	non-protected	24	55	Remove
21	Close to bus stop on n. Broadway by Bishops Rd.	*Jacaranda mimosafolia*	jacaranda	protected	stump sprout	3	Remove
22	Close to bus stop on n. Broadway by Bishops Rd.	*Jacaranda mimosafolia*	jacaranda	protected	stump sprout	3	Remove
23	Close to bus stop on n. Broadway by Solano Rd.	*Jacaranda mimosafolia*	jacaranda	protected	2	9	Remove

May 26, 2021 11696

Mark Workman
Senior Vice President
Lincoln Property Company
915 Wilshire Blvd.
Los Angeles, CA 90017

Subject: Protected Tree Survey Update for 1251 N. Spring Street – Los Angeles, CA 90012

1 Introduction

As requested by Lincoln Property Company, this memorandum provides Dudek's findings regarding the determination if any toyon (*Heteromeles arbutifolia*) or Mexican elderberry (*Sambucus mexicana*) trees are present at 1251 N. Spring Street, Los Angeles, CA., and meet the definition of a protected tree under the City of Los Angeles ordinance no. 186873.

On May 26, 2021 Dudek arborist Ryan Allen conducted a site visit to 1251 N. Spring Street, Los Angeles, CA. and made the following determinations in response to the requested information.

2 Definition

The definition of a protected tree under the City of Los Angeles Protected Tree Ordinance was updated on Feb. 4, 2021 to include toyon (*Heteromeles arbutifolia*) and Mexican elderberry (*Sambucus mexicana*) as follows:

> Sec.2.The definition of Protected Tree in Section17.02 of the Los Angeles Municipal Code is amended to read as follows:
> - **Protected Tree or Shrub** – Any of the following Southern California indigenous tree species, which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub:
> Protected Trees:
>
> a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to Southern California but excluding the Scrub Oak (*Quercus berberidifolia*).
> b) Southern California Black Walnut (*Juglans californica*)
> c) Western Sycamore (*Platanus racemosa*)
> d) California Bay (*Umbellularia californica*)
>
> Protected Shrubs:
> (a) Mexican Elderberry (*Sambucus mexicana*)
> (b) Toyon (*Heteromeles arbutifolia*)
>
> The definition shall not include any tree or shrub grown or held for sale by a licensed nursery, or trees planted or grown as part of a tree planting program.

3 Conclusion

No toyon (*Heteromeles arbutifolia*) or Mexican elderberry (*Sambucus mexicana*) trees are present at 1251 N. Spring Street, Los Angeles, CA. As such, no further amendments are needed to the arborist report evaluation.

This report provides conclusions and recommendations based on an examination of the tree and surrounding site by an ISA Certified Arborist. Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees.

Arborists cannot detect every condition that could possibly lead to the failure of a tree. Trees are living organisms that fail in ways not fully understood. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. There are no guarantees that a tree's condition will not change over a short or long period due to weather or cultural or environmental conditions. Trees can be managed but not controlled. To live near trees is to accept some degree of risk. If you have any questions or require any additional information, please call me at 626.658.0070.



Ryan Allen
ISA Certified Arborist No: #WE-10316A
ISA Tree Risk Assessment Qualified

Michael Huff

Mike Huff
ISA Certified Arborist No: WE-4276A
Registered Certified Arborist No: 640

Appendix B
Biological Resources Analysis

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38 NORTH MARENGO AVENUE
PASADENA, CALIFORNIA 91101
T 626.204.9800 F 626.204.9834

MEMORANDUM

From:	Michael Cady – Senior Biologist
Subject:	Biological Resources Analysis for the Buena Vista Project
Date:	August 18, 2020
Attachment(s):	A) Photo Exhibit; B) Google Earth Imagery of the Project Site; C) Plant Compendium; D) Wildlife Compendium; E) Sensitive Resources Databases Query Results; F) Historic California Natural Diversity Database Records; G) Special-Status Plant Species Potential to Occur; H) Special-Status Wildlife Species Potential to Occur; I) Historical Aerial Imagery of the Project Site from 1948; J) National Wetlands Inventory Results; K) Wildlife Corridors and Habitat Connectivity Exhibit; L) California Natural Community Conservation Plans

This memorandum (memo) details the methodology and results of Dudek's site visit and analysis for the potential occurrence of sensitive resources within the proposed Buena Vista Project (project). The Project site is located at 1030–1380 North Broadway and 1251 North Spring Street, within the vicinity of the Chinatown neighborhood, downtown Los Angeles, Lincoln Heights, and Dodger Stadium/Elysian Park. The analysis was conducted in support of the Initial Study (IS) for the project to determine if additional studies or analysis are necessary.

Methodology

A review of existing information and a site visit was conducted to determine the biological resources that are present or have potential to occur on and adjacent to the project site.

Literature Review

A literature review was conducted prior to the field visit to identify special-status biological resources present or potentially present within the vicinity of the project site using the following:

- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (CDFW 2020a)
- California Native Plant Society's (CNPS) *Online Inventory of Rare and Endangered Vascular Plants* (CNPS 2020)
- U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) (USFWS 2020a)
- National Wetlands Inventory (USFWS 2020b)
- California Sensitive Natural Communities (CDFW 2019a)
- California Natural Community Conservation Plans Map, dated April 2019 (CDFW 2019b)
- Consortium of California Herbaria (2020)

- Google Earth (Google 2020)
- Historic Aerial Imagery (Nationwide Environmental Title Research 2019)
- L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles (City of Los Angeles 2006a)

Field Visit

Dudek Senior Biologist Michael Cady performed the field survey for the project and adjacent areas on June 25, 2020. Weather conditions during the survey ranged from 66 to 67 degrees Fahrenheit, cloudy skies, and no winds. The biological survey included identifying any vegetation communities and land covers present within the project site, an evaluation of any potential jurisdictional wetlands or waters onsite (a formal jurisdictional delineation was not conducted), and an evaluation of the potential for special-status species to occur. Plants and wildlife observed during the survey were recorded.

Special-status Species Habitat Assessment

Endangered, rare, or threatened plant species, as defined in Section 15380(b) of the CEQA Guidelines (14 CCR 15000 et seq.), are referred to as "special-status plant species" in this report, and include endangered or threatened plant species recognized in the context of the California Endangered Species Act (CESA) and federal Endangered Species Act (FESA) (CDFW 2019b) and plant species with a California Rare Plant Rank (CRPR) 1 through 2 (CNPS 2020b).

Endangered, rare, or threatened wildlife species, as defined in CEQA Guidelines, Section 15380(b) (14 CCR 15000 et seq.), are referred to as "special-status wildlife species" and, as used in this report, include (1) endangered or threatened wildlife species recognized in the context of CESA and FESA (CDFW 2020c); (2) California Species of Special Concern (SSC) (CDFW 2020d); and (3) mammals and birds that are fully protected species, as described in the California Fish and Game Code, Sections 4700 and 3511.

For each species listed, a determination was made regarding the potential for the species to occur on site based on information gathered during the field reconnaissance survey, including the location of the site, habitats present, current site conditions, and past and present land use.

Existing Conditions

Representative photos are included as Attachment A (Photo Exhibit).

The northern portion of the Project site includes landscaping/ornamental trees, foundation remnants, billboards, and graded areas used as a storage yard for construction equipment and bus storage. This section is surrounded by chain-link fencing along North Broadway and adjacent to the Metro L Line tracks. The northeastern tip of the Project site slopes down towards the Metro L Line tracks, near where North Broadway transitions into a bridge over the tracks. The Project site is isolated from the surrounding open space areas due to several transit corridors (i.e. North Broadway, Metro L Line), and the Los Angeles River in the vicinity of the Project site is fully paved and channelized; see Attachment B (Google Earth Imagery of the Project Site). There are open space areas near the project site, but these areas, including the Los Angeles State Historic Park, appear to be regularly mowed.

No native habitat is located on the project site or on the adjacent properties. Existing annual grasses, shrubs, and trees would be removed during project construction; however, the vegetated portions of the project site are almost exclusively non-native grasses and herbaceous annual plant species. As indicated in Appendix A (2016 Tree Report and 2020 Tree Survey and Update Memorandum) of the IS, none of the trees on the project site are native, with the exception of one desert fan palm (*Washingtonia filifera*), which is assumed to be planted since the project site is well outside of the natural range of the species. A compendium of the plant species observed on the project site is included as Attachment C (Plant Compendium).

Due to the urbanized and disturbed nature of the project site, wildlife observed was limited to common species that are typical of urban environments. A compendium of the wildlife species observed on the project site is included as Attachment D (Wildlife Compendium).

Results

Special-status Species

The results of the queries of the CNDDB, CNPS, and USFWS IPaC databases resulted in 69 special-status plant species and 38 special-status wildlife species with recorded occurrences in the U.S. Geologic Survey's *Los Angeles, California* 7.5-minute topographic quadrangle, which contains the Project site, and surrounding quadrangles. The results of the database queries is included as Attachment E (Sensitive Resources Databases Query Results). Attachment F (Historic California Natural Diversity Database Records) shows the location of local recorded occurrences, including a southwestern willow flycatcher (*Empidonax traillii extimus*) record that has been extirpated; the bird species is associated with riparian habitat and historically occurred in the Los Angeles River.

No special-status listed plant or wildlife species are expected to occur in the project site. The project site does not support any native vegetation communities and the area appears to be regularly maintained, which limits or inhibits the potential for many native plant and wildlife species. Attachment G (Special-Status Plant Species Potential to Occur) and Attachment H (Special-Status Wildlife Species Potential to Occur) provide the species with recorded occurrences (CDFW 2020a, CNPS 2020a) in the project vicinity, their federal and state statuses, their associated habitats, and the determination of their potential to occur on site. The project site is not within any designated critical habitat (USFWS 2020a).

Sensitive Natural Communities and Riparian Habitats

No sensitive communities, as defined by CDFW (2020b), or riparian habitat occur on the project site. As shown in Attachment B, the project site consists of developed and disturbed areas dominated by non-native grasses and herbaceous annual plant species, with scattered non-native, ornamental shrubs. The project site also had a high abundance of trash further degrading its ecological value.

The project is northwest of the Los Angeles River, which the USFWS has identified as wetland habitat. However, there are no riparian or other sensitive natural vegetation communities identified by USFWS or CDFW located on the project site. Historical aerials show that the project site has been routinely disturbed or supported development since 1948 (Nationwide Environmental Title Research 2019), as shown in Attachment I (Historical Aerial Imagery of the Project Site from 1948). Based upon the results of the field visit, the vegetated portions of the project site are dominated by non-native grasses and herbaceous annual plant species that do not constitute a sensitive natural community. As indicated in Appendix A of the IS, 2016 Tree Report and 2020 Tree Survey and Update Memorandum, none of the trees on the project site are native, with the exception of one desert fan palm

(*Washingtonia filifera*), which is assumed to be planted since the project site is well outside of the natural range of the species.

Wetlands and Other Jurisdictional Waters

No wetlands or other jurisdictional waters were observed on the project site. Additionally, no wetland or riparian features have been previously identified; as shown in Attachment J (National Wetlands Inventory Results). The project site is within a highly developed area and it is assumed that the hydrology has been substantially altered and any stormwater would be conveyed through a constructed stormwater system.

Wildlife Corridors and Native Wildlife Nursery Sites

Wildlife corridors and habitat linkages are features that promote habitat connectivity and are generally characterized as undisturbed canyon and riverine stream habitat areas. The project site does not reside within any designated wildlife corridors and/or habitat linkages identified in the South Coast Missing Linkages analysis project (South Coast Wildlands 2008), California Essential Habitat Connectivity project (Spenser et al. 2010), or as recognized by the City (2006a), as shown in Attachment K (Wildlife Corridors and Habitat Connectivity). The project site is developed with several buildings, and the project site is enclosed by several fences, with the Metro L Line tracks located adjacent and parallel to the southeastern project boundary. North Broadway, a major arterial in the City, is located to the northwest. The developed and disturbed character of the project site and associated fencing currently impedes wildlife movement through the project site. Wildlife at Elysian Park and Radio Hill Gardens do not have opportunities to use the project site for wildlife movement due to the presence of North Broadway between the project site and these parks. Also, there are no on-site drainages or ponds that may serve as habitat for migratory fish species.

Due to the presence of physical barriers at the project site, the project would not affect the movement of any native resident or land-based wildlife species, nor would it affect established native resident or migratory wildlife corridors. Due to the lack of riparian or wetland habitats, the project would not affect any native resident or migratory fish movement.

The project has vegetation that could provide nesting habitat for birds protected under the Migratory Bird Treaty Act (MBTA) (16 USC 703–712) and California Fish and Game Code Sections 3503, 3503.5, and 3513. Nesting bird surveys would be recommended prior to construction activities during the breeding bird season to comply with federal and state regulations.

Local Policies or Ordinances

As indicated in Appendix A, there are 20 trees on the project site with a diameter at breast height of eight inches or greater. These included 18 Canary Island date palm (*Phoenix canariensis*) trees, one Mexican fan palm (*Washingtonia robusta*), and one desert fan palm tree. The Canary Island date palm trees are located at the northeastern section of the site, clustered together at the northern end except for one tree, and the Mexican fan palm and desert fan palm trees are located at the southwestern section, generally north of Cottage Home Street. These trees are not protected under the City of Los Angeles Native Tree Protection Ordinance; this ordinance protects oak trees (*Quercus* sp.) that are indigenous to California, but excludes the scrub oak (*Quercus dumosa*), as well as the Southern California black walnut (*Juglans californica* var. *californica*), western sycamore (*Platanus racemosa*), and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height of four inches or greater (City of Los Angeles 2006b).

Three off-site jacaranda (*jacaranda mimosifolia*) street trees are located adjacent to the bus stations within the public right-of-way. As a part of the pedestrian improvements, it is anticipated that these trees would be removed. The three street trees would be replaced in accordance with the LAMC Section 62.105, which requires a permit be obtained for construction in the public right-of-way. Street trees would be replaced in accordance with the City's Urban Forestry Division requirements.

Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plans

The project site is not located within any habitat conservation plan, natural community conservation plan, or other conservation plans (CDFW 2019b), as shown in Attachment L (California Natural Community Conservation Plans).

References

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USFWS. 2020b. National Wetlands Inventory, online Wetlands Mapper. Accessed June 2020. https://www.fws.gov/wetlands/data/mapper.html.

Attachment A

Photo Exhibit

Buena Vista – Photo Exhibit



Photo 1: Southern portion of the project site.



Photo 2. Middle portion of the project site.



Photo 3: Middle portion of the project site.



Photo 4: Northern portion of the project site.

Attachment B

Google Earth Imagery of the Project Site

Buena Vista Project

Google Earth
Imagery Date: 5/2/2019

Legend

Buena Vista Project

Downtown Gate
W Cottage Home St
Bishops Rd
Savoy St
Casanova St
Baker St
Aurora St
Lookout Dr
110
Arroyo Seco Pkwy
Hill St
Doyle Pl
Cottage Home St
Bernard St
Yale St
Chung King Rd
Bamboo Ln
N Broadway
N Hill St
Mei Ling Way
Sun Mun Way
N Spring St
W Rondout St
Messengers St
Naud St
Winnifred St
N Main St
Sotello St
Bloom St
Leroy St
Google Earth
© 2020 Google
1000 ft
N

Attachment C

Plant Compendium

A total of 23 species were recorded on the site, 5 native (22%) and 18 non-native (78%).

EUDICOTS

ADOXACEAE—Muskroot Family
- *Sambucus nigra*—blue elderberry

ASTERACEAE—Sunflower Family
- *Centaurea melitensis*—Maltese star-thistle*
- *Erigeron canadensis*—Canadian horseweed
- *Helianthus annuus*—common sunflower
- *Heterotheca grandiflora*—telegraphweed
- *Lactuca serriola*—prickly lettuce*
- *Sonchus asper*—spiny sowthistle*
- *Sonchus oleraceus*—common sowthistle*
- *Stephanomeria virgata*—rod wirelettuce

BIGNONIACEAE—Bignonia Family
- *Jacaranda mimosifolia*—blue jacaranda*

BRASSICACEAE—Mustard Family
- *Hirschfeldia incana*—shortpod mustard*

CHENOPODIACEAE—Goosefoot Family
- *Chenopodium album*—lambsquarters*
- *Salsola tragus*—prickly Russian thistle*

MALVACEAE—Mallow Family
- *Malva parviflora*—cheeseweed mallow*

SIMAROUBACEAE—Quassia Or Simarouba Family
- *Ailanthus altissima*—tree of heaven*

SOLANACEAE—Nightshade Family
- *Nicotiana glauca*—tree tobacco*

ZYGOPHYLLACEAE—Caltrop Family
- *Tribulus terrestris*—puncturevine*

MONOCOTS

ARECACEAE—Palm Family
- *Phoenix canariensis*—Canary Island date palm*
- *Washingtonia filifera*—California fan palm
- *Washingtonia robusta*—Washington fan palm*

POACEAE—Grass Family
- *Avena barbata*—slender oat*
- *Avena fatua*—wild oat*
- *Bromus diandrus*—ripgut brome*
- *Bromus madritensis* ssp. *rubens*—red brome*
- *Hordeum murinum*—mouse barley*
- *Pennisetum setaceum*—fountain grass*
- *Stipa miliacea*—no common name*

* Non-native species

Attachment D

Wildlife Compendium

BIRD

FINCHES

FRINGILLIDAE—FRINGILLINE & CARDUELINE FINCHES & ALLIES

Haemorhous mexicanus—house finch

MOCKINGBIRDS & THRASHERS

MIMIDAE—MOCKINGBIRDS & THRASHERS

Mimus polyglottos—northern mockingbird

OLD WORLD SPARROWS

PASSERIDAE—OLD WORLD SPARROWS

Passer domesticus—house sparrow*

PIGEONS & DOVES

COLUMBIDAE—PIGEONS & DOVES

Columba livia—rock pigeon*

STARLINGS & ALLIES

STURNIDAE—STARLINGS

Sturnus vulgaris—European starling*

* Non-native species

Attachment E

Sensitive Resources Databases **Query Results**

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Burbank (3411823) OR Pasadena (3411822) OR Mt. Wilson (3411821) OR Hollywood (3411813) OR Los Angeles (3411812) OR El Monte (3411811) OR Inglewood (3311883) OR South Gate (3311882) OR Whittier (3311881))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G2G3	S1S2	SSC
Aimophila ruficeps canescens southern California rufous-crowned sparrow	ABPBX91091	None	None	G5T3	S3	WL
Anaxyrus californicus arroyo toad	AAABB01230	Endangered	None	G2G3	S2S3	SSC
Anniella spp. California legless lizard	ARACC01070	None	None	G3G4	S3S4	SSC
Anniella stebbinsi southern California legless lizard	ARACC01060	None	None	G3	S3	SSC
Antrozous pallidus pallid bat	AMACC10010	None	None	G5	S3	SSC
Arctostaphylos glandulosa ssp. gabrielensis San Gabriel manzanita	PDERI042P0	None	None	G5T3	S3	1B.2
Arenaria paludicola marsh sandwort	PDCAR040L0	Endangered	Endangered	G1	S1	1B.1
Arizona elegans occidentalis California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
Aspidoscelis tigris stejnegeri coastal whiptail	ARACJ02143	None	None	G5T5	S3	SSC
Astragalus brauntonii Braunton's milk-vetch	PDFAB0F1G0	Endangered	None	G2	S2	1B.1
Astragalus tener var. titi coastal dunes milk-vetch	PDFAB0F8R2	Endangered	Endangered	G2T1	S1	1B.1
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Atriplex coulteri Coulter's saltbush	PDCHE040E0	None	None	G3	S1S2	1B.2
Atriplex parishii Parish's brittlescale	PDCHE041D0	None	None	G1G2	S1	1B.1
Atriplex serenana var. davidsonii Davidson's saltscale	PDCHE041T1	None	None	G5T1	S1	1B.2
Berberis nevinii Nevin's barberry	PDBER060A0	Endangered	Endangered	G1	S1	1B.1
Bombus crotchii Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G3G4	S1S2	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
California Walnut Woodland California Walnut Woodland	CTT71210CA	None	None	G2	S2.1	
Calochortus clavatus var. gracilis slender mariposa-lily	PMLIL0D096	None	None	G4T2T3	S2S3	1B.2
Calochortus plummerae Plummer's mariposa-lily	PMLIL0D150	None	None	G4	S4	4.2
Calochortus weedii var. intermedius intermediate mariposa-lily	PMLIL0D1J1	None	None	G3G4T2	S2	1B.2
Calystegia felix lucky morning-glory	PDCON040P0	None	None	G1Q	S1	1B.1
Carolella busckana Busck's gallmoth	IILEM2X090	None	None	G1G3	SH	
Centromadia parryi ssp. australis southern tarplant	PDAST4R0P4	None	None	G3T2	S2	1B.1
Centromadia pungens ssp. laevis smooth tarplant	PDAST4R0R4	None	None	G3G4T2	S2	1B.1
Chorizanthe parryi var. fernandina San Fernando Valley spineflower	PDPGN040J1	Proposed Threatened	Endangered	G2T1	S1	1B.1
Chorizanthe parryi var. parryi Parry's spineflower	PDPGN040J2	None	None	G3T2	S2	1B.1
Cladium californicum California saw-grass	PMCYP04010	None	None	G4	S2	2B.2
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	None	G3G4	S2	SSC
Coturnicops noveboracensis yellow rail	ABNME01010	None	None	G4	S1S2	SSC
Cuscuta obtusiflora var. glandulosa Peruvian dodder	PDCUS01111	None	None	G5T4?	SH	2B.2
Cypseloides niger black swift	ABNUA01010	None	None	G4	S2	SSC
Dodecahema leptoceras slender-horned spineflower	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
Dudleya multicaulis many-stemmed dudleya	PDCRA040H0	None	None	G2	S2	1B.2
Empidonax traillii extimus southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	G5T2	S1	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Eryngium aristulatum var. parishii San Diego button-celery	PDAPI0Z042	Endangered	Endangered	G5T1	S1	1B.1
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G5T4	S3S4	SSC
Falco peregrinus anatum American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S3S4	FP
Galium grande San Gabriel bedstraw	PDRUB0N0V0	None	None	G1	S1	1B.2
Helianthus nuttallii ssp. parishii Los Angeles sunflower	PDAST4N102	None	None	G5TH	SH	1A
Horkelia cuneata var. puberula mesa horkelia	PDROS0W045	None	None	G4T1	S1	1B.1
Icteria virens yellow-breasted chat	ABPBX24010	None	None	G5	S3	SSC
Lasionycteris noctivagans silver-haired bat	AMACC02010	None	None	G5	S3S4	
Lasiurus blossevillii western red bat	AMACC05060	None	None	G5	S3	SSC
Lasiurus cinereus hoary bat	AMACC05030	None	None	G5	S4	
Lasiurus xanthinus western yellow bat	AMACC05070	None	None	G5	S3	SSC
Lasthenia glabrata ssp. coulteri Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
Lepidium virginicum var. robinsonii Robinson's pepper-grass	PDBRA1M114	None	None	G5T3	S3	4.3
Linanthus concinnus San Gabriel linanthus	PDPLM090D0	None	None	G2	S2	1B.2
Malacothamnus davidsonii Davidson's bush-mallow	PDMAL0Q040	None	None	G2	S2	1B.2
Microtus californicus stephensi south coast marsh vole	AMAFF11035	None	None	G5T1T2	S1S2	SSC
Muhlenbergia californica California muhly	PMPOA480A0	None	None	G4	S4	4.3
Nasturtium gambelii Gambel's water cress	PDBRA270V0	Endangered	Threatened	G1	S1	1B.1
Navarretia fossalis spreading navarretia	PDPLM0C080	Threatened	None	G2	S2	1B.1
Navarretia prostrata prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	G2	S2	1B.2
Neotoma lepida intermedia San Diego desert woodrat	AMAFF08041	None	None	G5T3T4	S3S4	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Nyctinomops femorosaccus pocketed free-tailed bat	AMACD04010	None	None	G4	S3	SSC
Nyctinomops macrotis big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
Onychomys torridus ramona southern grasshopper mouse	AMAFF06022	None	None	G5T3	S3	SSC
Open Engelmann Oak Woodland Open Engelmann Oak Woodland	CTT71181CA	None	None	G2	S2.2	
Orcuttia californica California Orcutt grass	PMPOA4G010	Endangered	Endangered	G1	S1	1B.1
Phacelia stellaris Brand's star phacelia	PDHYD0C510	None	None	G1	S1	1B.1
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
Polioptila californica californica coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T2Q	S2	SSC
Pseudognaphalium leucocephalum white rabbit-tobacco	PDAST440C0	None	None	G4	S2	2B.2
Quercus dumosa Nuttall's scrub oak	PDFAG050D0	None	None	G3	S3	1B.1
Rana muscosa southern mountain yellow-legged frog	AAABH01330	Endangered	Endangered	G1	S1	WL
Ribes divaricatum var. parishii Parish's gooseberry	PDGRO020F3	None	None	G5TX	SX	1A
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S2	
Riversidian Alluvial Fan Sage Scrub Riversidian Alluvial Fan Sage Scrub	CTT32720CA	None	None	G1	S1.1	
Scutellaria bolanderi ssp. austromontana southern mountains skullcap	PDLAM1U0A1	None	None	G4T3	S3	1B.2
Sidalcea neomexicana salt spring checkerbloom	PDMAL110J0	None	None	G4	S2	2B.2
Southern Coast Live Oak Riparian Forest Southern Coast Live Oak Riparian Forest	CTT61310CA	None	None	G4	S4	
Southern Cottonwood Willow Riparian Forest Southern Cottonwood Willow Riparian Forest	CTT61330CA	None	None	G3	S3.2	
Southern Sycamore Alder Riparian Woodland Southern Sycamore Alder Riparian Woodland	CTT62400CA	None	None	G4	S4	
Spea hammondii western spadefoot	AAABF02020	None	None	G3	S3	SSC
Symphyotrichum defoliatum San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Symphyotrichum greatae Greata's aster	PDASTE80U0	None	None	G2	S2	1B.3
Taricha torosa Coast Range newt	AAAAF02032	None	None	G4	S4	SSC
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Thamnophis hammondii two-striped gartersnake	ARADB36160	None	None	G4	S3S4	SSC
Thelypteris puberula var. sonorensis Sonoran maiden fern	PPTHE05192	None	None	G5T3	S2	2B.2
Vireo bellii pusillus least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	
Walnut Forest Walnut Forest	CTT81600CA	None	None	G1	S1.1	

Record Count: 88

CNPS California Native Plant Society

*The database used to provide updates to the Online Inventory is under construction. View updates and changes made since May 2019 here.

Plant List

64 matches found. *Click on scientific name for details*

Search Criteria

Found in Quads 3411823, 3411822, 3411821, 3411813, 3411812, 3411811, 3311883 3311882 and 3311881;

Modify Search Criteria | Export to Excel | Modify Columns | Modify Sort | Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Acanthoscyphus parishii var. parishii	Parish's oxytheca	Polygonaceae	annual herb	Jun-Sep	4.2	S3S4	G4? T3T4
Arctostaphylos glandulosa ssp. gabrielensis	San Gabriel manzanita	Ericaceae	perennial evergreen shrub	Mar	1B.2	S3	G5T3
Arenaria paludicola	marsh sandwort	Caryophyllaceae	perennial stoloniferous herb	May-Aug	1B.1	S1	G1
Asplenium vespertinum	western spleenwort	Aspleniaceae	perennial rhizomatous herb	Feb-Jun	4.2	S4	G4
Astragalus brauntonii	Braunton's milk-vetch	Fabaceae	perennial herb	Jan-Aug	1B.1	S2	G2
Astragalus pycnostachyus var. lanosissimus	Ventura marsh milk-vetch	Fabaceae	perennial herb	(Jun)Aug-Oct	1B.1	S1	G2T1
Astragalus tener var. titi	coastal dunes milk-vetch	Fabaceae	annual herb	Mar-May	1B.1	S1	G2T1
Atriplex coulteri	Coulter's saltbush	Chenopodiaceae	perennial herb	Mar-Oct	1B.2	S1S2	G3
Atriplex parishii	Parish's brittlescale	Chenopodiaceae	annual herb	Jun-Oct	1B.1	S1	G1G2
Atriplex serenana var. davidsonii	Davidson's saltscale	Chenopodiaceae	annual herb	Apr-Oct	1B.2	S1	G5T1
Berberis nevinii	Nevin's barberry	Berberidaceae	perennial evergreen shrub	(Feb)Mar-Jun	1B.1	S1	G1
Calochortus catalinae	Catalina mariposa lily	Liliaceae	perennial bulbiferous herb	(Feb)Mar-Jun	4.2	S3S4	G3G4
Calochortus clavatus var. gracilis	slender mariposa lily	Liliaceae	perennial bulbiferous herb	Mar-Jun(Nov)	1B.2	S2S3	G4T2T3
Calochortus plummerae	Plummer's mariposa lily	Liliaceae	perennial bulbiferous herb	May-Jul	4.2	S4	G4
Calochortus weedii var. intermedius	intermediate mariposa lily	Liliaceae	perennial bulbiferous herb	May-Jul	1B.2	S2	G3G4T2
Calystegia felix	lucky morning-glory	Convolvulaceae	annual	Mar-Sep	1B.1	S1	G1Q

			rhizomatous herb				
Camissoniopsis lewisii	Lewis' evening-primrose	Onagraceae	annual herb	Mar-May(Jun)	3	S4	G4
Centromadia parryi ssp. australis	southern tarplant	Asteraceae	annual herb	May-Nov	1B.1	S2	G3T2
Centromadia pungens ssp. laevis	smooth tarplant	Asteraceae	annual herb	Apr-Sep	1B.1	S2	G3G4T2
Chorizanthe parryi var. fernandina	San Fernando Valley spineflower	Polygonaceae	annual herb	Apr-Jul	1B.1	S1	G2T1
Chorizanthe parryi var. parryi	Parry's spineflower	Polygonaceae	annual herb	Apr-Jun	1B.1	S2	G3T2
Cladium californicum	California sawgrass	Cyperaceae	perennial rhizomatous herb	Jun-Sep	2B.2	S2	G4
Clinopodium mimuloides	monkey-flower savory	Lamiaceae	perennial herb	Jun-Oct	4.2	S3	G3
Convolvulus simulans	small-flowered morning-glory	Convolvulaceae	annual herb	Mar-Jul	4.2	S4	G4
Cuscuta obtusiflora var. glandulosa	Peruvian dodder	Convolvulaceae	annual vine (parasitic)	Jul-Oct	2B.2	SH	G5T4?
Diplacus johnstonii	Johnston's monkeyflower	Phrymaceae	annual herb	(Apr)May-Aug	4.3	S4	G4
Dodecahema leptoceras	slender-horned spineflower	Polygonaceae	annual herb	Apr-Jun	1B.1	S1	G1
Dudleya multicaulis	many-stemmed dudleya	Crassulaceae	perennial herb	Apr-Jul	1B.2	S2	G2
Galium angustifolium ssp. gabrielense	San Antonio Canyon bedstraw	Rubiaceae	perennial herb	Apr-Aug	4.3	S3	G5T3
Galium grande	San Gabriel bedstraw	Rubiaceae	perennial deciduous shrub	Jan-Jul	1B.2	S1	G1
Galium johnstonii	Johnston's bedstraw	Rubiaceae	perennial herb	Jun-Jul	4.3	S4	G4
Helianthus nuttallii ssp. parishii	Los Angeles sunflower	Asteraceae	perennial rhizomatous herb	Aug-Oct	1A	SH	G5TH
Heuchera caespitosa	urn-flowered alumroot	Saxifragaceae	perennial rhizomatous herb	May-Aug	4.3	S3	G3
Hordeum intercedens	vernal barley	Poaceae	annual herb	Mar-Jun	3.2	S3S4	G3G4
Horkelia cuneata var. puberula	mesa horkelia	Rosaceae	perennial herb	Feb-Jul(Sep)	1B.1	S1	G4T1
Juglans californica	Southern California black walnut	Juglandaceae	perennial deciduous tree	Mar-Aug	4.2	S4	G4
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	Asteraceae	annual herb	Feb-Jun	1B.1	S2	G4T2
Lepechinia fragrans	fragrant pitcher sage	Lamiaceae	perennial shrub	Mar-Oct	4.2	S3	G3
Lepidium virginicum var. robinsonii	Robinson's pepper-grass	Brassicaceae	annual herb	Jan-Jul	4.3	S3	G5T3
Lilium humboldtii ssp. ocellatum	ocellated Humboldt lily	Liliaceae	perennial bulbiferous herb	Mar-Jul(Aug)	4.2	S4?	G4T4?
Linanthus concinnus	San Gabriel linanthus	Polemoniaceae	annual herb	Apr-Jul	1B.2	S2	G2
Linanthus orcuttii	Orcutt's linanthus	Polemoniaceae	annual herb	May-Jun	1B.3	S2	G3

Malacothamnus davidsonii	Davidson's bush-mallow	Malvaceae	perennial deciduous shrub	Jun-Jan	1B.2	S2	G2
Muhlenbergia californica	California muhly	Poaceae	perennial rhizomatous herb	Jun-Sep	4.3	S4	G4
Nasturtium gambelii	Gambel's water cress	Brassicaceae	perennial rhizomatous herb	Apr-Oct	1B.1	S1	G1
Navarretia fossalis	spreading navarretia	Polemoniaceae	annual herb	Apr-Jun	1B.1	S2	G2
Navarretia prostrata	prostrate vernal pool navarretia	Polemoniaceae	annual herb	Apr-Jul	1B.1	S2	G2
Orcuttia californica	California Orcutt grass	Poaceae	annual herb	Apr-Aug	1B.1	S1	G1
Phacelia hubbyi	Hubby's phacelia	Hydrophyllaceae	annual herb	Apr-Jul	4.2	S4	G4
Phacelia stellaris	Brand's star phacelia	Hydrophyllaceae	annual herb	Mar-Jun	1B.1	S1	G1
Pseudognaphalium leucocephalum	white rabbit-tobacco	Asteraceae	perennial herb	(Jul)Aug-Nov(Dec)	2B.2	S2	G4
Quercus dumosa	Nuttall's scrub oak	Fagaceae	perennial evergreen shrub	Feb-Apr(May-Aug)	1B.1	S3	G3
Quercus durata var. gabrielensis	San Gabriel oak	Fagaceae	perennial evergreen shrub	Apr-May	4.2	S3	G4T3
Quercus engelmannii	Engelmann oak	Fagaceae	perennial deciduous tree	Mar-Jun	4.2	S3	G3
Ribes divaricatum var. parishii	Parish's gooseberry	Grossulariaceae	perennial deciduous shrub	Feb-Apr	1A	SX	G5TX
Romneya coulteri	Coulter's matilija poppy	Papaveraceae	perennial rhizomatous herb	Mar-Jul(Aug)	4.2	S4	G4
Rupertia rigida	Parish's rupertia	Fabaceae	perennial herb	Jun-Aug	4.3	S4	G4
Scutellaria bolanderi ssp. austromontana	southern mountains skullcap	Lamiaceae	perennial rhizomatous herb	Jun-Aug	1B.2	S3	G4T3
Senecio astephanus	San Gabriel ragwort	Asteraceae	perennial herb	May-Jul	4.3	S3	G3
Sidalcea neomexicana	salt spring checkerbloom	Malvaceae	perennial herb	Mar-Jun	2B.2	S2	G4
Spermolepis lateriflora	western bristly scaleseed	Apiaceae	annual herb	Mar-Apr	2A	SH	G5
Symphyotrichum defoliatum	San Bernardino aster	Asteraceae	perennial rhizomatous herb	Jul-Nov(Dec)	1B.2	S2	G2
Symphyotrichum greatae	Greata's aster	Asteraceae	perennial rhizomatous herb	Jun-Oct	1B.3	S2	G2
Thelypteris puberula var. sonorensis	Sonoran maiden fern	Thelypteridaceae	perennial rhizomatous herb	Jan-Sep	2B.2	S2	G5T3

Suggested Citation

California Native Plant Society, Rare Plant Program. 2020. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website http://www.rareplants.cnps.org [accessed 21 May 2020].

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IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

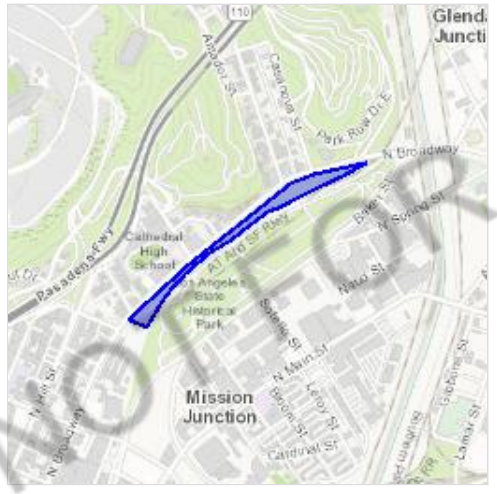
This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

NOT FOR CONSULTATION

Location

Los Angeles County, California



Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

http://www.fws.gov/carlsbad/

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

NOT FOR CONSULTATION

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS

Coastal California Gnatcatcher Polioptila californica californica Threatened
There is **final** critical habitat for this species. Your location is outside the critical habitat.
https://ecos.fws.gov/ecp/species/8178

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

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For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
Allen's Hummingbird Selasphorus sasin This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
California Thrasher Toxostoma redivivum This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Jul 31
Common Yellowthroat Geothlypis trichas sinuosa This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Costa's Hummingbird Calypte costae This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9470	Breeds Jan 15 to Jun 10
Lawrence's Goldfinch Carduelis lawrencei This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Lewis's Woodpecker Melanerpes lewis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30

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Nuttall's Woodpecker Picoides nuttallii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Oak Titmouse Baeolophus inornatus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Rufous Hummingbird selasphorus rufus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds elsewhere
Song Sparrow Melospiza melodia This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Feb 20 to Sep 5
Spotted Towhee Pipilo maculatus clementae This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/4243	Breeds Apr 15 to Jul 20
Wrentit Chamaea fasciata This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10

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Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that

week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

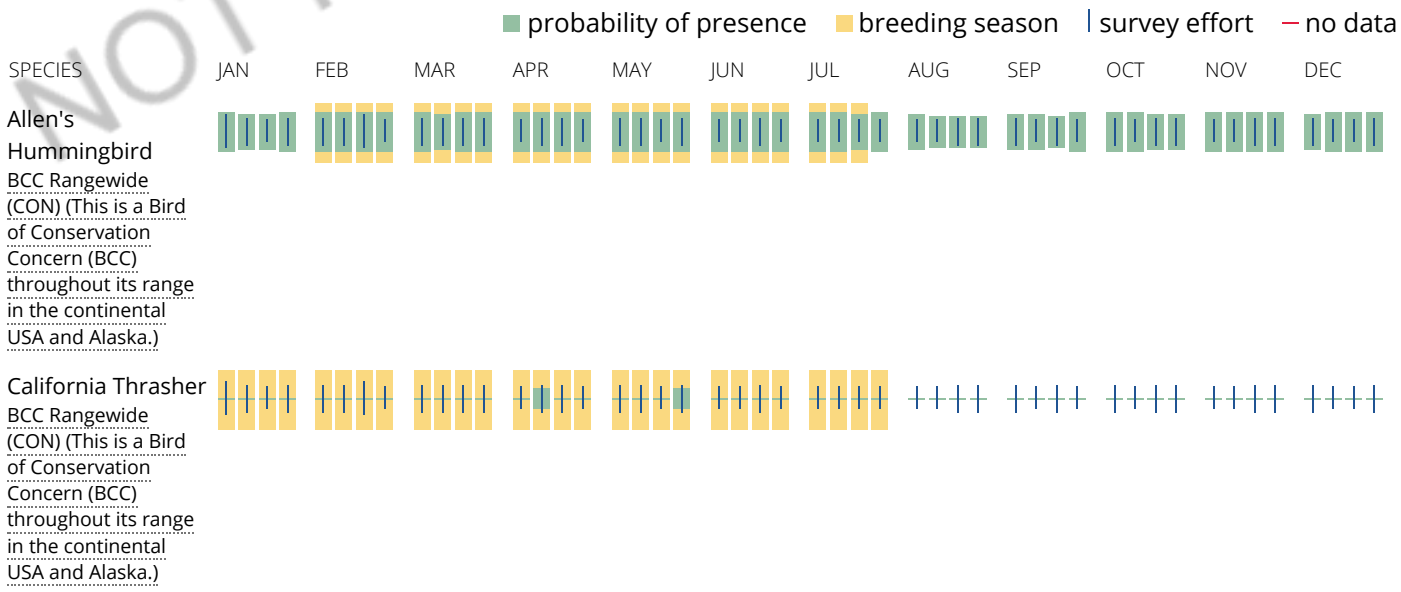
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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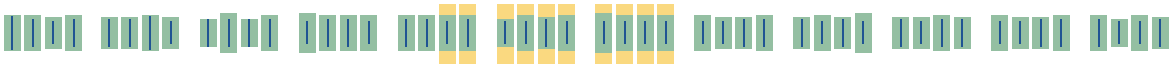
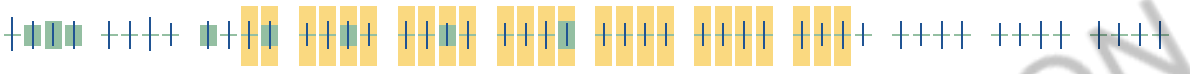
Common Yellowthroat
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Costa's Hummingbird
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



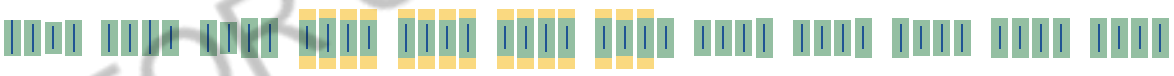
Lawrence's Goldfinch
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



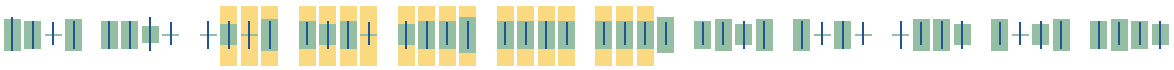
Lewis's Woodpecker
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



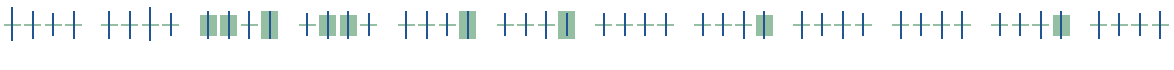
Nuttall's Woodpecker
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Oak Titmouse
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Rufous Hummingbird
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



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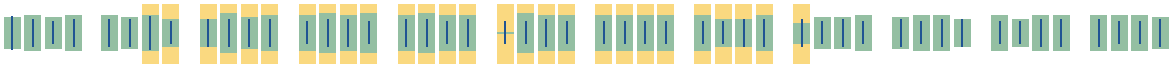
Song Sparrow
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Spotted Towhee
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Wrentit
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



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Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ “What does IPaC use to generate the migratory birds potentially occurring in my specified location”. Please be aware this report provides the “probability of presence” of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look

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carefully at the survey effort (indicated by the black vertical bar) and for the existence of the “no data” indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ “Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds” at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

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The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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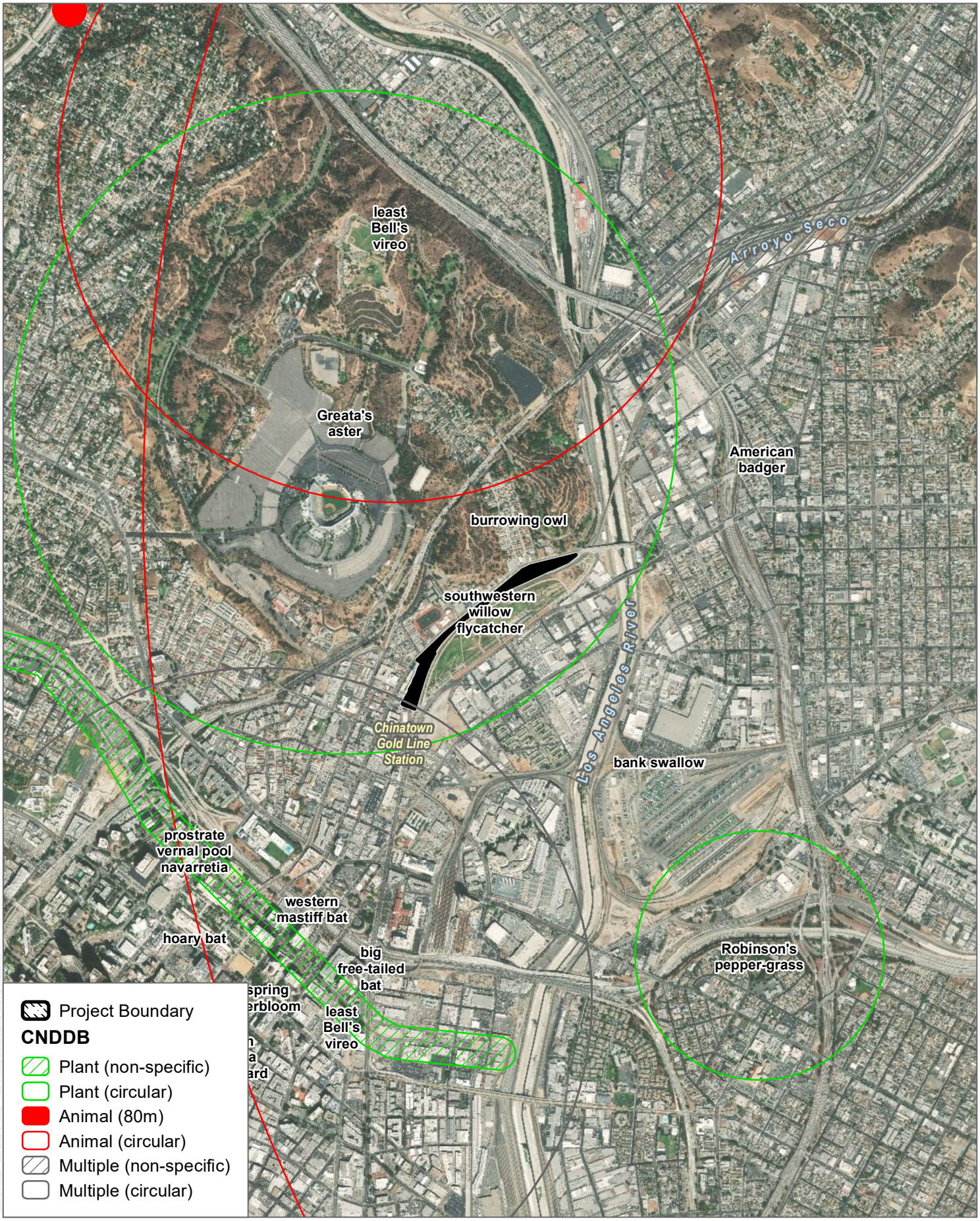
Attachment F

Historic California Natural Diversity Database Records



SOURCE: ESRI and Digital Globe; California Department of Fish and Wildlife 2020

0 1,000 2,000 Feet

Historic California Natural Diversity Database (CNDDB) Records

Buena Vista Project

Attachment G

Special-Status Plant Species Potential to Occur

Buena Vista Project
Special-Status Plant Species Potential to Occur within the Project Site

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Acanthoscyphus parishii var. *parishii*	Parish's oxytheca	None/None/4.2	Chaparral, Lower montane coniferous forest; sandy or gravelly/annual herb/June–Sep/4000–8530	Not expected to occur. Suitable habitat for the species (chaparral, lower montane coniferous forest) is not present within or adjacent to the project site.
Arctostaphylos glandulosa ssp. *gabrielensis*	San Gabriel manzanita	None/None/1B.2	Chaparral (rocky)/perennial evergreen shrub/Mar/1950–4920	Not expected to occur. Suitable habitat for the species (chaparral) is not present within or adjacent to the project site.
Arenaria paludicola	marsh sandwort	FE/SE/1B.1	Marshes and swamps (freshwater or brackish); sandy, openings/perennial stoloniferous herb/May–Aug/5–560	Not expected to occur. Suitable habitat for the species (marshes and swamps) is not present within or adjacent to the project site.
Asplenium vespertinum	western spleenwort	None/None/4.2	Chaparral, Cismontane woodland, Coastal scrub; rocky/perennial rhizomatous herb/Feb–June/590–3280	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub) is not present within or adjacent to the project site.
Astragalus brauntonii	Braunton's milk-vetch	FE/None/1B.1	Chaparral, Coastal scrub, Valley and foothill grassland; recent burns or disturbed areas, usually sandstone with carbonate layers/perennial herb/Jan–Aug/10–2100	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Astragalus pycnostachyus var. *lanosissimus*	Ventura marsh milk-vetch	FE/SE/1B.1	Coastal dunes, Coastal scrub, Marshes and swamps (edges, coastal salt or brackish)/perennial herb/(June)Aug–Oct/0–115	Not expected to occur. Suitable habitat for the species (coastal dunes, coastal scrub, marshes and swamps) is not present within or adjacent to the project site.
Astragalus tener var. *titi*	coastal dunes milk-vetch	FE/SE/1B.1	Coastal bluff scrub (sandy), Coastal dunes, Coastal prairie (mesic); often vernally mesic areas/annual herb/Mar–May/0–165	Not expected to occur. Suitable habitat for the species (coastal bluff scrub, coastal dunes, coastal prairie) is not present within or adjacent to the project site.
Atriplex coulteri	Coulter's saltbush	None/None/1B.2	Coastal bluff scrub, Coastal dunes, Coastal scrub, Valley and foothill grassland; alkaline or clay/perennial herb/Mar–Oct/5–1510	Not expected to occur. Suitable habitat for the species (coastal bluff scrub, coastal dunes, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Atriplex parishii	Parish's brittlescale	None/None/1B.1	Chenopod scrub, Playas, Vernal pools; alkaline/annual herb/June–Oct/80–6235	Not expected to occur. Suitable habitat for the species (chenopod scrub, playas, vernal pools) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Atriplex serenana var. *davidsonii*	Davidson's saltscale	None/None/1B.2	Coastal bluff scrub, Coastal scrub; alkaline/annual herb/Apr–Oct/30–655	Not expected to occur. Suitable habitat for the species (coastal bluff scrub, coastal scrub) is not present within or adjacent to the project site.
Berberis nevinii	Nevin's barberry	FE/SE/1B.1	Chaparral, Cismontane woodland, Coastal scrub, Riparian scrub; sandy or gravelly/perennial evergreen shrub/(Feb)Mar–June/225–2705	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, riparian scrub) is not present within or adjacent to the project site.
Calochortus catalinae	Catalina mariposa lily	None/None/4.2	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland/perennial bulbiferous herb/(Feb)Mar–June/45–2295	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Calochortus clavatus var. *gracilis*	slender mariposa lily	None/None/1B.2	Chaparral, Coastal scrub, Valley and foothill grassland/perennial bulbiferous herb/Mar–June(Nov)/1045–3280	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Calochortus plummerae	Plummer's mariposa lily	None/None/4.2	Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Valley and foothill grassland; granitic, rocky/perennial bulbiferous herb/May–July/325–5575	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, valley and foothill grassland) is not present within or adjacent to the project site.
Calochortus weedii var. *intermedius*	intermediate mariposa lily	None/None/1B.2	Chaparral, Coastal scrub, Valley and foothill grassland; rocky, calcareous/perennial bulbiferous herb/May–July/340–2805	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Calystegia felix	lucky morning-glory	None/None/1B.1	Meadows and seeps (sometimes alkaline), Riparian scrub (alluvial); Historically associated with wetland and marshy places, but possibly in drier situations as well. Possibly silty loam and alkaline/annual rhizomatous herb/Mar–Sep/95–705	Not expected to occur. Suitable habitat for the species (meadows and seeps, riparian scrub) is not present within or adjacent to the project site.
Camissoniopsis lewisii	Lewis' evening-primrose	None/None/3	Coastal bluff scrub, Cismontane woodland, Coastal dunes, Coastal scrub, Valley and foothill grassland; sandy or clay/annual herb/Mar–May(June)/0–985	Not expected to occur. Suitable habitat for the species (coastal bluff scrub, cismontane woodland, coastal dunes, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Centromadia parryi ssp. *australis*	southern tarplant	None/None/1B.1	Marshes and swamps (margins), Valley and foothill grassland (vernally mesic), Vernal pools/annual herb/May–Nov/0–1575	Not expected to occur. Suitable habitat for the species (marshes and swamps, valley and foothill grassland, vernal pools) is not present within or adjacent to the project site.
Centromadia pungens ssp. *laevis*	smooth tarplant	None/None/1B.1	Chenopod scrub, Meadows and seeps, Playas, Riparian woodland, Valley and foothill grassland; alkaline/annual herb/Apr–Sep/0–2100	Not expected to occur. Suitable habitat for the species (chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grassland) is not present within or adjacent to the project site.
Chorizanthe parryi var. *fernandina*	San Fernando Valley spineflower	FC/SE/1B.1	Coastal scrub (sandy), Valley and foothill grassland/annual herb/Apr–July/490–4005	Not expected to occur. Suitable habitat for the species (coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Chorizanthe parryi var. *parryi*	Parry's spineflower	None/None/1B.1	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland; sandy or rocky, openings/annual herb/Apr–June/900–4005	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Cladium californicum	California sawgrass	None/None/2B.2	Meadows and seeps, Marshes and swamps Alkaline or Freshwater/perennial rhizomatous herb/June–Sep/195–5250	Not expected to occur. Suitable habitat for the species (meadows and seeps, marshes and swamps) is not present within or adjacent to the project site.
Clinopodium mimuloides	monkey-flower savory	None/None/4.2	Chaparral, North Coast coniferous forest; streambanks, mesic/perennial herb/June–Oct/1000–5905	Not expected to occur. Suitable habitat for the species (chaparral, North Coast coniferous forest) is not present within or adjacent to the project site.
Convolvulus simulans	small-flowered morning-glory	None/None/4.2	Chaparral (openings), Coastal scrub, Valley and foothill grassland; clay, serpentinite seeps/annual herb/Mar–July/95–2430	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Cuscuta obtusiflora var. *glandulosa*	Peruvian dodder	None/None/2B.2	Marshes and swamps (freshwater)/annual vine (parasitic)/July–Oct/45–920	Not expected to occur. Suitable habitat for the species (marshes and swamps) is not present within or adjacent to the project site.
Diplacus johnstonii	Johnston's monkeyflower	None/None/4.3	Lower montane coniferous forest (scree, disturbed areas, rocky or gravelly, roadside)/annual herb/(Apr)May–Aug/3195–9580	Not expected to occur. Suitable habitat for the species (lower montane coniferous forest) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Dodecahema leptoceras	slender-horned spineflower	FE/SE/1B.1	Chaparral, Cismontane woodland, Coastal scrub (alluvial fan); sandy/annual herb/Apr–June/655–2495	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub) is not present within or adjacent to the project site.
Dudleya multicaulis	many-stemmed dudleya	None/None/1B.2	Chaparral, Coastal scrub, Valley and foothill grassland; often clay/perennial herb/Apr–July/45–2590	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Eryngium aristulatum var. *parishii*	San Diego button-celery	FE/SE/1B.1	Coastal scrub, Valley and foothill grassland, Vernal pools; mesic/annual / perennial herb/Apr–June/65–2035	Not expected to occur. Suitable habitat for the species (coastal scrub, valley and foothill grassland, vernal pools) is not present within or adjacent to the project site.
Galium angustifolium ssp. *gabrielense*	San Antonio Canyon bedstraw	None/None/4.3	Chaparral, Lower montane coniferous forest; granitic, sandy or rocky/perennial herb/Apr–Aug/3935–8695	Not expected to occur. Suitable habitat for the species (chaparral, lower montane coniferous forest) is not present within or adjacent to the project site.
Galium grande	San Gabriel bedstraw	None/None/1B.2	Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest/perennial deciduous shrub/Jan–July/1390–4920	Not expected to occur. Suitable habitat for the species (broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest) is not present within or adjacent to the project site.
Galium johnstonii	Johnston's bedstraw	None/None/4.3	Chaparral, Lower montane coniferous forest, Pinyon and juniper woodland, Riparian woodland/perennial herb/June–July/4000–7545	Not expected to occur. Suitable habitat for the species (chaparral, lower montane coniferous forest, pinyon and juniper woodland, riparian woodland) is not present within or adjacent to the project site.
Helianthus nuttallii ssp. *parishii*	Los Angeles sunflower	None/None/1A	Marshes and swamps (coastal salt and freshwater)/perennial rhizomatous herb/Aug–Oct/30–5005	Not expected to occur. Suitable habitat for the species (marshes and swamps) is not present within or adjacent to the project site.
Heuchera caespitosa	urn-flowered alumroot	None/None/4.3	Cismontane woodland, Lower montane coniferous forest, Riparian forest (montane), Upper montane coniferous forest; rocky/perennial rhizomatous herb/May–Aug/3785–8695	Not expected to occur. Suitable habitat for the species (cismontane woodland, lower montane coniferous forest, riparian forest) is not present within or adjacent to the project site.
Hordeum intercedens	vernal barley	None/None/3.2	Coastal dunes, Coastal scrub, Valley and foothill grassland (saline flats and depressions), Vernal pools/annual herb/Mar–June/15–3280	Not expected to occur. Suitable habitat for the species (coastal dunes, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Horkelia cuneata var. *puberula*	mesa horkelia	None/None/1B.1	Chaparral (maritime), Cismontane woodland, Coastal scrub; sandy or gravelly/perennial herb/Feb–July(Sep)/225–2655	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub) is not present within or adjacent to the project site.
Juglans californica	Southern California black walnut	None/None/4.2	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland; alluvial/perennial deciduous tree/Mar–Aug/160–2955	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, riparian woodland) is not present within or adjacent to the project site.
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	None/None/1B.1	Marshes and swamps (coastal salt), Playas, Vernal pools/annual herb/Feb–June/0–4005	Not expected to occur. Suitable habitat for the species (marshes and swamps, playas, vernal pools) is not present within or adjacent to the project site.
Lepechinia fragrans	fragrant pitcher sage	None/None/4.2	Chaparral/perennial shrub/Mar–Oct/65–4300	Not expected to occur. Suitable habitat for the species (chaparral) is not present within or adjacent to the project site.
Lepidium virginicum var. *robinsonii*	Robinson's pepper-grass	None/None/4.3	Chaparral, Coastal scrub/annual herb/Jan–July/0–2905	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub) is not present within or adjacent to the project site.
Lilium humboldtii ssp. *ocellatum*	ocellated Humboldt lily	None/None/4.2	Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Riparian woodland; openings/perennial bulbiferous herb/Mar–July(Aug)/95–5905	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, riparian woodland) is not present within or adjacent to the project site.
Linanthus concinnus	San Gabriel linanthus	None/None/1B.2	Chaparral, Lower montane coniferous forest, Upper montane coniferous forest; rocky, openings/annual herb/Apr–July/4985–9185	Not expected to occur. Suitable habitat for the species (chaparral, lower montane coniferous forest, upper montane coniferous forest) is not present within or adjacent to the project site.
Linanthus orcuttii	Orcutt's linanthus	None/None/1B.3	Chaparral, Lower montane coniferous forest, Pinyon and juniper woodland; openings/annual herb/May–June/3000–7035	Not expected to occur. Suitable habitat for the species (chaparral, lower montane coniferous forest, pinyon and juniper woodland) is not present within or adjacent to the project site.
Malacothamnus davidsonii	Davidson's bush-mallow	None/None/1B.2	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland/perennial deciduous shrub/June–Jan/605–3740	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, riparian woodland) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Muhlenbergia californica	California muhly	None/None/4.3	Chaparral, Coastal scrub, Lower montane coniferous forest, Meadows and seeps; mesic, seeps and streambanks/perennial rhizomatous herb/June–Sep/325–6560	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, lower montane coniferous forest, meadows and seeps) is not present within or adjacent to the project site.
Nasturtium gambelii	Gambel's water cress	FE/ST/1B.1	Marshes and swamps (freshwater or brackish)/perennial rhizomatous herb/Apr–Oct/15–1085	Not expected to occur. Suitable habitat for the species (marshes and swamps) is not present within or adjacent to the project site.
Navarretia fossalis	spreading navarretia	FT/None/1B.1	Chenopod scrub, Marshes and swamps (assorted shallow freshwater), Playas, Vernal pools/annual herb/Apr–June/95–2150	Not expected to occur. Suitable habitat for the species (chenopod scrub, marshes and swamps, playas) is not present within or adjacent to the project site.
Navarretia prostrata	prostrate vernal pool navarretia	None/None/1B.1	Coastal scrub, Meadows and seeps, Valley and foothill grassland (alkaline), Vernal pools; Mesic/annual herb/Apr–July/5–3970	Not expected to occur. Suitable habitat for the species (coastal scrub, meadows and seeps, valley and foothill grassland, vernal pools) is not present within or adjacent to the project site.
Orcuttia californica	California Orcutt grass	FE/SE/1B.1	Vernal pools/annual herb/Apr–Aug/45–2165	Not expected to occur. Suitable habitat for the species (vernal pools) is not present within or adjacent to the project site.
Phacelia hubbyi	Hubby's phacelia	None/None/4.2	Chaparral, Coastal scrub, Valley and foothill grassland; gravelly, rocky, talus/annual herb/Apr–July/0–3280	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Phacelia stellaris	Brand's star phacelia	None/None/1B.1	Coastal dunes, Coastal scrub/annual herb/Mar–June/0–1310	not expected to occur. suitable habitat for the species (coastal dunes, coastal scrub) is not present within or adjacent to the project site.
Pseudognaphalium leucocephalum	white rabbit-tobacco	None/None/2B.2	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland; sandy, gravelly/perennial herb/(July)Aug–Nov(Dec)/0–6890	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, riparian woodland) is not present within or adjacent to the project site.
Quercus dumosa	Nuttall's scrub oak	None/None/1B.1	Closed-cone coniferous forest, Chaparral, Coastal scrub; sandy, clay loam/perennial evergreen shrub/Feb–Apr(May–Aug)/45–1310	Not expected to occur. Suitable habitat for the species (closed-cone coniferous forest, chaparral, coastal scrub) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Quercus durata var. *gabrielensis*	San Gabriel oak	None/None/4.2	Chaparral, Cismontane woodland/perennial evergreen shrub/Apr–May/1475–3280	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland) is not present within or adjacent to the project site.
Quercus engelmannii	Engelmann oak	None/None/4.2	Chaparral, Cismontane woodland, Riparian woodland, Valley and foothill grassland/perennial deciduous tree/Mar–June/160–4265	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, riparian woodland, valley and foothill grassland) is not present within or adjacent to the project site.
Ribes divaricatum var. *parishii*	Parish's gooseberry	None/None/1A	Riparian woodland/perennial deciduous shrub/Feb–Apr/210–985	Not expected to occur. Suitable habitat for the species (riparian woodland) is not present within or adjacent to the project site.
Romneya coulteri	Coulter's matilija poppy	None/None/4.2	Chaparral, Coastal scrub; Often in burns/perennial rhizomatous herb/Mar–July(Aug)/65–3935	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub) is not present within or adjacent to the project site.
Rupertia rigida	Parish's rupertia	None/None/4.3	Chaparral, Cismontane woodland, Lower montane coniferous forest, Meadows and seeps, Pebble (Pavement) plain, Valley and foothill grassland/perennial herb/June–Aug/2295–8200	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, lower montane coniferous forest, meadows and seeps, pebble plain) is not present within or adjacent to the project site.
Scutellaria bolanderi ssp. *austromontana*	southern mountains skullcap	None/None/1B.2	Chaparral, Cismontane woodland, Lower montane coniferous forest; mesic/perennial rhizomatous herb/June–Aug/1390–6560	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, lower montane coniferous forest) is not present within or adjacent to the project site.
Senecio astephanus	San Gabriel ragwort	None/None/4.3	Coastal bluff scrub, Chaparral; rocky slopes/perennial herb/May–July/1310–4920	Not expected to occur. Suitable habitat for the species (coastal bluff scrub, chaparral) is not present within or adjacent to the project site.
Sidalcea neomexicana	salt spring checkerbloom	None/None/2B.2	Chaparral, Coastal scrub, Lower montane coniferous forest, Mojavean desert scrub, Playas; alkaline, mesic/perennial herb/Mar–June/45–5020	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, playas) is not present within or adjacent to the project site.
Spermolepis lateriflora	western bristly scaleseed	None/None/2A	Sonoran desert scrub; Rocky or sandy/annual herb/Mar–Apr/1195–2200	Not expected to occur. Suitable habitat for the species (Sonoran desert scrub) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Symphyotrichum defoliatum	San Bernardino aster	None/None/1B.2	Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Meadows and seeps, Marshes and swamps, Valley and foothill grassland (vernally mesic); near ditches, streams, springs/perennial rhizomatous herb/July–Nov(Dec)/5–6695	Not expected to occur. Suitable habitat for the species (cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, valley and foothill grassland) is not present within or adjacent to the project site.
Symphyotrichum greatae	Greata's aster	None/None/1B.3	Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest, Riparian woodland; mesic/perennial rhizomatous herb/June–Oct/980–6595	Not expected to occur. Suitable habitat for the species (broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, riparian woodland) is not present within or adjacent to the project site.
Thelypteris puberula var. *sonorensis*	Sonoran maiden fern	None/None/2B.2	Meadows and seeps (seeps and streams)/perennial rhizomatous herb/Jan–Sep/160–2000	Not expected to occur. Suitable habitat for the species (meadows and seeps) is not present within or adjacent to the project site.

Notes:

[1] Status abbreviations:

FE: Federally listed as endangered
FT: Federally listed as threatened
FC: Federal Candidate for listing
SE: State listed as endangered
ST: State listed as threatened
CRPR List 1A: Plants Presumed Extirpated in California and Either Rare or Extinct Elsewhere
CRPR List 1B: Plants Rare, Threatened, or Endangered in California and Elsewhere
CRPR List 2A: Plants Presumed Extirpated in California, But More Common Elsewhere
CRPR List 2B: Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere
CRPR List 3: Review List: Plants about which more information is needed
CRPR List 4: Watch List: Plants of limited distribution
.1 Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
.2 Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)
.3 Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

[2] Refers to records within the U.S. Geologic Survey's *Los Angeles* 7.5-minute quadrangle (quad) and the eight surrounding quads.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

References:

CCH (Consortium of California Herbaria). 2020. Data provided by the participants of the Consortium of California Herbaria. Accessed May 2020. http://ucjeps.berkeley.edu/consortium/.

CDFW (California Department of Fish and Wildlife). 2020. *RareFind*, Version 5.2.14. California Natural Diversity Database (CNDDB). Accessed May 2020. https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx

CNPS (California Native Plant Society). 2020. *Inventory of Rare and Endangered Plants*. Online ed. Version 8-03 0.45. Sacramento, California: CNPS. Accessed May 2020. http://www.rareplants.cnps.org/advanced.html.

Attachment H

Special-Status Wildlife Species Potential to Occur

Buena Vista Project
Special-Status Wildlife Species Potential to Occur within the Project Site

Scientific Name	Common Name	Status[1] (Federal/State)	Habitat	Potential to Occur[2]
Invertebrates				
Bombus crotchii	Crotch bumble bee	None/CSE	Open grassland and scrub communities supporting suitable floral resources.	Not expected to occur. Suitable habitat for the species (open grassland and scrub communities) is not present within or adjacent to the project site.
Carolella busckana	Busck's gallmoth	None/None	Coastal scrub dunes	Not expected to occur. Suitable habitat for the species (coastal scrub dunes) is not present within or adjacent to the project site.
Amphibians				
Anaxyrus californicus	arroyo toad	FE/SSC	Semi-arid areas near washes, sandy riverbanks, riparian areas, palm oasis, Joshua tree, mixed chaparral and sagebrush; stream channels for breeding (typically third order); adjacent stream terraces and uplands for foraging and wintering	Not expected to occur. Suitable habitat for the species (semi-arid areas near washes, sandy riverbanks, riparian areas, palm oasis, Joshua tree, mixed chaparral and sagebrush; stream channels for breeding) is not present within or adjacent to the project site.
Rana muscosa	mountain yellow-legged frog	FE/SE, WL	Lakes, ponds, meadow streams, isolated pools, and open riverbanks; rocky canyons in narrow canyons and in chaparral	Not expected to occur. Suitable habitat for the species (lakes, ponds, meadow streams, isolated pools, and open riverbanks) is not present within or adjacent to the project site.
Spea hammondii	western spadefoot	None/SSC	Primarily grassland and vernal pools, but also in ephemeral wetlands that persist at least 3 weeks in chaparral, coastal scrub, valley–foothill woodlands, pastures, and other agriculture	Not expected to occur. Suitable habitat for the species (grassland, vernal pools, and ephemeral wetlands) is not present within or adjacent to the project site.
Taricha torosa (Monterey Co. south only)	California newt	None/SSC	Wet forests, oak forests, chaparral, and rolling grassland	Not expected to occur. Suitable habitat for the species (wet forests, oak forests, chaparral, and rolling grassland) is not present within or adjacent to the project site.

Special-Status Wildlife Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State)	Habitat	Potential to Occur[2]
Reptiles				
Actinemys marmorata	northwestern pond turtle	None/SSC	Slow-moving permanent or intermittent streams, ponds, small lakes, and reservoirs with emergent basking sites; adjacent uplands used for nesting and during winter	Not expected to occur. Suitable habitat for the species (permanent or intermittent streams, ponds, small lakes, and reservoirs) is not present within or adjacent to the project site.
Anniella stebbinsi	southern California legless lizard	None/SSC	Coastal dunes, stabilized dunes, beaches, dry washes, valley–foothill, chaparral, and scrubs; pine, oak, and riparian woodlands; associated with sparse vegetation and moist sandy or loose, loamy soils	Not expected to occur. Suitable habitat for the species (coastal dunes, stabilized dunes, beaches, dry washes, valley–foothill, chaparral, and scrubs; pine, oak, and riparian woodlands) is not present within or adjacent to the project site.
Arizona elegans occidentalis	California glossy snake	None/SSC	Commonly occurs in desert regions throughout southern California. Prefers open sandy areas with scattered brush. Also found in rocky areas.	Not expected to occur. Suitable habitat for the species (open sandy areas with scattered brush) is not present within or adjacent to the project site.
Aspidoscelis tigris stejnegeri	San Diegan tiger whiptail	None/SSC	Hot and dry areas with sparse foliage, including chaparral, woodland, and riparian areas.	Not expected to occur. Suitable habitat for the species (chaparral, woodland, and riparian areas) is not present within or adjacent to the project site.
Phrynosoma blainvillii	Blainville's horned lizard	None/SSC	Open areas of sandy soil in valleys, foothills, and semi-arid mountains including coastal scrub, chaparral, valley–foothill hardwood, conifer, riparian, pine–cypress, juniper, and annual grassland habitats	Not expected to occur. Suitable habitat for the species (coastal scrub, chaparral, valley–foothill hardwood, conifer, riparian, pine–cypress, juniper, and annual grassland habitats) is not present within or adjacent to the project site.
Thamnophis hammondii	two-striped gartersnake	None/SSC	Streams, creeks, pools, streams with rocky beds, ponds, lakes, vernal pools	Not expected to occur. Suitable habitat for the species (streams, creeks, pools, streams with rocky beds, ponds, lakes, vernal pools) is not present within or adjacent to the project site.
Birds				
Agelaius tricolor (nesting colony)	tricolored blackbird	BCC/SSC, ST	Nests near freshwater, emergent wetland with cattails or tules, but also in Himalayan blackberrry; forages in grasslands, woodland, and agriculture	Not expected to occur. Suitable habitat for the species (freshwater, emergent wetland) is not present within or adjacent to the project site.

Special-Status Wildlife Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State)	Habitat	Potential to Occur[2]
Aimophila ruficeps canescens	Southern California rufous-crowned sparrow	None/WL	Nests and forages in open coastal scrub and chaparral with low cover of scattered scrub interspersed with rocky and grassy patches	Not expected to occur. Suitable habitat for the species (open coastal scrub and chaparral) is not present within or adjacent to the project site.
Athene cunicularia (burrow sites and some wintering sites)	burrowing owl	BCC/SSC	Nests and forages in grassland, open scrub, and agriculture, particularly with ground squirrel burrows	Not expected to occur. Suitable habitat for the species (grassland, open scrub, and agriculture) is not present within or adjacent to the project site.
Buteo swainsoni (nesting)	Swainson's hawk	BCC/ST	Nests in open woodland and savanna, riparian, and in isolated large trees; forages in nearby grasslands and agricultural areas such as wheat and alfalfa fields and pasture	Not expected to occur. Suitable habitat for the species (open woodland and savanna, riparian, and in isolated large trees) is not present within or adjacent to the project site. Outside known nesting range for the species.
Coccyzus americanus occidentalis (nesting)	western yellow-billed cuckoo	FT, BCC/SE	Nests in dense, wide riparian woodlands and forest with well-developed understories	Not expected to occur. Suitable habitat for the species (dense, wide riparian woodlands and forest) is not present within or adjacent to the project site.
Coturnicops noveboracensis	yellow rail	BCC/SSC	Nesting requires wet marsh/sedge meadows or coastal marshes with wet soil and shallow, standing water	Not expected to occur. Suitable habitat for the species (wet marsh/sedge meadows or coastal marshes) is not present within or adjacent to the project site.
Cypseloides niger (nesting)	black swift	BCC/SSC	Nests in moist crevices, caves, and cliffs behind or adjacent to waterfalls in deep canyons; forages over a wide range of habitats	Not expected to occur. Suitable habitat for the species (moist crevices, caves, and cliffs behind or adjacent to waterfalls) is not present within or adjacent to the project site.
Empidonax traillii extimus (nesting)	southwestern willow flycatcher	FE/SE	Nests in dense riparian habitats along streams, reservoirs, or wetlands; uses variety of riparian and shrubland habitats during migration	Not expected to occur. Suitable habitat for the species (dense riparian habitats) is not present within or adjacent to the project site.
Falco peregrinus anatum (nesting)	American peregrine falcon	FDL, BCC/FP, SDL	Nests on cliffs, tall buildings, and bridges; forages in wetlands, riparian, meadows, croplands, especially where waterfowl are present	Not expected to occur. Suitable habitat for the species (cliffs, buildings, and bridges) is not present within or adjacent to the project site.
Icteria virens (nesting)	yellow-breasted chat	None/SSC	Nests and forages in dense, relatively wide riparian woodlands and thickets of willows, vine tangles, and dense brush	Not expected to occur. Suitable habitat for the species (riparian woodlands) is not present within or adjacent to the project site.

Special-Status Wildlife Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State)	Habitat	Potential to Occur[2]
Polioptila californica californica	coastal California gnatcatcher	FT/SSC	Nests and forages in various sage scrub communities, often dominated by California sagebrush and buckwheat; generally avoids nesting in areas with a slope of greater than 40%; majority of nesting at less than 1,000 feet above mean sea level	Not expected to occur. Suitable habitat for the species (sage scrub) is not present within or adjacent to the project site.
Riparia riparia (nesting)	bank swallow	None/ST	Nests in riparian, lacustrine, and coastal areas with vertical banks, bluffs, and cliffs with sandy soils; open country and water during migration	Not expected to occur. Suitable habitat for the species (riparian, lacustrine, and coastal areas with vertical banks, bluffs, and cliffs) is not present within or adjacent to the project site.
Vireo bellii pusillus (nesting)	least Bell's vireo	FE/SE	Nests and forages in low, dense riparian thickets along water or along dry parts of intermittent streams; forages in riparian and adjacent shrubland late in nesting season	Not expected to occur. Suitable habitat for the species (low, dense riparian thickets along water or along dry parts of intermittent streams) is not present within or adjacent to the project site.
Mammals				
Antrozous pallidus	pallid bat	None/SSC	Grasslands, shrublands, woodlands, forests; most common in open, dry habitats with rocky outcrops for roosting, but also roosts in man-made structures and trees	Not expected to occur. Suitable habitat for the species (Grasslands, shrublands, woodlands, forests) is not present within or adjacent to the project site.
Corynorhinus townsendii	Townsend's big-eared bat	None/SSC	Mesic habitats characterized by coniferous and deciduous forests and riparian habitat, but also xeric areas; roosts in limestone caves and lava tubes, man-made structures, and tunnels	Not expected to occur. Suitable habitat for the species (coniferous and deciduous forests and riparian habitat) is not present within or adjacent to the project site.
Eumops perotis californicus	western mastiff bat	None/SSC	Chaparral, coastal and desert scrub, coniferous and deciduous forest and woodland; roosts in crevices in rocky canyons and cliffs where the canyon or cliff is vertical or nearly vertical, trees, and tunnels	Not expected to occur. Suitable habitat for the species (Chaparral, coastal and desert scrub, coniferous and deciduous forest and woodland) is not present within or adjacent to the project site.

Scientific Name	Common Name	Status[1] (Federal/State)	Habitat	Potential to Occur[2]
Lasionycteris noctivagans	silver-haired bat	None/None	Old-growth forest, maternity roosts in trees, large snags 50 feet aboveground; hibernates in hollow trees, rock crevices, buildings, mines, caves, and under sloughing bark; forages in or near coniferous or mixed deciduous forest, stream or river drainages	Not expected to occur. Suitable habitat for the species (old-growth forest) is not present within or adjacent to the project site.
Lasiurus blossevillii	western red bat	None/SSC	Forest, woodland, riparian, mesquite bosque, and orchards, including fig, apricot, peach, pear, almond, walnut, and orange; roosts in tree canopy	Not expected to occur. Suitable habitat for the species (forest, woodland, riparian, mesquite bosque, and orchards) is not present within or adjacent to the project site.
Lasiurus cinereus	hoary bat	None/None	Forest, woodland riparian, and wetland habitats; also juniper scrub, riparian forest, and desert scrub in arid areas; roosts in tree foliage and sometimes cavities, such as woodpecker holes	Not expected to occur. Suitable habitat for the species (forest, woodland riparian, and wetland habitats) is not present within or adjacent to the project site.
Lasiurus xanthinus	western yellow bat	None/SSC	Valley–foothill riparian, desert riparian, desert wash, and palm oasis habitats; below 2,000 feet above mean sea level; roosts in riparian and palms	Not expected to occur. Suitable habitat for the species (valley–foothill riparian, desert riparian, desert wash, and palm oasis habitats) is not present within or adjacent to the project site.
Microtus californicus stephensi	south coast marsh vole	None/SSC	Tidal marshes	Not expected to occur. Suitable habitat for the species (tidal marshes) is not present within or adjacent to the project site.
Neotoma lepida intermedia	San Diego desert woodrat	None/SSC	Coastal scrub, desert scrub, chaparral, cacti, rocky areas	Not expected to occur. Suitable habitat for the species (coastal scrub, desert scrub, chaparral) is not present within or adjacent to the project site.
Nyctinomops femorosaccus	pocketed free-tailed bat	None/SSC	Pinyon–juniper woodlands, desert scrub, desert succulent shrub, desert riparian, desert wash, alkali desert scrub, Joshua tree, and palm oases; roosts in high cliffs or rock outcrops with drop-offs, caverns, and buildings	Not expected to occur. Suitable habitat for the species (pinyon–juniper woodlands, desert scrub, desert succulent shrub, desert riparian, desert wash, alkali desert scrub, Joshua tree, and palm oases) is not present within or adjacent to the project site.
Nyctinomops macrotis	big free-tailed bat	None/SSC	Rocky areas; roosts in caves, holes in trees, buildings, and crevices on cliffs and rocky outcrops; forages over water	Not expected to occur. Suitable habitat for the species (rocky areas) is not present within or adjacent to the project site.

Special-Status Wildlife Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State)	Habitat	Potential to Occur[2]
Onychomys torridus ramona	southern grasshopper mouse	None/SSC	Grassland and sparse coastal scrub	Not expected to occur. Suitable habitat for the species (grassland and sparse coastal scrub) is not present within or adjacent to the project site.
Taxidea taxus	American badger	None/SSC	Dry, open, treeless areas; grasslands, coastal scrub, agriculture, and pastures, especially with friable soils	Not expected to occur. Suitable habitat for the species (grasslands, coastal scrub, agriculture, and pastures) is not present within or adjacent to the project site.

Notes:

1 Status abbreviations:
- FE: Federally listed as endangered
- FT: Federally listed as threatened
- FC: Federal Candidate for listing
- FDL: Federal Delisted
- BCC: Bird of Conservation Concern – U.S. Fish and Wildlife Service
- SE: State listed as endangered
- ST: State listed as threatened
- CSE: State Candidate for listing as endangered
- FP: Fully Protected – State of California
- SDL: State Delisted
- SSC: Species of Special Concern – California Department of Fish and Wildlife
- WL: Watch List – California Department of Fish and Wildlife

2 Refers to records within the U.S. Geologic Survey's *Los Angeles* 7.5-minute quadrangle (quad) and the eight surrounding quads.

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Attachment I

Historical Aerial Imagery of the Project Site from 1948

aerials
1948
topos
atlases

compare
overlays
measure

2016
2014
2012
2010
2009
2005
2004
2003
1994
1980
1972
1964
1952
1948

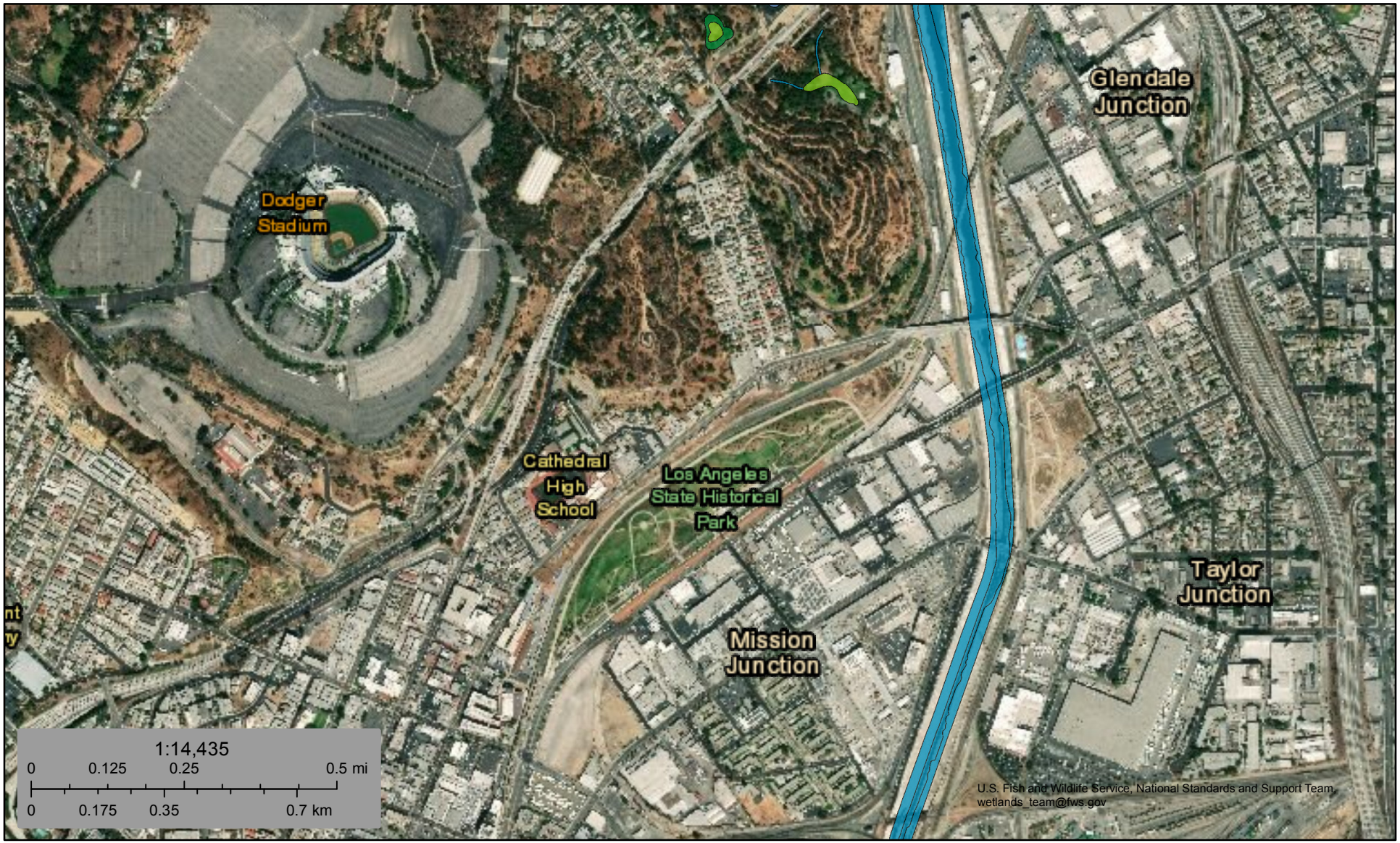


Attachment J

National Wetlands Inventory Results

U.S. Fish and Wildlife Service
National Wetlands Inventory

Buena Vista Project



May 21, 2020

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Attachment K

Wildlife Corridors and Habitat Connectivity Exhibit

Buena Vista Project - Wildlife Corridors and Habitat Connectivity

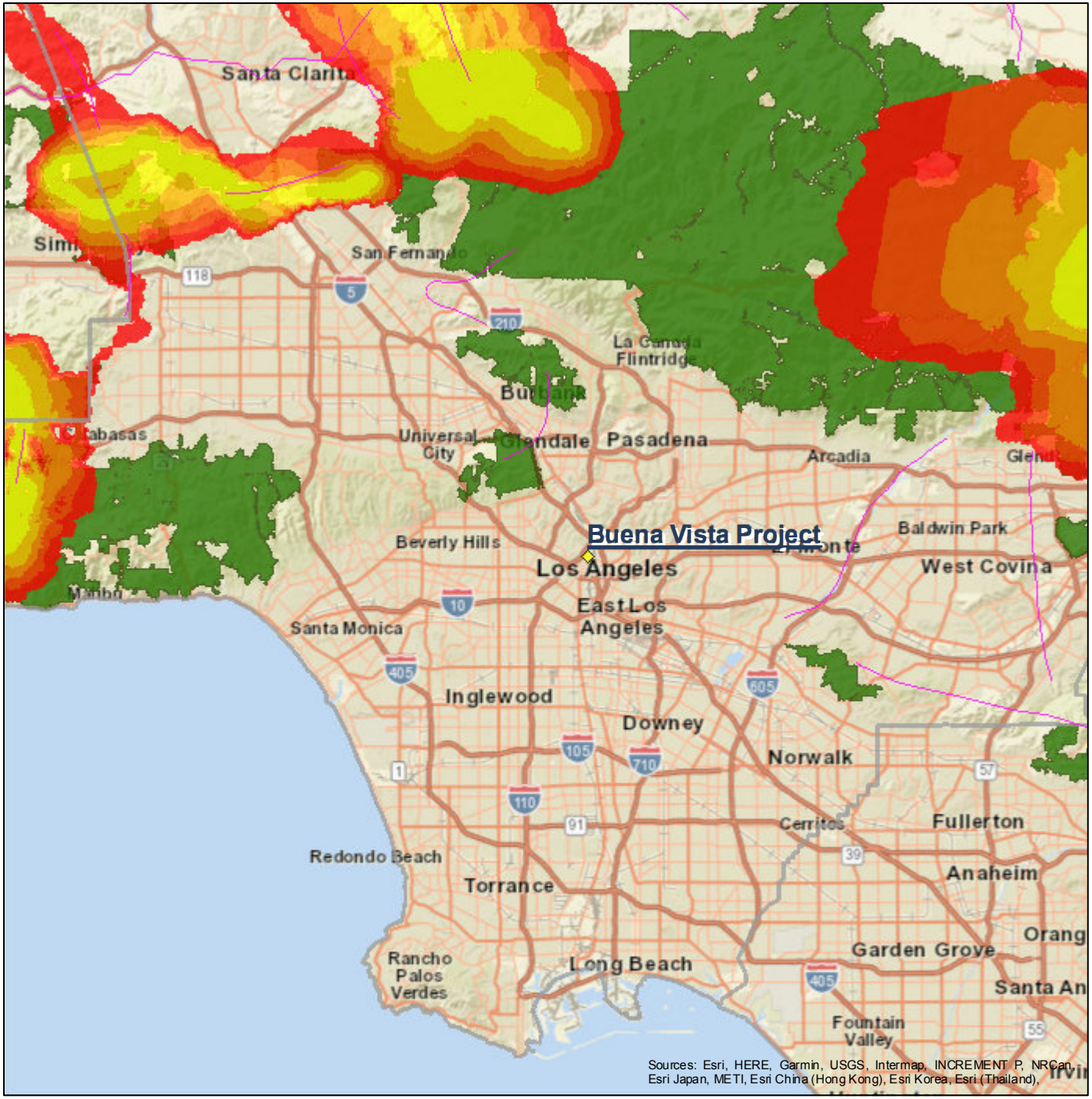
Missing Linkages in California's Landscape [ds420]

Essential Connectivity Areas - California Essential Habitat Connetivity (CEHC) [ds620]

More Permeable

Less Permeable

Natural Landscape Blocks - California Essential Habitat Connectivity (CEHC) [ds621]



N

1:577,791

0 5 10 20 mi

0 5 10 20 km

May 21, 2020

Author: mcady@dudek.com

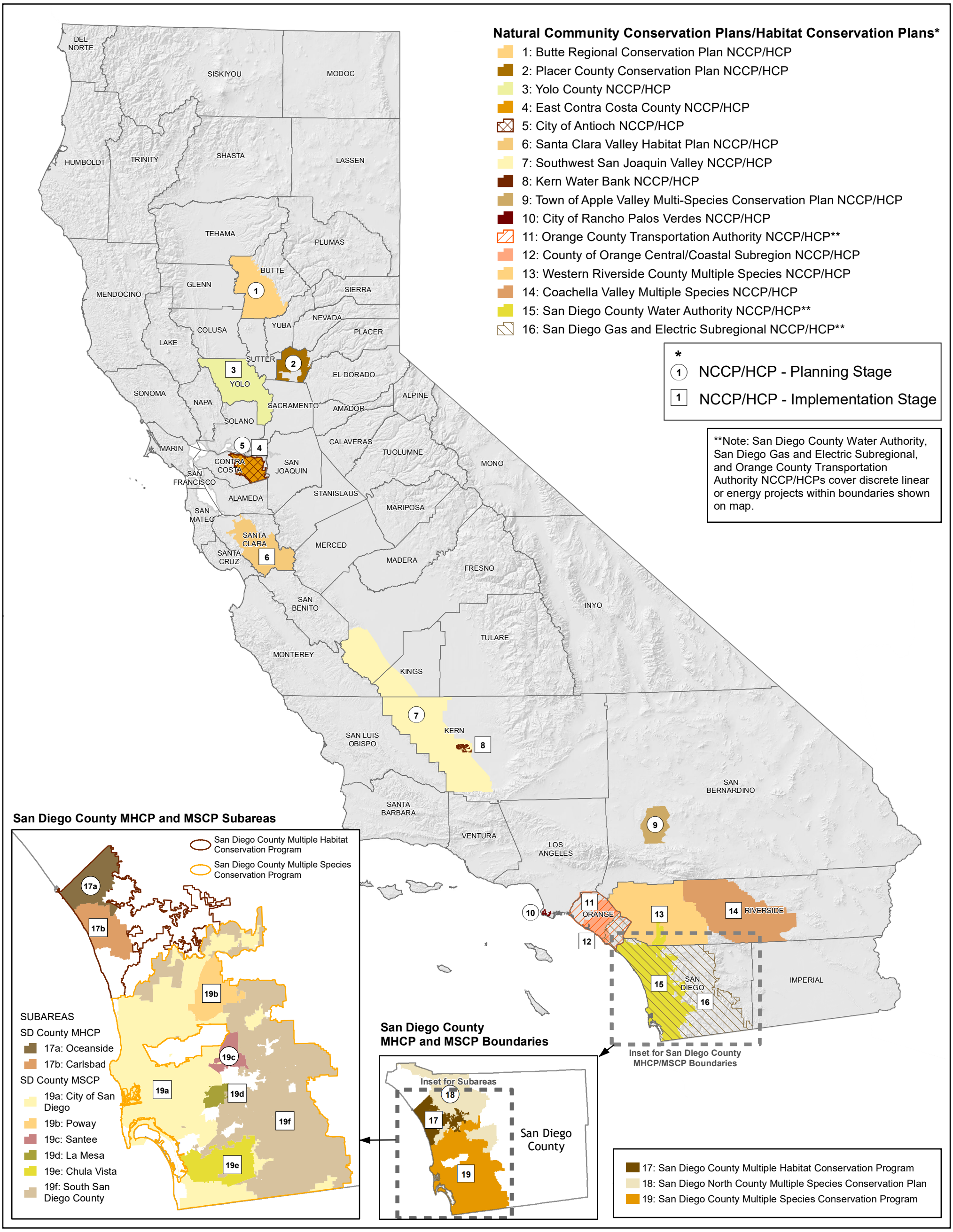
Printed from http://bios.dfg.ca.gov

Attachment L

California Natural Community Conservation Plans

CALIFORNIA NATURAL COMMUNITY CONSERVATION PLANS

April 2019



Natural Community Conservation Plans/Habitat Conservation Plans*

- 1: Butte Regional Conservation Plan NCCP/HCP
- 2: Placer County Conservation Plan NCCP/HCP
- 3: Yolo County NCCP/HCP
- 4: East Contra Costa County NCCP/HCP
- 5: City of Antioch NCCP/HCP
- 6: Santa Clara Valley Habitat Plan NCCP/HCP
- 7: Southwest San Joaquin Valley NCCP/HCP
- 8: Kern Water Bank NCCP/HCP
- 9: Town of Apple Valley Multi-Species Conservation Plan NCCP/HCP
- 10: City of Rancho Palos Verdes NCCP/HCP
- 11: Orange County Transportation Authority NCCP/HCP**
- 12: County of Orange Central/Coastal Subregion NCCP/HCP
- 13: Western Riverside County Multiple Species NCCP/HCP
- 14: Coachella Valley Multiple Species NCCP/HCP
- 15: San Diego County Water Authority NCCP/HCP**
- 16: San Diego Gas and Electric Subregional NCCP/HCP**

*

(1) NCCP/HCP - Planning Stage

[1] NCCP/HCP - Implementation Stage

**Note: San Diego County Water Authority, San Diego Gas and Electric Subregional, and Orange County Transportation Authority NCCP/HCPs cover discrete linear or energy projects within boundaries shown on map.

San Diego County MHCP and MSCP Subareas

SUBAREAS

SD County MHCP
- 17a: Oceanside
- 17b: Carlsbad

SD County MSCP
- 19a: City of San Diego
- 19b: Poway
- 19c: Santee
- 19d: La Mesa
- 19e: Chula Vista
- 19f: South San Diego County

17: San Diego County Multiple Habitat Conservation Program
18: San Diego North County Multiple Species Conservation Plan
19: San Diego County Multiple Species Conservation Program

NCCP: Natural Community Conservation Plan (California Fish and Game Code §2800) (https://www.wildlife.ca.gov/Conservation/Planning/NCCP)
HCP: Habitat Conservation Plan (Federal Endangered Species Act Section 10) (http://www.fws.gov/endangered/what-we-do/hcp-overview.html)

CALIFORNIA DEPARTMENT OF FISH & WILDLIFE

Conservation plans may be in various stages of review, and subject to change. In some cases, boundaries have not been submitted by participants, and are **estimated locations**.

Data Sources: California Department of Fish and Wildlife, Kern Water Bank, Orange County, Dudek, Orange County Transportation Authority, Contra Costa County, San Diego Association of Governments, Santa Clara Valley Habitat Agency, Placer County, Kern County, San Diego County Water Authority, Coachella Valley Association of Governments.

Projection: Teale Albers, units in meters, NAD83. D.Mastalir 20190402

Appendix C

Mineral Land Classification Map



SOURCE: Part II: Mineral Land Classification of the Greater Los Angeles Area: Classification of Sand and Gravel Resource Areas, San Fernando Valley Production-Consumption Region, 1979

0 1,000 2,000 Feet

APPENDIX C

Mineral Land Classification Map

Buena Vista Project EIR

Appendix B
Biological Resources Analysis

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38 NORTH MARENGO AVENUE
PASADENA, CALIFORNIA 91101
T 626.204.9800 F 626.204.9834

MEMORANDUM

From:	Michael Cady – Senior Biologist
Subject:	Biological Resources Analysis for the Buena Vista Project
Date:	August 18, 2020
Attachment(s):	A) Photo Exhibit; B) Google Earth Imagery of the Project Site; C) Plant Compendium; D) Wildlife Compendium; E) Sensitive Resources Databases Query Results; F) Historic California Natural Diversity Database Records; G) Special-Status Plant Species Potential to Occur; H) Special-Status Wildlife Species Potential to Occur; I) Historical Aerial Imagery of the Project Site from 1948; J) National Wetlands Inventory Results; K) Wildlife Corridors and Habitat Connectivity Exhibit; L) California Natural Community Conservation Plans

This memorandum (memo) details the methodology and results of Dudek's site visit and analysis for the potential occurrence of sensitive resources within the proposed Buena Vista Project (project). The Project site is located at 1030–1380 North Broadway and 1251 North Spring Street, within the vicinity of the Chinatown neighborhood, downtown Los Angeles, Lincoln Heights, and Dodger Stadium/Elysian Park. The analysis was conducted in support of the Initial Study (IS) for the project to determine if additional studies or analysis are necessary.

Methodology

A review of existing information and a site visit was conducted to determine the biological resources that are present or have potential to occur on and adjacent to the project site.

Literature Review

A literature review was conducted prior to the field visit to identify special-status biological resources present or potentially present within the vicinity of the project site using the following:

- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (CDFW 2020a)
- California Native Plant Society's (CNPS) *Online Inventory of Rare and Endangered Vascular Plants* (CNPS 2020)
- U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) (USFWS 2020a)
- National Wetlands Inventory (USFWS 2020b)
- California Sensitive Natural Communities (CDFW 2019a)
- California Natural Community Conservation Plans Map, dated April 2019 (CDFW 2019b)
- Consortium of California Herbaria (2020)

- Google Earth (Google 2020)
- Historic Aerial Imagery (Nationwide Environmental Title Research 2019)
- L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles (City of Los Angeles 2006a)

Field Visit

Dudek Senior Biologist Michael Cady performed the field survey for the project and adjacent areas on June 25, 2020. Weather conditions during the survey ranged from 66 to 67 degrees Fahrenheit, cloudy skies, and no winds. The biological survey included identifying any vegetation communities and land covers present within the project site, an evaluation of any potential jurisdictional wetlands or waters onsite (a formal jurisdictional delineation was not conducted), and an evaluation of the potential for special-status species to occur. Plants and wildlife observed during the survey were recorded.

Special-status Species Habitat Assessment

Endangered, rare, or threatened plant species, as defined in Section 15380(b) of the CEQA Guidelines (14 CCR 15000 et seq.), are referred to as "special-status plant species" in this report, and include endangered or threatened plant species recognized in the context of the California Endangered Species Act (CESA) and federal Endangered Species Act (FESA) (CDFW 2019b) and plant species with a California Rare Plant Rank (CRPR) 1 through 2 (CNPS 2020b).

Endangered, rare, or threatened wildlife species, as defined in CEQA Guidelines, Section 15380(b) (14 CCR 15000 et seq.), are referred to as "special-status wildlife species" and, as used in this report, include (1) endangered or threatened wildlife species recognized in the context of CESA and FESA (CDFW 2020c); (2) California Species of Special Concern (SSC) (CDFW 2020d); and (3) mammals and birds that are fully protected species, as described in the California Fish and Game Code, Sections 4700 and 3511.

For each species listed, a determination was made regarding the potential for the species to occur on site based on information gathered during the field reconnaissance survey, including the location of the site, habitats present, current site conditions, and past and present land use.

Existing Conditions

Representative photos are included as Attachment A (Photo Exhibit).

The northern portion of the Project site includes landscaping/ornamental trees, foundation remnants, billboards, and graded areas used as a storage yard for construction equipment and bus storage. This section is surrounded by chain-link fencing along North Broadway and adjacent to the Metro L Line tracks. The northeastern tip of the Project site slopes down towards the Metro L Line tracks, near where North Broadway transitions into a bridge over the tracks. The Project site is isolated from the surrounding open space areas due to several transit corridors (i.e. North Broadway, Metro L Line), and the Los Angeles River in the vicinity of the Project site is fully paved and channelized; see Attachment B (Google Earth Imagery of the Project Site). There are open space areas near the project site, but these areas, including the Los Angeles State Historic Park, appear to be regularly mowed.

No native habitat is located on the project site or on the adjacent properties. Existing annual grasses, shrubs, and trees would be removed during project construction; however, the vegetated portions of the project site are almost exclusively non-native grasses and herbaceous annual plant species. As indicated in Appendix A (2016 Tree Report and 2020 Tree Survey and Update Memorandum) of the IS, none of the trees on the project site are native, with the exception of one desert fan palm (*Washingtonia filifera*), which is assumed to be planted since the project site is well outside of the natural range of the species. A compendium of the plant species observed on the project site is included as Attachment C (Plant Compendium).

Due to the urbanized and disturbed nature of the project site, wildlife observed was limited to common species that are typical of urban environments. A compendium of the wildlife species observed on the project site is included as Attachment D (Wildlife Compendium).

Results

Special-status Species

The results of the queries of the CNDDB, CNPS, and USFWS IPaC databases resulted in 69 special-status plant species and 38 special-status wildlife species with recorded occurrences in the U.S. Geologic Survey's *Los Angeles, California* 7.5-minute topographic quadrangle, which contains the Project site, and surrounding quadrangles. The results of the database queries is included as Attachment E (Sensitive Resources Databases Query Results). Attachment F (Historic California Natural Diversity Database Records) shows the location of local recorded occurrences, including a southwestern willow flycatcher (*Empidonax traillii extimus*) record that has been extirpated; the bird species is associated with riparian habitat and historically occurred in the Los Angeles River.

No special-status listed plant or wildlife species are expected to occur in the project site. The project site does not support any native vegetation communities and the area appears to be regularly maintained, which limits or inhibits the potential for many native plant and wildlife species. Attachment G (Special-Status Plant Species Potential to Occur) and Attachment H (Special-Status Wildlife Species Potential to Occur) provide the species with recorded occurrences (CDFW 2020a, CNPS 2020a) in the project vicinity, their federal and state statuses, their associated habitats, and the determination of their potential to occur on site. The project site is not within any designated critical habitat (USFWS 2020a).

Sensitive Natural Communities and Riparian Habitats

No sensitive communities, as defined by CDFW (2020b), or riparian habitat occur on the project site. As shown in Attachment B, the project site consists of developed and disturbed areas dominated by non-native grasses and herbaceous annual plant species, with scattered non-native, ornamental shrubs. The project site also had a high abundance of trash further degrading its ecological value.

The project is northwest of the Los Angeles River, which the USFWS has identified as wetland habitat. However, there are no riparian or other sensitive natural vegetation communities identified by USFWS or CDFW located on the project site. Historical aerials show that the project site has been routinely disturbed or supported development since 1948 (Nationwide Environmental Title Research 2019), as shown in Attachment I (Historical Aerial Imagery of the Project Site from 1948). Based upon the results of the field visit, the vegetated portions of the project site are dominated by non-native grasses and herbaceous annual plant species that do not constitute a sensitive natural community. As indicated in Appendix A of the IS, 2016 Tree Report and 2020 Tree Survey and Update Memorandum, none of the trees on the project site are native, with the exception of one desert fan palm

(*Washingtonia filifera*), which is assumed to be planted since the project site is well outside of the natural range of the species.

Wetlands and Other Jurisdictional Waters

No wetlands or other jurisdictional waters were observed on the project site. Additionally, no wetland or riparian features have been previously identified; as shown in Attachment J (National Wetlands Inventory Results). The project site is within a highly developed area and it is assumed that the hydrology has been substantially altered and any stormwater would be conveyed through a constructed stormwater system.

Wildlife Corridors and Native Wildlife Nursery Sites

Wildlife corridors and habitat linkages are features that promote habitat connectivity and are generally characterized as undisturbed canyon and riverine stream habitat areas. The project site does not reside within any designated wildlife corridors and/or habitat linkages identified in the South Coast Missing Linkages analysis project (South Coast Wildlands 2008), California Essential Habitat Connectivity project (Spenser et al. 2010), or as recognized by the City (2006a), as shown in Attachment K (Wildlife Corridors and Habitat Connectivity). The project site is developed with several buildings, and the project site is enclosed by several fences, with the Metro L Line tracks located adjacent and parallel to the southeastern project boundary. North Broadway, a major arterial in the City, is located to the northwest. The developed and disturbed character of the project site and associated fencing currently impedes wildlife movement through the project site. Wildlife at Elysian Park and Radio Hill Gardens do not have opportunities to use the project site for wildlife movement due to the presence of North Broadway between the project site and these parks. Also, there are no on-site drainages or ponds that may serve as habitat for migratory fish species.

Due to the presence of physical barriers at the project site, the project would not affect the movement of any native resident or land-based wildlife species, nor would it affect established native resident or migratory wildlife corridors. Due to the lack of riparian or wetland habitats, the project would not affect any native resident or migratory fish movement.

The project has vegetation that could provide nesting habitat for birds protected under the Migratory Bird Treaty Act (MBTA) (16 USC 703–712) and California Fish and Game Code Sections 3503, 3503.5, and 3513. Nesting bird surveys would be recommended prior to construction activities during the breeding bird season to comply with federal and state regulations.

Local Policies or Ordinances

As indicated in Appendix A, there are 20 trees on the project site with a diameter at breast height of eight inches or greater. These included 18 Canary Island date palm (*Phoenix canariensis*) trees, one Mexican fan palm (*Washingtonia robusta*), and one desert fan palm tree. The Canary Island date palm trees are located at the northeastern section of the site, clustered together at the northern end except for one tree, and the Mexican fan palm and desert fan palm trees are located at the southwestern section, generally north of Cottage Home Street. These trees are not protected under the City of Los Angeles Native Tree Protection Ordinance; this ordinance protects oak trees (*Quercus* sp.) that are indigenous to California, but excludes the scrub oak (*Quercus dumosa*), as well as the Southern California black walnut (*Juglans californica* var. *californica*), western sycamore (*Platanus racemosa*), and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height of four inches or greater (City of Los Angeles 2006b).

Three off-site jacaranda (*jacaranda mimosifolia*) street trees are located adjacent to the bus stations within the public right-of-way. As a part of the pedestrian improvements, it is anticipated that these trees would be removed. The three street trees would be replaced in accordance with the LAMC Section 62.105, which requires a permit be obtained for construction in the public right-of-way. Street trees would be replaced in accordance with the City's Urban Forestry Division requirements.

Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plans

The project site is not located within any habitat conservation plan, natural community conservation plan, or other conservation plans (CDFW 2019b), as shown in Attachment L (California Natural Community Conservation Plans).

References

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USFWS. 2020b. National Wetlands Inventory, online Wetlands Mapper. Accessed June 2020. https://www.fws.gov/wetlands/data/mapper.html.

Attachment A

Photo Exhibit

Buena Vista – Photo Exhibit



Photo 1: Southern portion of the project site.



Photo 2. Middle portion of the project site.



Photo 3: Middle portion of the project site.



Photo 4: Northern portion of the project site.

Attachment B

Google Earth Imagery of the Project Site

Buena Vista Project

Google Earth
Imagery Date: 5/2/2019

Legend

Buena Vista Project

Downtown Gate
W Cottage Home St
Bishops Rd
Savoy St
Casanova St
Baker St
Aurora St
Lookout Dr
110
Arroyo Seco Pkwy
Hill St
Doyle Pl
Cottage Home St
Bernard St
Yale St
Chung King Rd
Bamboo Ln
N Broadway
N Hill St
Mei Ling Way
Sun Mun Way
N Spring St
W Rondout St
Messengers St
Naud St
Winnifred St
N Main St
Sotello St
Bloom St
Leroy St
Google Earth
© 2020 Google
1000 ft
N

Attachment C

Plant Compendium

A total of 23 species were recorded on the site, 5 native (22%) and 18 non-native (78%).

EUDICOTS

ADOXACEAE—Muskroot Family
- *Sambucus nigra*—blue elderberry

ASTERACEAE—Sunflower Family
- *Centaurea melitensis*—Maltese star-thistle*
- *Erigeron canadensis*—Canadian horseweed
- *Helianthus annuus*—common sunflower
- *Heterotheca grandiflora*—telegraphweed
- *Lactuca serriola*—prickly lettuce*
- *Sonchus asper*—spiny sowthistle*
- *Sonchus oleraceus*—common sowthistle*
- *Stephanomeria virgata*—rod wirelettuce

BIGNONIACEAE—Bignonia Family
- *Jacaranda mimosifolia*—blue jacaranda*

BRASSICACEAE—Mustard Family
- *Hirschfeldia incana*—shortpod mustard*

CHENOPODIACEAE—Goosefoot Family
- *Chenopodium album*—lambsquarters*
- *Salsola tragus*—prickly Russian thistle*

MALVACEAE—Mallow Family
- *Malva parviflora*—cheeseweed mallow*

SIMAROUBACEAE—Quassia Or Simarouba Family
- *Ailanthus altissima*—tree of heaven*

SOLANACEAE—Nightshade Family
- *Nicotiana glauca*—tree tobacco*

ZYGOPHYLLACEAE—Caltrop Family
- *Tribulus terrestris*—puncturevine*

MONOCOTS

ARECACEAE—Palm Family
- *Phoenix canariensis*—Canary Island date palm*
- *Washingtonia filifera*—California fan palm
- *Washingtonia robusta*—Washington fan palm*

POACEAE—Grass Family
- *Avena barbata*—slender oat*
- *Avena fatua*—wild oat*
- *Bromus diandrus*—ripgut brome*
- *Bromus madritensis* ssp. *rubens*—red brome*
- *Hordeum murinum*—mouse barley*
- *Pennisetum setaceum*—fountain grass*
- *Stipa miliacea*—no common name*

* Non-native species

Attachment D

Wildlife Compendium

BIRD

FINCHES

FRINGILLIDAE—FRINGILLINE & CARDUELINE FINCHES & ALLIES

Haemorhous mexicanus—house finch

MOCKINGBIRDS & THRASHERS

MIMIDAE—MOCKINGBIRDS & THRASHERS

Mimus polyglottos—northern mockingbird

OLD WORLD SPARROWS

PASSERIDAE—OLD WORLD SPARROWS

Passer domesticus—house sparrow*

PIGEONS & DOVES

COLUMBIDAE—PIGEONS & DOVES

Columba livia—rock pigeon*

STARLINGS & ALLIES

STURNIDAE—STARLINGS

Sturnus vulgaris—European starling*

* Non-native species

Attachment E

Sensitive Resources Databases **Query Results**

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Burbank (3411823) OR Pasadena (3411822) OR Mt. Wilson (3411821) OR Hollywood (3411813) OR Los Angeles (3411812) OR El Monte (3411811) OR Inglewood (3311883) OR South Gate (3311882) OR Whittier (3311881))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G2G3	S1S2	SSC
Aimophila ruficeps canescens southern California rufous-crowned sparrow	ABPBX91091	None	None	G5T3	S3	WL
Anaxyrus californicus arroyo toad	AAABB01230	Endangered	None	G2G3	S2S3	SSC
Anniella spp. California legless lizard	ARACC01070	None	None	G3G4	S3S4	SSC
Anniella stebbinsi southern California legless lizard	ARACC01060	None	None	G3	S3	SSC
Antrozous pallidus pallid bat	AMACC10010	None	None	G5	S3	SSC
Arctostaphylos glandulosa ssp. gabrielensis San Gabriel manzanita	PDERI042P0	None	None	G5T3	S3	1B.2
Arenaria paludicola marsh sandwort	PDCAR040L0	Endangered	Endangered	G1	S1	1B.1
Arizona elegans occidentalis California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
Aspidoscelis tigris stejnegeri coastal whiptail	ARACJ02143	None	None	G5T5	S3	SSC
Astragalus brauntonii Braunton's milk-vetch	PDFAB0F1G0	Endangered	None	G2	S2	1B.1
Astragalus tener var. titi coastal dunes milk-vetch	PDFAB0F8R2	Endangered	Endangered	G2T1	S1	1B.1
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Atriplex coulteri Coulter's saltbush	PDCHE040E0	None	None	G3	S1S2	1B.2
Atriplex parishii Parish's brittlescale	PDCHE041D0	None	None	G1G2	S1	1B.1
Atriplex serenana var. davidsonii Davidson's saltscale	PDCHE041T1	None	None	G5T1	S1	1B.2
Berberis nevinii Nevin's barberry	PDBER060A0	Endangered	Endangered	G1	S1	1B.1
Bombus crotchii Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G3G4	S1S2	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
California Walnut Woodland California Walnut Woodland	CTT71210CA	None	None	G2	S2.1	
Calochortus clavatus var. gracilis slender mariposa-lily	PMLIL0D096	None	None	G4T2T3	S2S3	1B.2
Calochortus plummerae Plummer's mariposa-lily	PMLIL0D150	None	None	G4	S4	4.2
Calochortus weedii var. intermedius intermediate mariposa-lily	PMLIL0D1J1	None	None	G3G4T2	S2	1B.2
Calystegia felix lucky morning-glory	PDCON040P0	None	None	G1Q	S1	1B.1
Carolella busckana Busck's gallmoth	IILEM2X090	None	None	G1G3	SH	
Centromadia parryi ssp. australis southern tarplant	PDAST4R0P4	None	None	G3T2	S2	1B.1
Centromadia pungens ssp. laevis smooth tarplant	PDAST4R0R4	None	None	G3G4T2	S2	1B.1
Chorizanthe parryi var. fernandina San Fernando Valley spineflower	PDPGN040J1	Proposed Threatened	Endangered	G2T1	S1	1B.1
Chorizanthe parryi var. parryi Parry's spineflower	PDPGN040J2	None	None	G3T2	S2	1B.1
Cladium californicum California saw-grass	PMCYP04010	None	None	G4	S2	2B.2
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	None	G3G4	S2	SSC
Coturnicops noveboracensis yellow rail	ABNME01010	None	None	G4	S1S2	SSC
Cuscuta obtusiflora var. glandulosa Peruvian dodder	PDCUS01111	None	None	G5T4?	SH	2B.2
Cypseloides niger black swift	ABNUA01010	None	None	G4	S2	SSC
Dodecahema leptoceras slender-horned spineflower	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
Dudleya multicaulis many-stemmed dudleya	PDCRA040H0	None	None	G2	S2	1B.2
Empidonax traillii extimus southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	G5T2	S1	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Eryngium aristulatum var. parishii San Diego button-celery	PDAPI0Z042	Endangered	Endangered	G5T1	S1	1B.1
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G5T4	S3S4	SSC
Falco peregrinus anatum American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S3S4	FP
Galium grande San Gabriel bedstraw	PDRUB0N0V0	None	None	G1	S1	1B.2
Helianthus nuttallii ssp. parishii Los Angeles sunflower	PDAST4N102	None	None	G5TH	SH	1A
Horkelia cuneata var. puberula mesa horkelia	PDROS0W045	None	None	G4T1	S1	1B.1
Icteria virens yellow-breasted chat	ABPBX24010	None	None	G5	S3	SSC
Lasionycteris noctivagans silver-haired bat	AMACC02010	None	None	G5	S3S4	
Lasiurus blossevillii western red bat	AMACC05060	None	None	G5	S3	SSC
Lasiurus cinereus hoary bat	AMACC05030	None	None	G5	S4	
Lasiurus xanthinus western yellow bat	AMACC05070	None	None	G5	S3	SSC
Lasthenia glabrata ssp. coulteri Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
Lepidium virginicum var. robinsonii Robinson's pepper-grass	PDBRA1M114	None	None	G5T3	S3	4.3
Linanthus concinnus San Gabriel linanthus	PDPLM090D0	None	None	G2	S2	1B.2
Malacothamnus davidsonii Davidson's bush-mallow	PDMAL0Q040	None	None	G2	S2	1B.2
Microtus californicus stephensi south coast marsh vole	AMAFF11035	None	None	G5T1T2	S1S2	SSC
Muhlenbergia californica California muhly	PMPOA480A0	None	None	G4	S4	4.3
Nasturtium gambelii Gambel's water cress	PDBRA270V0	Endangered	Threatened	G1	S1	1B.1
Navarretia fossalis spreading navarretia	PDPLM0C080	Threatened	None	G2	S2	1B.1
Navarretia prostrata prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	G2	S2	1B.2
Neotoma lepida intermedia San Diego desert woodrat	AMAFF08041	None	None	G5T3T4	S3S4	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Nyctinomops femorosaccus pocketed free-tailed bat	AMACD04010	None	None	G4	S3	SSC
Nyctinomops macrotis big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
Onychomys torridus ramona southern grasshopper mouse	AMAFF06022	None	None	G5T3	S3	SSC
Open Engelmann Oak Woodland Open Engelmann Oak Woodland	CTT71181CA	None	None	G2	S2.2	
Orcuttia californica California Orcutt grass	PMPOA4G010	Endangered	Endangered	G1	S1	1B.1
Phacelia stellaris Brand's star phacelia	PDHYD0C510	None	None	G1	S1	1B.1
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
Polioptila californica californica coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T2Q	S2	SSC
Pseudognaphalium leucocephalum white rabbit-tobacco	PDAST440C0	None	None	G4	S2	2B.2
Quercus dumosa Nuttall's scrub oak	PDFAG050D0	None	None	G3	S3	1B.1
Rana muscosa southern mountain yellow-legged frog	AAABH01330	Endangered	Endangered	G1	S1	WL
Ribes divaricatum var. parishii Parish's gooseberry	PDGRO020F3	None	None	G5TX	SX	1A
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S2	
Riversidian Alluvial Fan Sage Scrub Riversidian Alluvial Fan Sage Scrub	CTT32720CA	None	None	G1	S1.1	
Scutellaria bolanderi ssp. austromontana southern mountains skullcap	PDLAM1U0A1	None	None	G4T3	S3	1B.2
Sidalcea neomexicana salt spring checkerbloom	PDMAL110J0	None	None	G4	S2	2B.2
Southern Coast Live Oak Riparian Forest Southern Coast Live Oak Riparian Forest	CTT61310CA	None	None	G4	S4	
Southern Cottonwood Willow Riparian Forest Southern Cottonwood Willow Riparian Forest	CTT61330CA	None	None	G3	S3.2	
Southern Sycamore Alder Riparian Woodland Southern Sycamore Alder Riparian Woodland	CTT62400CA	None	None	G4	S4	
Spea hammondii western spadefoot	AAABF02020	None	None	G3	S3	SSC
Symphyotrichum defoliatum San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Symphyotrichum greatae Greata's aster	PDASTE80U0	None	None	G2	S2	1B.3
Taricha torosa Coast Range newt	AAAAF02032	None	None	G4	S4	SSC
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Thamnophis hammondii two-striped gartersnake	ARADB36160	None	None	G4	S3S4	SSC
Thelypteris puberula var. sonorensis Sonoran maiden fern	PPTHE05192	None	None	G5T3	S2	2B.2
Vireo bellii pusillus least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	
Walnut Forest Walnut Forest	CTT81600CA	None	None	G1	S1.1	

Record Count: 88

CNPS California Native Plant Society

*The database used to provide updates to the Online Inventory is under construction. View updates and changes made since May 2019 here.

Plant List

64 matches found. *Click on scientific name for details*

Search Criteria

Found in Quads 3411823, 3411822, 3411821, 3411813, 3411812, 3411811, 3311883 3311882 and 3311881;

Modify Search Criteria | Export to Excel | Modify Columns | Modify Sort | Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Acanthoscyphus parishii var. parishii	Parish's oxytheca	Polygonaceae	annual herb	Jun-Sep	4.2	S3S4	G4? T3T4
Arctostaphylos glandulosa ssp. gabrielensis	San Gabriel manzanita	Ericaceae	perennial evergreen shrub	Mar	1B.2	S3	G5T3
Arenaria paludicola	marsh sandwort	Caryophyllaceae	perennial stoloniferous herb	May-Aug	1B.1	S1	G1
Asplenium vespertinum	western spleenwort	Aspleniaceae	perennial rhizomatous herb	Feb-Jun	4.2	S4	G4
Astragalus brauntonii	Braunton's milk-vetch	Fabaceae	perennial herb	Jan-Aug	1B.1	S2	G2
Astragalus pycnostachyus var. lanosissimus	Ventura marsh milk-vetch	Fabaceae	perennial herb	(Jun)Aug-Oct	1B.1	S1	G2T1
Astragalus tener var. titi	coastal dunes milk-vetch	Fabaceae	annual herb	Mar-May	1B.1	S1	G2T1
Atriplex coulteri	Coulter's saltbush	Chenopodiaceae	perennial herb	Mar-Oct	1B.2	S1S2	G3
Atriplex parishii	Parish's brittlescale	Chenopodiaceae	annual herb	Jun-Oct	1B.1	S1	G1G2
Atriplex serenana var. davidsonii	Davidson's saltscale	Chenopodiaceae	annual herb	Apr-Oct	1B.2	S1	G5T1
Berberis nevinii	Nevin's barberry	Berberidaceae	perennial evergreen shrub	(Feb)Mar-Jun	1B.1	S1	G1
Calochortus catalinae	Catalina mariposa lily	Liliaceae	perennial bulbiferous herb	(Feb)Mar-Jun	4.2	S3S4	G3G4
Calochortus clavatus var. gracilis	slender mariposa lily	Liliaceae	perennial bulbiferous herb	Mar-Jun(Nov)	1B.2	S2S3	G4T2T3
Calochortus plummerae	Plummer's mariposa lily	Liliaceae	perennial bulbiferous herb	May-Jul	4.2	S4	G4
Calochortus weedii var. intermedius	intermediate mariposa lily	Liliaceae	perennial bulbiferous herb	May-Jul	1B.2	S2	G3G4T2
Calystegia felix	lucky morning-glory	Convolvulaceae	annual	Mar-Sep	1B.1	S1	G1Q

			rhizomatous herb				
Camissoniopsis lewisii	Lewis' evening-primrose	Onagraceae	annual herb	Mar-May(Jun)	3	S4	G4
Centromadia parryi ssp. australis	southern tarplant	Asteraceae	annual herb	May-Nov	1B.1	S2	G3T2
Centromadia pungens ssp. laevis	smooth tarplant	Asteraceae	annual herb	Apr-Sep	1B.1	S2	G3G4T2
Chorizanthe parryi var. fernandina	San Fernando Valley spineflower	Polygonaceae	annual herb	Apr-Jul	1B.1	S1	G2T1
Chorizanthe parryi var. parryi	Parry's spineflower	Polygonaceae	annual herb	Apr-Jun	1B.1	S2	G3T2
Cladium californicum	California sawgrass	Cyperaceae	perennial rhizomatous herb	Jun-Sep	2B.2	S2	G4
Clinopodium mimuloides	monkey-flower savory	Lamiaceae	perennial herb	Jun-Oct	4.2	S3	G3
Convolvulus simulans	small-flowered morning-glory	Convolvulaceae	annual herb	Mar-Jul	4.2	S4	G4
Cuscuta obtusiflora var. glandulosa	Peruvian dodder	Convolvulaceae	annual vine (parasitic)	Jul-Oct	2B.2	SH	G5T4?
Diplacus johnstonii	Johnston's monkeyflower	Phrymaceae	annual herb	(Apr)May-Aug	4.3	S4	G4
Dodecahema leptoceras	slender-horned spineflower	Polygonaceae	annual herb	Apr-Jun	1B.1	S1	G1
Dudleya multicaulis	many-stemmed dudleya	Crassulaceae	perennial herb	Apr-Jul	1B.2	S2	G2
Galium angustifolium ssp. gabrielense	San Antonio Canyon bedstraw	Rubiaceae	perennial herb	Apr-Aug	4.3	S3	G5T3
Galium grande	San Gabriel bedstraw	Rubiaceae	perennial deciduous shrub	Jan-Jul	1B.2	S1	G1
Galium johnstonii	Johnston's bedstraw	Rubiaceae	perennial herb	Jun-Jul	4.3	S4	G4
Helianthus nuttallii ssp. parishii	Los Angeles sunflower	Asteraceae	perennial rhizomatous herb	Aug-Oct	1A	SH	G5TH
Heuchera caespitosa	urn-flowered alumroot	Saxifragaceae	perennial rhizomatous herb	May-Aug	4.3	S3	G3
Hordeum intercedens	vernal barley	Poaceae	annual herb	Mar-Jun	3.2	S3S4	G3G4
Horkelia cuneata var. puberula	mesa horkelia	Rosaceae	perennial herb	Feb-Jul(Sep)	1B.1	S1	G4T1
Juglans californica	Southern California black walnut	Juglandaceae	perennial deciduous tree	Mar-Aug	4.2	S4	G4
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	Asteraceae	annual herb	Feb-Jun	1B.1	S2	G4T2
Lepechinia fragrans	fragrant pitcher sage	Lamiaceae	perennial shrub	Mar-Oct	4.2	S3	G3
Lepidium virginicum var. robinsonii	Robinson's pepper-grass	Brassicaceae	annual herb	Jan-Jul	4.3	S3	G5T3
Lilium humboldtii ssp. ocellatum	ocellated Humboldt lily	Liliaceae	perennial bulbiferous herb	Mar-Jul(Aug)	4.2	S4?	G4T4?
Linanthus concinnus	San Gabriel linanthus	Polemoniaceae	annual herb	Apr-Jul	1B.2	S2	G2
Linanthus orcuttii	Orcutt's linanthus	Polemoniaceae	annual herb	May-Jun	1B.3	S2	G3

Malacothamnus davidsonii	Davidson's bush-mallow	Malvaceae	perennial deciduous shrub	Jun-Jan	1B.2	S2	G2
Muhlenbergia californica	California muhly	Poaceae	perennial rhizomatous herb	Jun-Sep	4.3	S4	G4
Nasturtium gambelii	Gambel's water cress	Brassicaceae	perennial rhizomatous herb	Apr-Oct	1B.1	S1	G1
Navarretia fossalis	spreading navarretia	Polemoniaceae	annual herb	Apr-Jun	1B.1	S2	G2
Navarretia prostrata	prostrate vernal pool navarretia	Polemoniaceae	annual herb	Apr-Jul	1B.1	S2	G2
Orcuttia californica	California Orcutt grass	Poaceae	annual herb	Apr-Aug	1B.1	S1	G1
Phacelia hubbyi	Hubby's phacelia	Hydrophyllaceae	annual herb	Apr-Jul	4.2	S4	G4
Phacelia stellaris	Brand's star phacelia	Hydrophyllaceae	annual herb	Mar-Jun	1B.1	S1	G1
Pseudognaphalium leucocephalum	white rabbit-tobacco	Asteraceae	perennial herb	(Jul)Aug-Nov(Dec)	2B.2	S2	G4
Quercus dumosa	Nuttall's scrub oak	Fagaceae	perennial evergreen shrub	Feb-Apr(May-Aug)	1B.1	S3	G3
Quercus durata var. gabrielensis	San Gabriel oak	Fagaceae	perennial evergreen shrub	Apr-May	4.2	S3	G4T3
Quercus engelmannii	Engelmann oak	Fagaceae	perennial deciduous tree	Mar-Jun	4.2	S3	G3
Ribes divaricatum var. parishii	Parish's gooseberry	Grossulariaceae	perennial deciduous shrub	Feb-Apr	1A	SX	G5TX
Romneya coulteri	Coulter's matilija poppy	Papaveraceae	perennial rhizomatous herb	Mar-Jul(Aug)	4.2	S4	G4
Rupertia rigida	Parish's rupertia	Fabaceae	perennial herb	Jun-Aug	4.3	S4	G4
Scutellaria bolanderi ssp. austromontana	southern mountains skullcap	Lamiaceae	perennial rhizomatous herb	Jun-Aug	1B.2	S3	G4T3
Senecio astephanus	San Gabriel ragwort	Asteraceae	perennial herb	May-Jul	4.3	S3	G3
Sidalcea neomexicana	salt spring checkerbloom	Malvaceae	perennial herb	Mar-Jun	2B.2	S2	G4
Spermolepis lateriflora	western bristly scaleseed	Apiaceae	annual herb	Mar-Apr	2A	SH	G5
Symphyotrichum defoliatum	San Bernardino aster	Asteraceae	perennial rhizomatous herb	Jul-Nov(Dec)	1B.2	S2	G2
Symphyotrichum greatae	Greata's aster	Asteraceae	perennial rhizomatous herb	Jun-Oct	1B.3	S2	G2
Thelypteris puberula var. sonorensis	Sonoran maiden fern	Thelypteridaceae	perennial rhizomatous herb	Jan-Sep	2B.2	S2	G5T3

Suggested Citation

California Native Plant Society, Rare Plant Program. 2020. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website http://www.rareplants.cnps.org [accessed 21 May 2020].

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rareplants@cnps.org

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IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

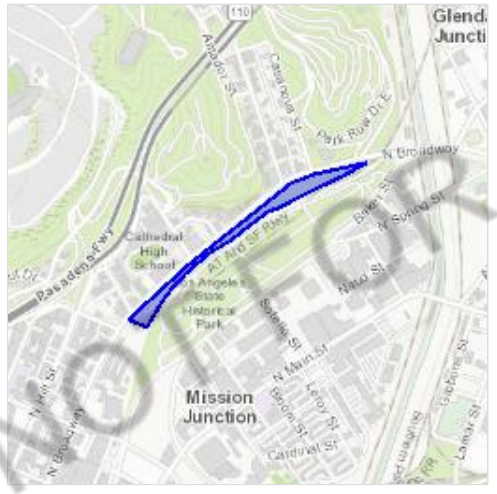
This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

NOT FOR CONSULTATION

Location

Los Angeles County, California



Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

http://www.fws.gov/carlsbad/

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS

Coastal California Gnatcatcher Polioptila californica californica Threatened
There is **final** critical habitat for this species. Your location is outside the critical habitat.
https://ecos.fws.gov/ecp/species/8178

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

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For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
Allen's Hummingbird Selasphorus sasin This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
California Thrasher Toxostoma redivivum This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Jul 31
Common Yellowthroat Geothlypis trichas sinuosa This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Costa's Hummingbird Calypte costae This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9470	Breeds Jan 15 to Jun 10
Lawrence's Goldfinch Carduelis lawrencei This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Lewis's Woodpecker Melanerpes lewis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30

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Nuttall's Woodpecker Picoides nuttallii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Oak Titmouse Baeolophus inornatus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Rufous Hummingbird selasphorus rufus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds elsewhere
Song Sparrow Melospiza melodia This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Feb 20 to Sep 5
Spotted Towhee Pipilo maculatus clementae This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/4243	Breeds Apr 15 to Jul 20
Wrentit Chamaea fasciata This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10

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Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that

week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

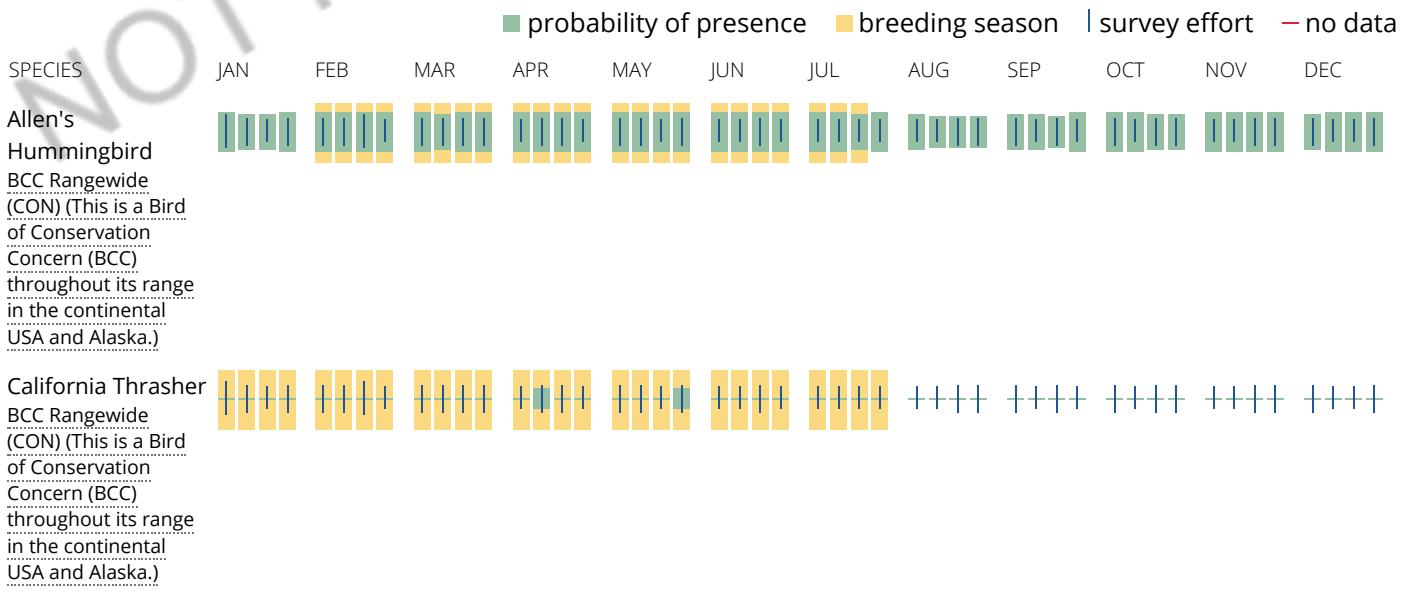
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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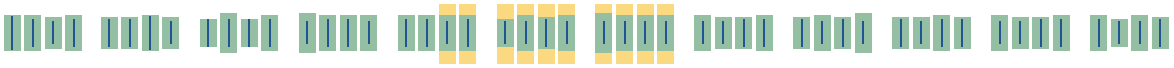
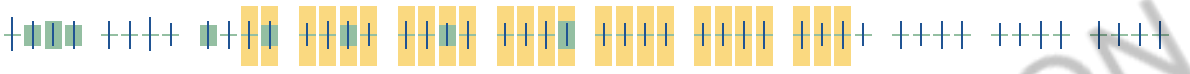
Common Yellowthroat
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Costa's Hummingbird
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



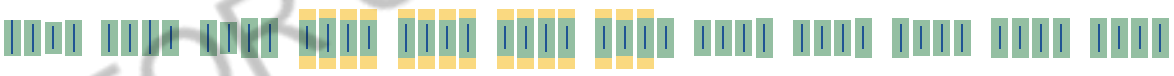
Lawrence's Goldfinch
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



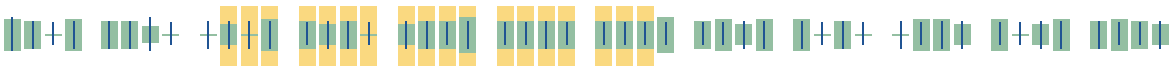
Lewis's Woodpecker
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



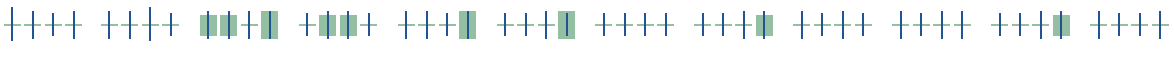
Nuttall's Woodpecker
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Oak Titmouse
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Rufous Hummingbird
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



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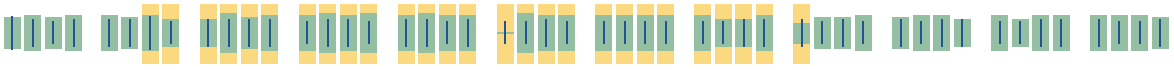
Song Sparrow
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Spotted Towhee
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Wrentit
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



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Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ “What does IPaC use to generate the migratory birds potentially occurring in my specified location”. Please be aware this report provides the “probability of presence” of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look

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carefully at the survey effort (indicated by the black vertical bar) and for the existence of the “no data” indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ “Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds” at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

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The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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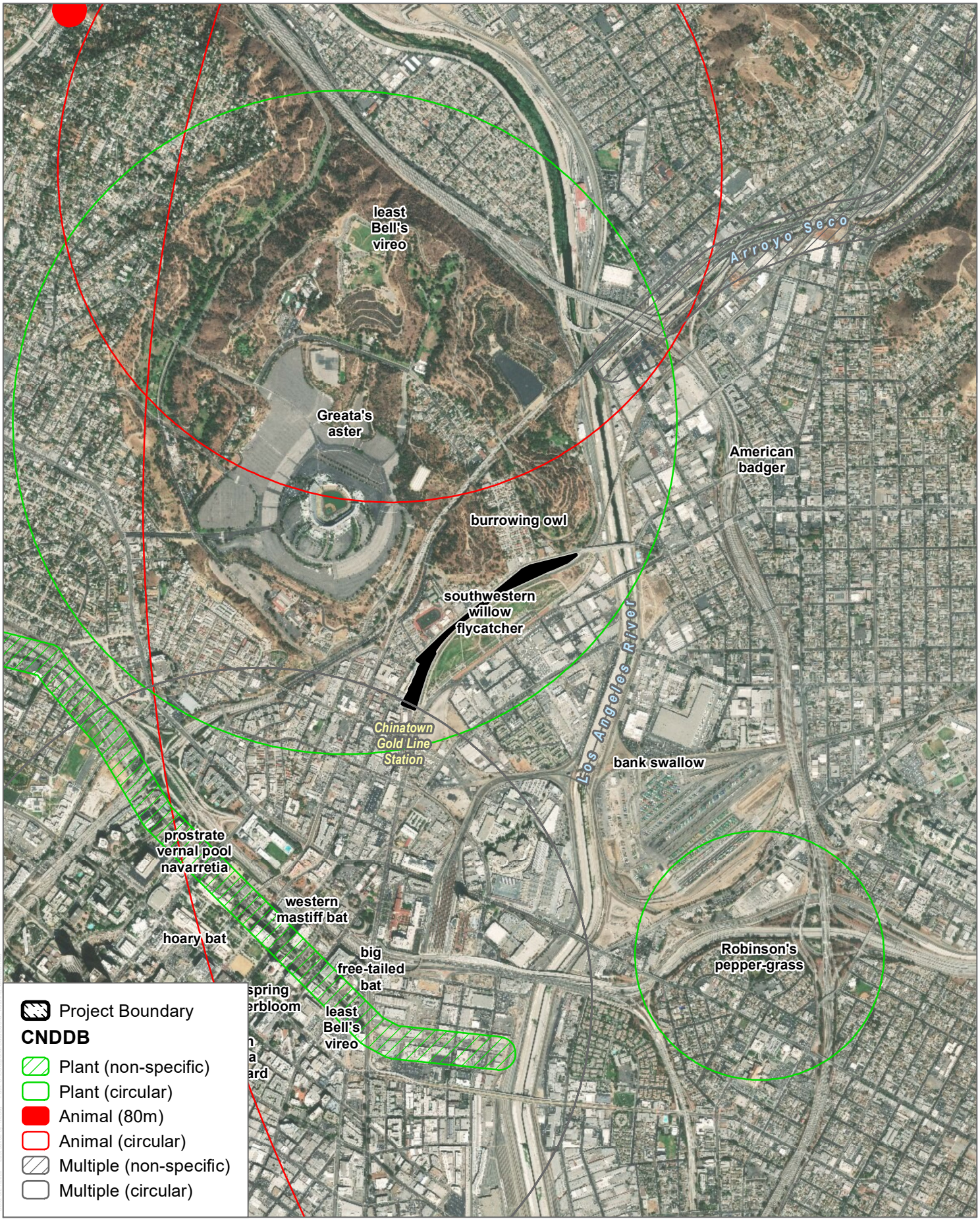
Attachment F

Historic California Natural Diversity Database Records



SOURCE: ESRI and Digital Globe; California Department of Fish and Wildlife 2020

0 1,000 2,000 Feet

Historic California Natural Diversity Database (CNDDB) Records

Buena Vista Project

Attachment G

Special-Status Plant Species Potential to Occur

Buena Vista Project
Special-Status Plant Species Potential to Occur within the Project Site

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Acanthoscyphus parishii var. *parishii*	Parish's oxytheca	None/None/4.2	Chaparral, Lower montane coniferous forest; sandy or gravelly/annual herb/June–Sep/4000–8530	Not expected to occur. Suitable habitat for the species (chaparral, lower montane coniferous forest) is not present within or adjacent to the project site.
Arctostaphylos glandulosa ssp. *gabrielensis*	San Gabriel manzanita	None/None/1B.2	Chaparral (rocky)/perennial evergreen shrub/Mar/1950–4920	Not expected to occur. Suitable habitat for the species (chaparral) is not present within or adjacent to the project site.
Arenaria paludicola	marsh sandwort	FE/SE/1B.1	Marshes and swamps (freshwater or brackish); sandy, openings/perennial stoloniferous herb/May–Aug/5–560	Not expected to occur. Suitable habitat for the species (marshes and swamps) is not present within or adjacent to the project site.
Asplenium vespertinum	western spleenwort	None/None/4.2	Chaparral, Cismontane woodland, Coastal scrub; rocky/perennial rhizomatous herb/Feb–June/590–3280	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub) is not present within or adjacent to the project site.
Astragalus brauntonii	Braunton's milk-vetch	FE/None/1B.1	Chaparral, Coastal scrub, Valley and foothill grassland; recent burns or disturbed areas, usually sandstone with carbonate layers/perennial herb/Jan–Aug/10–2100	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Astragalus pycnostachyus var. *lanosissimus*	Ventura marsh milk-vetch	FE/SE/1B.1	Coastal dunes, Coastal scrub, Marshes and swamps (edges, coastal salt or brackish)/perennial herb/(June)Aug–Oct/0–115	Not expected to occur. Suitable habitat for the species (coastal dunes, coastal scrub, marshes and swamps) is not present within or adjacent to the project site.
Astragalus tener var. *titi*	coastal dunes milk-vetch	FE/SE/1B.1	Coastal bluff scrub (sandy), Coastal dunes, Coastal prairie (mesic); often vernally mesic areas/annual herb/Mar–May/0–165	Not expected to occur. Suitable habitat for the species (coastal bluff scrub, coastal dunes, coastal prairie) is not present within or adjacent to the project site.
Atriplex coulteri	Coulter's saltbush	None/None/1B.2	Coastal bluff scrub, Coastal dunes, Coastal scrub, Valley and foothill grassland; alkaline or clay/perennial herb/Mar–Oct/5–1510	Not expected to occur. Suitable habitat for the species (coastal bluff scrub, coastal dunes, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Atriplex parishii	Parish's brittlescale	None/None/1B.1	Chenopod scrub, Playas, Vernal pools; alkaline/annual herb/June–Oct/80–6235	Not expected to occur. Suitable habitat for the species (chenopod scrub, playas, vernal pools) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Atriplex serenana var. *davidsonii*	Davidson's saltscale	None/None/1B.2	Coastal bluff scrub, Coastal scrub; alkaline/annual herb/Apr–Oct/30–655	Not expected to occur. Suitable habitat for the species (coastal bluff scrub, coastal scrub) is not present within or adjacent to the project site.
Berberis nevinii	Nevin's barberry	FE/SE/1B.1	Chaparral, Cismontane woodland, Coastal scrub, Riparian scrub; sandy or gravelly/perennial evergreen shrub/(Feb)Mar–June/225–2705	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, riparian scrub) is not present within or adjacent to the project site.
Calochortus catalinae	Catalina mariposa lily	None/None/4.2	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland/perennial bulbiferous herb/(Feb)Mar–June/45–2295	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Calochortus clavatus var. *gracilis*	slender mariposa lily	None/None/1B.2	Chaparral, Coastal scrub, Valley and foothill grassland/perennial bulbiferous herb/Mar–June(Nov)/1045–3280	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Calochortus plummerae	Plummer's mariposa lily	None/None/4.2	Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Valley and foothill grassland; granitic, rocky/perennial bulbiferous herb/May–July/325–5575	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, valley and foothill grassland) is not present within or adjacent to the project site.
Calochortus weedii var. *intermedius*	intermediate mariposa lily	None/None/1B.2	Chaparral, Coastal scrub, Valley and foothill grassland; rocky, calcareous/perennial bulbiferous herb/May–July/340–2805	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Calystegia felix	lucky morning-glory	None/None/1B.1	Meadows and seeps (sometimes alkaline), Riparian scrub (alluvial); Historically associated with wetland and marshy places, but possibly in drier situations as well. Possibly silty loam and alkaline/annual rhizomatous herb/Mar–Sep/95–705	Not expected to occur. Suitable habitat for the species (meadows and seeps, riparian scrub) is not present within or adjacent to the project site.
Camissoniopsis lewisii	Lewis' evening-primrose	None/None/3	Coastal bluff scrub, Cismontane woodland, Coastal dunes, Coastal scrub, Valley and foothill grassland; sandy or clay/annual herb/Mar–May(June)/0–985	Not expected to occur. Suitable habitat for the species (coastal bluff scrub, cismontane woodland, coastal dunes, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Centromadia parryi ssp. *australis*	southern tarplant	None/None/1B.1	Marshes and swamps (margins), Valley and foothill grassland (vernally mesic), Vernal pools/annual herb/May–Nov/0–1575	Not expected to occur. Suitable habitat for the species (marshes and swamps, valley and foothill grassland, vernal pools) is not present within or adjacent to the project site.
Centromadia pungens ssp. *laevis*	smooth tarplant	None/None/1B.1	Chenopod scrub, Meadows and seeps, Playas, Riparian woodland, Valley and foothill grassland; alkaline/annual herb/Apr–Sep/0–2100	Not expected to occur. Suitable habitat for the species (chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grassland) is not present within or adjacent to the project site.
Chorizanthe parryi var. *fernandina*	San Fernando Valley spineflower	FC/SE/1B.1	Coastal scrub (sandy), Valley and foothill grassland/annual herb/Apr–July/490–4005	Not expected to occur. Suitable habitat for the species (coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Chorizanthe parryi var. *parryi*	Parry's spineflower	None/None/1B.1	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland; sandy or rocky, openings/annual herb/Apr–June/900–4005	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Cladium californicum	California sawgrass	None/None/2B.2	Meadows and seeps, Marshes and swamps Alkaline or Freshwater/perennial rhizomatous herb/June–Sep/195–5250	Not expected to occur. Suitable habitat for the species (meadows and seeps, marshes and swamps) is not present within or adjacent to the project site.
Clinopodium mimuloides	monkey-flower savory	None/None/4.2	Chaparral, North Coast coniferous forest; streambanks, mesic/perennial herb/June–Oct/1000–5905	Not expected to occur. Suitable habitat for the species (chaparral, North Coast coniferous forest) is not present within or adjacent to the project site.
Convolvulus simulans	small-flowered morning-glory	None/None/4.2	Chaparral (openings), Coastal scrub, Valley and foothill grassland; clay, serpentinite seeps/annual herb/Mar–July/95–2430	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Cuscuta obtusiflora var. *glandulosa*	Peruvian dodder	None/None/2B.2	Marshes and swamps (freshwater)/annual vine (parasitic)/July–Oct/45–920	Not expected to occur. Suitable habitat for the species (marshes and swamps) is not present within or adjacent to the project site.
Diplacus johnstonii	Johnston's monkeyflower	None/None/4.3	Lower montane coniferous forest (scree, disturbed areas, rocky or gravelly, roadside)/annual herb/(Apr)May–Aug/3195–9580	Not expected to occur. Suitable habitat for the species (lower montane coniferous forest) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Dodecahema leptoceras	slender-horned spineflower	FE/SE/1B.1	Chaparral, Cismontane woodland, Coastal scrub (alluvial fan); sandy/annual herb/Apr–June/655–2495	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub) is not present within or adjacent to the project site.
Dudleya multicaulis	many-stemmed dudleya	None/None/1B.2	Chaparral, Coastal scrub, Valley and foothill grassland; often clay/perennial herb/Apr–July/45–2590	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Eryngium aristulatum var. *parishii*	San Diego button-celery	FE/SE/1B.1	Coastal scrub, Valley and foothill grassland, Vernal pools; mesic/annual / perennial herb/Apr–June/65–2035	Not expected to occur. Suitable habitat for the species (coastal scrub, valley and foothill grassland, vernal pools) is not present within or adjacent to the project site.
Galium angustifolium ssp. *gabrielense*	San Antonio Canyon bedstraw	None/None/4.3	Chaparral, Lower montane coniferous forest; granitic, sandy or rocky/perennial herb/Apr–Aug/3935–8695	Not expected to occur. Suitable habitat for the species (chaparral, lower montane coniferous forest) is not present within or adjacent to the project site.
Galium grande	San Gabriel bedstraw	None/None/1B.2	Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest/perennial deciduous shrub/Jan–July/1390–4920	Not expected to occur. Suitable habitat for the species (broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest) is not present within or adjacent to the project site.
Galium johnstonii	Johnston's bedstraw	None/None/4.3	Chaparral, Lower montane coniferous forest, Pinyon and juniper woodland, Riparian woodland/perennial herb/June–July/4000–7545	Not expected to occur. Suitable habitat for the species (chaparral, lower montane coniferous forest, pinyon and juniper woodland, riparian woodland) is not present within or adjacent to the project site.
Helianthus nuttallii ssp. *parishii*	Los Angeles sunflower	None/None/1A	Marshes and swamps (coastal salt and freshwater)/perennial rhizomatous herb/Aug–Oct/30–5005	Not expected to occur. Suitable habitat for the species (marshes and swamps) is not present within or adjacent to the project site.
Heuchera caespitosa	urn-flowered alumroot	None/None/4.3	Cismontane woodland, Lower montane coniferous forest, Riparian forest (montane), Upper montane coniferous forest; rocky/perennial rhizomatous herb/May–Aug/3785–8695	Not expected to occur. Suitable habitat for the species (cismontane woodland, lower montane coniferous forest, riparian forest) is not present within or adjacent to the project site.
Hordeum intercedens	vernal barley	None/None/3.2	Coastal dunes, Coastal scrub, Valley and foothill grassland (saline flats and depressions), Vernal pools/annual herb/Mar–June/15–3280	Not expected to occur. Suitable habitat for the species (coastal dunes, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Horkelia cuneata var. *puberula*	mesa horkelia	None/None/1B.1	Chaparral (maritime), Cismontane woodland, Coastal scrub; sandy or gravelly/perennial herb/Feb–July(Sep)/225–2655	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub) is not present within or adjacent to the project site.
Juglans californica	Southern California black walnut	None/None/4.2	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland; alluvial/perennial deciduous tree/Mar–Aug/160–2955	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, riparian woodland) is not present within or adjacent to the project site.
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	None/None/1B.1	Marshes and swamps (coastal salt), Playas, Vernal pools/annual herb/Feb–June/0–4005	Not expected to occur. Suitable habitat for the species (marshes and swamps, playas, vernal pools) is not present within or adjacent to the project site.
Lepechinia fragrans	fragrant pitcher sage	None/None/4.2	Chaparral/perennial shrub/Mar–Oct/65–4300	Not expected to occur. Suitable habitat for the species (chaparral) is not present within or adjacent to the project site.
Lepidium virginicum var. *robinsonii*	Robinson's pepper-grass	None/None/4.3	Chaparral, Coastal scrub/annual herb/Jan–July/0–2905	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub) is not present within or adjacent to the project site.
Lilium humboldtii ssp. *ocellatum*	ocellated Humboldt lily	None/None/4.2	Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Riparian woodland; openings/perennial bulbiferous herb/Mar–July(Aug)/95–5905	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, riparian woodland) is not present within or adjacent to the project site.
Linanthus concinnus	San Gabriel linanthus	None/None/1B.2	Chaparral, Lower montane coniferous forest, Upper montane coniferous forest; rocky, openings/annual herb/Apr–July/4985–9185	Not expected to occur. Suitable habitat for the species (chaparral, lower montane coniferous forest, upper montane coniferous forest) is not present within or adjacent to the project site.
Linanthus orcuttii	Orcutt's linanthus	None/None/1B.3	Chaparral, Lower montane coniferous forest, Pinyon and juniper woodland; openings/annual herb/May–June/3000–7035	Not expected to occur. Suitable habitat for the species (chaparral, lower montane coniferous forest, pinyon and juniper woodland) is not present within or adjacent to the project site.
Malacothamnus davidsonii	Davidson's bush-mallow	None/None/1B.2	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland/perennial deciduous shrub/June–Jan/605–3740	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, riparian woodland) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Muhlenbergia californica	California muhly	None/None/4.3	Chaparral, Coastal scrub, Lower montane coniferous forest, Meadows and seeps; mesic, seeps and streambanks/perennial rhizomatous herb/June–Sep/325–6560	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, lower montane coniferous forest, meadows and seeps) is not present within or adjacent to the project site.
Nasturtium gambelii	Gambel's water cress	FE/ST/1B.1	Marshes and swamps (freshwater or brackish)/perennial rhizomatous herb/Apr–Oct/15–1085	Not expected to occur. Suitable habitat for the species (marshes and swamps) is not present within or adjacent to the project site.
Navarretia fossalis	spreading navarretia	FT/None/1B.1	Chenopod scrub, Marshes and swamps (assorted shallow freshwater), Playas, Vernal pools/annual herb/Apr–June/95–2150	Not expected to occur. Suitable habitat for the species (chenopod scrub, marshes and swamps, playas) is not present within or adjacent to the project site.
Navarretia prostrata	prostrate vernal pool navarretia	None/None/1B.1	Coastal scrub, Meadows and seeps, Valley and foothill grassland (alkaline), Vernal pools; Mesic/annual herb/Apr–July/5–3970	Not expected to occur. Suitable habitat for the species (coastal scrub, meadows and seeps, valley and foothill grassland, vernal pools) is not present within or adjacent to the project site.
Orcuttia californica	California Orcutt grass	FE/SE/1B.1	Vernal pools/annual herb/Apr–Aug/45–2165	Not expected to occur. Suitable habitat for the species (vernal pools) is not present within or adjacent to the project site.
Phacelia hubbyi	Hubby's phacelia	None/None/4.2	Chaparral, Coastal scrub, Valley and foothill grassland; gravelly, rocky, talus/annual herb/Apr–July/0–3280	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, valley and foothill grassland) is not present within or adjacent to the project site.
Phacelia stellaris	Brand's star phacelia	None/None/1B.1	Coastal dunes, Coastal scrub/annual herb/Mar–June/0–1310	not expected to occur. suitable habitat for the species (coastal dunes, coastal scrub) is not present within or adjacent to the project site.
Pseudognaphalium leucocephalum	white rabbit-tobacco	None/None/2B.2	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland; sandy, gravelly/perennial herb/(July)Aug–Nov(Dec)/0–6890	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, coastal scrub, riparian woodland) is not present within or adjacent to the project site.
Quercus dumosa	Nuttall's scrub oak	None/None/1B.1	Closed-cone coniferous forest, Chaparral, Coastal scrub; sandy, clay loam/perennial evergreen shrub/Feb–Apr(May–Aug)/45–1310	Not expected to occur. Suitable habitat for the species (closed-cone coniferous forest, chaparral, coastal scrub) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Quercus durata var. *gabrielensis*	San Gabriel oak	None/None/4.2	Chaparral, Cismontane woodland/perennial evergreen shrub/Apr–May/1475–3280	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland) is not present within or adjacent to the project site.
Quercus engelmannii	Engelmann oak	None/None/4.2	Chaparral, Cismontane woodland, Riparian woodland, Valley and foothill grassland/perennial deciduous tree/Mar–June/160–4265	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, riparian woodland, valley and foothill grassland) is not present within or adjacent to the project site.
Ribes divaricatum var. *parishii*	Parish's gooseberry	None/None/1A	Riparian woodland/perennial deciduous shrub/Feb–Apr/210–985	Not expected to occur. Suitable habitat for the species (riparian woodland) is not present within or adjacent to the project site.
Romneya coulteri	Coulter's matilija poppy	None/None/4.2	Chaparral, Coastal scrub; Often in burns/perennial rhizomatous herb/Mar–July(Aug)/65–3935	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub) is not present within or adjacent to the project site.
Rupertia rigida	Parish's rupertia	None/None/4.3	Chaparral, Cismontane woodland, Lower montane coniferous forest, Meadows and seeps, Pebble (Pavement) plain, Valley and foothill grassland/perennial herb/June–Aug/2295–8200	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, lower montane coniferous forest, meadows and seeps, pebble plain) is not present within or adjacent to the project site.
Scutellaria bolanderi ssp. *austromontana*	southern mountains skullcap	None/None/1B.2	Chaparral, Cismontane woodland, Lower montane coniferous forest; mesic/perennial rhizomatous herb/June–Aug/1390–6560	Not expected to occur. Suitable habitat for the species (chaparral, cismontane woodland, lower montane coniferous forest) is not present within or adjacent to the project site.
Senecio astephanus	San Gabriel ragwort	None/None/4.3	Coastal bluff scrub, Chaparral; rocky slopes/perennial herb/May–July/1310–4920	Not expected to occur. Suitable habitat for the species (coastal bluff scrub, chaparral) is not present within or adjacent to the project site.
Sidalcea neomexicana	salt spring checkerbloom	None/None/2B.2	Chaparral, Coastal scrub, Lower montane coniferous forest, Mojavean desert scrub, Playas; alkaline, mesic/perennial herb/Mar–June/45–5020	Not expected to occur. Suitable habitat for the species (chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, playas) is not present within or adjacent to the project site.
Spermolepis lateriflora	western bristly scaleseed	None/None/2A	Sonoran desert scrub; Rocky or sandy/annual herb/Mar–Apr/1195–2200	Not expected to occur. Suitable habitat for the species (Sonoran desert scrub) is not present within or adjacent to the project site.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State/CRPR)	Primary Habitat Associations/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur[2]
Symphyotrichum defoliatum	San Bernardino aster	None/None/1B.2	Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Meadows and seeps, Marshes and swamps, Valley and foothill grassland (vernally mesic); near ditches, streams, springs/perennial rhizomatous herb/July–Nov(Dec)/5–6695	Not expected to occur. Suitable habitat for the species (cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, valley and foothill grassland) is not present within or adjacent to the project site.
Symphyotrichum greatae	Greata's aster	None/None/1B.3	Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest, Riparian woodland; mesic/perennial rhizomatous herb/June–Oct/980–6595	Not expected to occur. Suitable habitat for the species (broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, riparian woodland) is not present within or adjacent to the project site.
Thelypteris puberula var. *sonorensis*	Sonoran maiden fern	None/None/2B.2	Meadows and seeps (seeps and streams)/perennial rhizomatous herb/Jan–Sep/160–2000	Not expected to occur. Suitable habitat for the species (meadows and seeps) is not present within or adjacent to the project site.

Notes:

[1] Status abbreviations:

FE: Federally listed as endangered
FT: Federally listed as threatened
FC: Federal Candidate for listing
SE: State listed as endangered
ST: State listed as threatened
CRPR List 1A: Plants Presumed Extirpated in California and Either Rare or Extinct Elsewhere
CRPR List 1B: Plants Rare, Threatened, or Endangered in California and Elsewhere
CRPR List 2A: Plants Presumed Extirpated in California, But More Common Elsewhere
CRPR List 2B: Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere
CRPR List 3: Review List: Plants about which more information is needed
CRPR List 4: Watch List: Plants of limited distribution
.1 Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
.2 Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)
.3 Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

[2] Refers to records within the U.S. Geologic Survey's *Los Angeles* 7.5-minute quadrangle (quad) and the eight surrounding quads.

Special-Status Plant Species Potential to Occur within the Project Site (Continued)

References:

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CDFW (California Department of Fish and Wildlife). 2020. *RareFind*, Version 5.2.14. California Natural Diversity Database (CNDDB). Accessed May 2020. https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx

CNPS (California Native Plant Society). 2020. *Inventory of Rare and Endangered Plants*. Online ed. Version 8-03 0.45. Sacramento, California: CNPS. Accessed May 2020. http://www.rareplants.cnps.org/advanced.html.

Attachment H

Special-Status Wildlife Species Potential to Occur

Buena Vista Project
Special-Status Wildlife Species Potential to Occur within the Project Site

Scientific Name	Common Name	Status[1] (Federal/State)	Habitat	Potential to Occur[2]
Invertebrates				
Bombus crotchii	Crotch bumble bee	None/CSE	Open grassland and scrub communities supporting suitable floral resources.	Not expected to occur. Suitable habitat for the species (open grassland and scrub communities) is not present within or adjacent to the project site.
Carolella busckana	Busck's gallmoth	None/None	Coastal scrub dunes	Not expected to occur. Suitable habitat for the species (coastal scrub dunes) is not present within or adjacent to the project site.
Amphibians				
Anaxyrus californicus	arroyo toad	FE/SSC	Semi-arid areas near washes, sandy riverbanks, riparian areas, palm oasis, Joshua tree, mixed chaparral and sagebrush; stream channels for breeding (typically third order); adjacent stream terraces and uplands for foraging and wintering	Not expected to occur. Suitable habitat for the species (semi-arid areas near washes, sandy riverbanks, riparian areas, palm oasis, Joshua tree, mixed chaparral and sagebrush; stream channels for breeding) is not present within or adjacent to the project site.
Rana muscosa	mountain yellow-legged frog	FE/SE, WL	Lakes, ponds, meadow streams, isolated pools, and open riverbanks; rocky canyons in narrow canyons and in chaparral	Not expected to occur. Suitable habitat for the species (lakes, ponds, meadow streams, isolated pools, and open riverbanks) is not present within or adjacent to the project site.
Spea hammondii	western spadefoot	None/SSC	Primarily grassland and vernal pools, but also in ephemeral wetlands that persist at least 3 weeks in chaparral, coastal scrub, valley–foothill woodlands, pastures, and other agriculture	Not expected to occur. Suitable habitat for the species (grassland, vernal pools, and ephemeral wetlands) is not present within or adjacent to the project site.
Taricha torosa (Monterey Co. south only)	California newt	None/SSC	Wet forests, oak forests, chaparral, and rolling grassland	Not expected to occur. Suitable habitat for the species (wet forests, oak forests, chaparral, and rolling grassland) is not present within or adjacent to the project site.

Special-Status Wildlife Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State)	Habitat	Potential to Occur[2]
Reptiles				
Actinemys marmorata	northwestern pond turtle	None/SSC	Slow-moving permanent or intermittent streams, ponds, small lakes, and reservoirs with emergent basking sites; adjacent uplands used for nesting and during winter	Not expected to occur. Suitable habitat for the species (permanent or intermittent streams, ponds, small lakes, and reservoirs) is not present within or adjacent to the project site.
Anniella stebbinsi	southern California legless lizard	None/SSC	Coastal dunes, stabilized dunes, beaches, dry washes, valley–foothill, chaparral, and scrubs; pine, oak, and riparian woodlands; associated with sparse vegetation and moist sandy or loose, loamy soils	Not expected to occur. Suitable habitat for the species (coastal dunes, stabilized dunes, beaches, dry washes, valley–foothill, chaparral, and scrubs; pine, oak, and riparian woodlands) is not present within or adjacent to the project site.
Arizona elegans occidentalis	California glossy snake	None/SSC	Commonly occurs in desert regions throughout southern California. Prefers open sandy areas with scattered brush. Also found in rocky areas.	Not expected to occur. Suitable habitat for the species (open sandy areas with scattered brush) is not present within or adjacent to the project site.
Aspidoscelis tigris stejnegeri	San Diegan tiger whiptail	None/SSC	Hot and dry areas with sparse foliage, including chaparral, woodland, and riparian areas.	Not expected to occur. Suitable habitat for the species (chaparral, woodland, and riparian areas) is not present within or adjacent to the project site.
Phrynosoma blainvillii	Blainville's horned lizard	None/SSC	Open areas of sandy soil in valleys, foothills, and semi-arid mountains including coastal scrub, chaparral, valley–foothill hardwood, conifer, riparian, pine–cypress, juniper, and annual grassland habitats	Not expected to occur. Suitable habitat for the species (coastal scrub, chaparral, valley–foothill hardwood, conifer, riparian, pine–cypress, juniper, and annual grassland habitats) is not present within or adjacent to the project site.
Thamnophis hammondii	two-striped gartersnake	None/SSC	Streams, creeks, pools, streams with rocky beds, ponds, lakes, vernal pools	Not expected to occur. Suitable habitat for the species (streams, creeks, pools, streams with rocky beds, ponds, lakes, vernal pools) is not present within or adjacent to the project site.
Birds				
Agelaius tricolor (nesting colony)	tricolored blackbird	BCC/SSC, ST	Nests near freshwater, emergent wetland with cattails or tules, but also in Himalayan blackberrry; forages in grasslands, woodland, and agriculture	Not expected to occur. Suitable habitat for the species (freshwater, emergent wetland) is not present within or adjacent to the project site.

Special-Status Wildlife Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State)	Habitat	Potential to Occur[2]
Aimophila ruficeps canescens	Southern California rufous-crowned sparrow	None/WL	Nests and forages in open coastal scrub and chaparral with low cover of scattered scrub interspersed with rocky and grassy patches	Not expected to occur. Suitable habitat for the species (open coastal scrub and chaparral) is not present within or adjacent to the project site.
Athene cunicularia (burrow sites and some wintering sites)	burrowing owl	BCC/SSC	Nests and forages in grassland, open scrub, and agriculture, particularly with ground squirrel burrows	Not expected to occur. Suitable habitat for the species (grassland, open scrub, and agriculture) is not present within or adjacent to the project site.
Buteo swainsoni (nesting)	Swainson's hawk	BCC/ST	Nests in open woodland and savanna, riparian, and in isolated large trees; forages in nearby grasslands and agricultural areas such as wheat and alfalfa fields and pasture	Not expected to occur. Suitable habitat for the species (open woodland and savanna, riparian, and in isolated large trees) is not present within or adjacent to the project site. Outside known nesting range for the species.
Coccyzus americanus occidentalis (nesting)	western yellow-billed cuckoo	FT, BCC/SE	Nests in dense, wide riparian woodlands and forest with well-developed understories	Not expected to occur. Suitable habitat for the species (dense, wide riparian woodlands and forest) is not present within or adjacent to the project site.
Coturnicops noveboracensis	yellow rail	BCC/SSC	Nesting requires wet marsh/sedge meadows or coastal marshes with wet soil and shallow, standing water	Not expected to occur. Suitable habitat for the species (wet marsh/sedge meadows or coastal marshes) is not present within or adjacent to the project site.
Cypseloides niger (nesting)	black swift	BCC/SSC	Nests in moist crevices, caves, and cliffs behind or adjacent to waterfalls in deep canyons; forages over a wide range of habitats	Not expected to occur. Suitable habitat for the species (moist crevices, caves, and cliffs behind or adjacent to waterfalls) is not present within or adjacent to the project site.
Empidonax traillii extimus (nesting)	southwestern willow flycatcher	FE/SE	Nests in dense riparian habitats along streams, reservoirs, or wetlands; uses variety of riparian and shrubland habitats during migration	Not expected to occur. Suitable habitat for the species (dense riparian habitats) is not present within or adjacent to the project site.
Falco peregrinus anatum (nesting)	American peregrine falcon	FDL, BCC/FP, SDL	Nests on cliffs, tall buildings, and bridges; forages in wetlands, riparian, meadows, croplands, especially where waterfowl are present	Not expected to occur. Suitable habitat for the species (cliffs, buildings, and bridges) is not present within or adjacent to the project site.
Icteria virens (nesting)	yellow-breasted chat	None/SSC	Nests and forages in dense, relatively wide riparian woodlands and thickets of willows, vine tangles, and dense brush	Not expected to occur. Suitable habitat for the species (riparian woodlands) is not present within or adjacent to the project site.

Special-Status Wildlife Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State)	Habitat	Potential to Occur[2]
Polioptila californica californica	coastal California gnatcatcher	FT/SSC	Nests and forages in various sage scrub communities, often dominated by California sagebrush and buckwheat; generally avoids nesting in areas with a slope of greater than 40%; majority of nesting at less than 1,000 feet above mean sea level	Not expected to occur. Suitable habitat for the species (sage scrub) is not present within or adjacent to the project site.
Riparia riparia (nesting)	bank swallow	None/ST	Nests in riparian, lacustrine, and coastal areas with vertical banks, bluffs, and cliffs with sandy soils; open country and water during migration	Not expected to occur. Suitable habitat for the species (riparian, lacustrine, and coastal areas with vertical banks, bluffs, and cliffs) is not present within or adjacent to the project site.
Vireo bellii pusillus (nesting)	least Bell's vireo	FE/SE	Nests and forages in low, dense riparian thickets along water or along dry parts of intermittent streams; forages in riparian and adjacent shrubland late in nesting season	Not expected to occur. Suitable habitat for the species (low, dense riparian thickets along water or along dry parts of intermittent streams) is not present within or adjacent to the project site.
Mammals				
Antrozous pallidus	pallid bat	None/SSC	Grasslands, shrublands, woodlands, forests; most common in open, dry habitats with rocky outcrops for roosting, but also roosts in man-made structures and trees	Not expected to occur. Suitable habitat for the species (Grasslands, shrublands, woodlands, forests) is not present within or adjacent to the project site.
Corynorhinus townsendii	Townsend's big-eared bat	None/SSC	Mesic habitats characterized by coniferous and deciduous forests and riparian habitat, but also xeric areas; roosts in limestone caves and lava tubes, man-made structures, and tunnels	Not expected to occur. Suitable habitat for the species (coniferous and deciduous forests and riparian habitat) is not present within or adjacent to the project site.
Eumops perotis californicus	western mastiff bat	None/SSC	Chaparral, coastal and desert scrub, coniferous and deciduous forest and woodland; roosts in crevices in rocky canyons and cliffs where the canyon or cliff is vertical or nearly vertical, trees, and tunnels	Not expected to occur. Suitable habitat for the species (Chaparral, coastal and desert scrub, coniferous and deciduous forest and woodland) is not present within or adjacent to the project site.

Scientific Name	Common Name	Status[1] (Federal/State)	Habitat	Potential to Occur[2]
Lasionycteris noctivagans	silver-haired bat	None/None	Old-growth forest, maternity roosts in trees, large snags 50 feet aboveground; hibernates in hollow trees, rock crevices, buildings, mines, caves, and under sloughing bark; forages in or near coniferous or mixed deciduous forest, stream or river drainages	Not expected to occur. Suitable habitat for the species (old-growth forest) is not present within or adjacent to the project site.
Lasiurus blossevillii	western red bat	None/SSC	Forest, woodland, riparian, mesquite bosque, and orchards, including fig, apricot, peach, pear, almond, walnut, and orange; roosts in tree canopy	Not expected to occur. Suitable habitat for the species (forest, woodland, riparian, mesquite bosque, and orchards) is not present within or adjacent to the project site.
Lasiurus cinereus	hoary bat	None/None	Forest, woodland riparian, and wetland habitats; also juniper scrub, riparian forest, and desert scrub in arid areas; roosts in tree foliage and sometimes cavities, such as woodpecker holes	Not expected to occur. Suitable habitat for the species (forest, woodland riparian, and wetland habitats) is not present within or adjacent to the project site.
Lasiurus xanthinus	western yellow bat	None/SSC	Valley–foothill riparian, desert riparian, desert wash, and palm oasis habitats; below 2,000 feet above mean sea level; roosts in riparian and palms	Not expected to occur. Suitable habitat for the species (valley–foothill riparian, desert riparian, desert wash, and palm oasis habitats) is not present within or adjacent to the project site.
Microtus californicus stephensi	south coast marsh vole	None/SSC	Tidal marshes	Not expected to occur. Suitable habitat for the species (tidal marshes) is not present within or adjacent to the project site.
Neotoma lepida intermedia	San Diego desert woodrat	None/SSC	Coastal scrub, desert scrub, chaparral, cacti, rocky areas	Not expected to occur. Suitable habitat for the species (coastal scrub, desert scrub, chaparral) is not present within or adjacent to the project site.
Nyctinomops femorosaccus	pocketed free-tailed bat	None/SSC	Pinyon–juniper woodlands, desert scrub, desert succulent shrub, desert riparian, desert wash, alkali desert scrub, Joshua tree, and palm oases; roosts in high cliffs or rock outcrops with drop-offs, caverns, and buildings	Not expected to occur. Suitable habitat for the species (pinyon–juniper woodlands, desert scrub, desert succulent shrub, desert riparian, desert wash, alkali desert scrub, Joshua tree, and palm oases) is not present within or adjacent to the project site.
Nyctinomops macrotis	big free-tailed bat	None/SSC	Rocky areas; roosts in caves, holes in trees, buildings, and crevices on cliffs and rocky outcrops; forages over water	Not expected to occur. Suitable habitat for the species (rocky areas) is not present within or adjacent to the project site.

Special-Status Wildlife Species Potential to Occur within the Project Site (Continued)

Scientific Name	Common Name	Status[1] (Federal/State)	Habitat	Potential to Occur[2]
Onychomys torridus ramona	southern grasshopper mouse	None/SSC	Grassland and sparse coastal scrub	Not expected to occur. Suitable habitat for the species (grassland and sparse coastal scrub) is not present within or adjacent to the project site.
Taxidea taxus	American badger	None/SSC	Dry, open, treeless areas; grasslands, coastal scrub, agriculture, and pastures, especially with friable soils	Not expected to occur. Suitable habitat for the species (grasslands, coastal scrub, agriculture, and pastures) is not present within or adjacent to the project site.

Notes:

1 Status abbreviations:
- FE: Federally listed as endangered
- FT: Federally listed as threatened
- FC: Federal Candidate for listing
- FDL: Federal Delisted
- BCC: Bird of Conservation Concern – U.S. Fish and Wildlife Service
- SE: State listed as endangered
- ST: State listed as threatened
- CSE: State Candidate for listing as endangered
- FP: Fully Protected – State of California
- SDL: State Delisted
- SSC: Species of Special Concern – California Department of Fish and Wildlife
- WL: Watch List – California Department of Fish and Wildlife

2 Refers to records within the U.S. Geologic Survey's *Los Angeles* 7.5-minute quadrangle (quad) and the eight surrounding quads.

References:

CDFW (California Department of Fish and Wildlife). 2020. *RareFind*, Version 5.2.14. California Natural Diversity Database (CNDDB). Accessed May 2020. https://map.dfg.ca.gov/rarefind/view/RareFind.aspx.

CDFW. 2020. *CWHR Life History Accounts and Range Maps*. Website. Updated versions of species information in Zeiner et al. 1988–1990. CDFW, CWHR Program. Accessed May 2020. https://www.wildlife.ca.gov/Data/CWHR/Life-History-and-Range.

Miner, K.L., and D.C. Stokes. 2005. "Bats in the South Coast Ecoregion: Status, Conservation Issues, and Research Needs." USDA Forest Service Gen. Tech. Rep. PSW-GTR-195:211-227.

Nafis, G. 2020. *Calherps.com. A Guide to the Amphibians and Reptiles of California*. Accessed May 2020. http://www.californiaherps.com/.

Attachment I

Historical Aerial Imagery of the Project Site from 1948

aerials
1948
topos
atlases

compare
overlays
measure

2016
2014
2012
2010
2009
2005
2004
2003
1994
1980
1972
1964
1952
1948

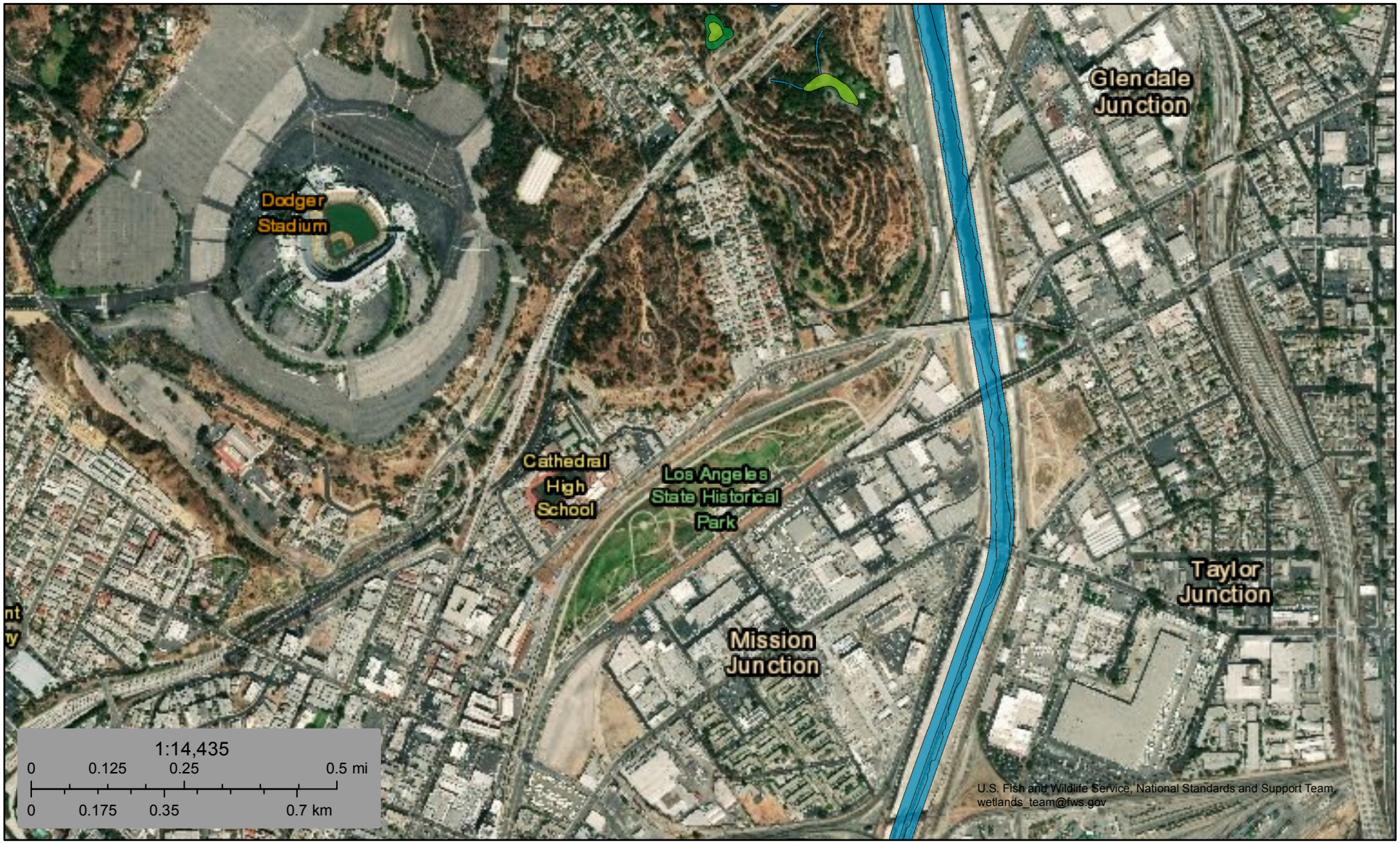


Attachment J

National Wetlands Inventory Results

U.S. Fish and Wildlife Service
National Wetlands Inventory

Buena Vista Project



May 21, 2020

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Attachment K

Wildlife Corridors and Habitat Connectivity Exhibit

Buena Vista Project - Wildlife Corridors and Habitat Connectivity

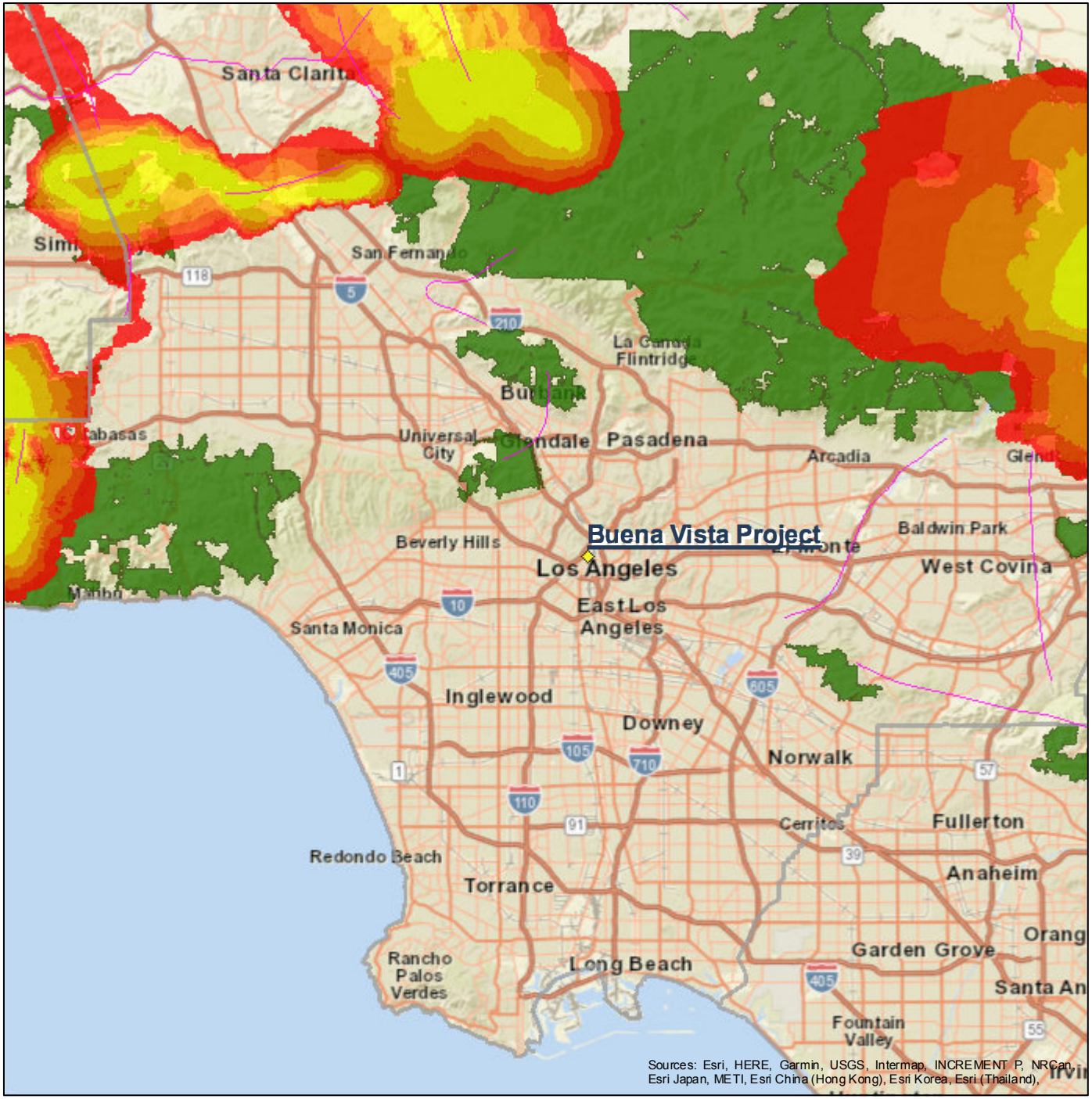
Missing Linkages in California's Landscape [ds420]

Essential Connectivity Areas - California Essential Habitat Connetivity (CEHC) [ds620]

More Permeable

Less Permeable

Natural Landscape Blocks - California Essential Habitat Connectivity (CEHC) [ds621]



N

1:577,791

0 5 10 20 mi

0 5 10 20 km

May 21, 2020

Author: mcady@dudek.com

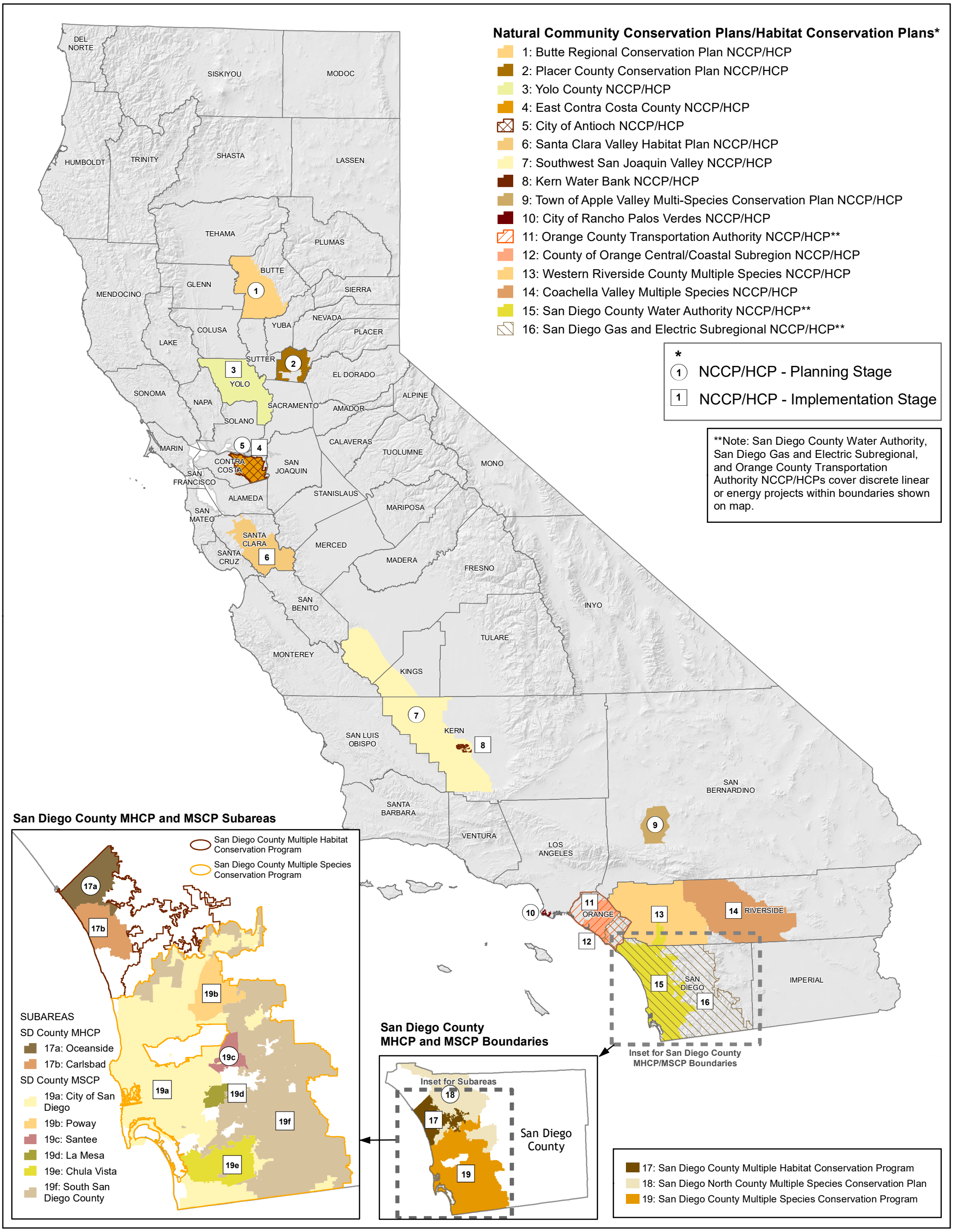
Printed from http://bios.dfg.ca.gov

Attachment L

California Natural Community Conservation Plans

CALIFORNIA NATURAL COMMUNITY CONSERVATION PLANS

April 2019



Natural Community Conservation Plans/Habitat Conservation Plans*

- 1: Butte Regional Conservation Plan NCCP/HCP
- 2: Placer County Conservation Plan NCCP/HCP
- 3: Yolo County NCCP/HCP
- 4: East Contra Costa County NCCP/HCP
- 5: City of Antioch NCCP/HCP
- 6: Santa Clara Valley Habitat Plan NCCP/HCP
- 7: Southwest San Joaquin Valley NCCP/HCP
- 8: Kern Water Bank NCCP/HCP
- 9: Town of Apple Valley Multi-Species Conservation Plan NCCP/HCP
- 10: City of Rancho Palos Verdes NCCP/HCP
- 11: Orange County Transportation Authority NCCP/HCP**
- 12: County of Orange Central/Coastal Subregion NCCP/HCP
- 13: Western Riverside County Multiple Species NCCP/HCP
- 14: Coachella Valley Multiple Species NCCP/HCP
- 15: San Diego County Water Authority NCCP/HCP**
- 16: San Diego Gas and Electric Subregional NCCP/HCP**

*

(1) NCCP/HCP - Planning Stage

[1] NCCP/HCP - Implementation Stage

**Note: San Diego County Water Authority, San Diego Gas and Electric Subregional, and Orange County Transportation Authority NCCP/HCPs cover discrete linear or energy projects within boundaries shown on map.

San Diego County MHCP and MSCP Subareas

SUBAREAS

SD County MHCP
- 17a: Oceanside
- 17b: Carlsbad

SD County MSCP
- 19a: City of San Diego
- 19b: Poway
- 19c: Santee
- 19d: La Mesa
- 19e: Chula Vista
- 19f: South San Diego County

17: San Diego County Multiple Habitat Conservation Program
18: San Diego North County Multiple Species Conservation Plan
19: San Diego County Multiple Species Conservation Program

NCCP: Natural Community Conservation Plan (California Fish and Game Code §2800) (https://www.wildlife.ca.gov/Conservation/Planning/NCCP)
HCP: Habitat Conservation Plan (Federal Endangered Species Act Section 10) (http://www.fws.gov/endangered/what-we-do/hcp-overview.html)

CALIFORNIA DEPARTMENT OF FISH & WILDLIFE

Conservation plans may be in various stages of review, and subject to change. In some cases, boundaries have not been submitted by participants, and are **estimated locations**.

Data Sources: California Department of Fish and Wildlife, Kern Water Bank, Orange County, Dudek, Orange County Transportation Authority, Contra Costa County, San Diego Association of Governments, Santa Clara Valley Habitat Agency, Placer County, Kern County, San Diego County Water Authority, Coachella Valley Association of Governments.

Projection: Teale Albers, units in meters, NAD83. D.Mastalir 20190402

Appendix C

Mineral Land Classification Map



SOURCE: Part II: Mineral Land Classification of the Greater Los Angeles Area: Classification of Sand and Gravel Resource Areas, San Fernando Valley Production-Consumption Region, 1979

0 1,000 2,000 Feet

APPENDIX C

Mineral Land Classification Map

Buena Vista Project EIR

Appendix C

Mineral Land Classification Map



SOURCE: Part II: Mineral Land Classification of the Greater Los Angeles Area: Classification of Sand and Gravel Resource Areas, San Fernando Valley Production-Consumption Region, 1979

0 1,000 2,000 Feet

APPENDIX C

Mineral Land Classification Map

Buena Vista Project EIR

Appendix A.2

Notice of Preparation (NOP)

LOS ANGELES DEPARTMENT OF CITY PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

NOTICE OF PREPARATION
OF ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

August 2, 2021

CASE NO.:	ENV-2016-4064-EIR
PROJECT NAME:	Buena Vista Project
PROJECT APPLICANT:	S & R Partners, LLC
PROJECT ADDRESS:	1251 North Spring St., 1030 – 1380 North Broadway Los Angeles, CA 90012
COMUNITY PLANNING AREA:	Central City North
COUNCIL DISTRICT:	1 - Cedillo
PUBLIC COMMENT PERIOD	August 2, 2021 through August 31, 2021
SCOPING MEETING:	Wednesday, August 18, 2021, 5:30 p.m. – 7:30 p.m. See below for additional information

The City of Los Angeles (City) intends to prepare an Environmental Impact Report (EIR) for the proposed Buena Vista Project (Project). In accordance with Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, the City has prepared this Notice of Preparation to provide the public, nearby residents and property owners, responsible agencies, and other interested parties with information regarding the Project and its potential environmental effects. The EIR will be prepared by outside consultants under the supervision of the City of Los Angeles, Department of City Planning.

The City requests your written comments as to the scope and contents of the EIR, including mitigation measures or project alternatives to reduce potential environmental impacts from the Project. Comments must be submitted in writing according to directions below. If you represent a public agency, the City seeks written comments as to the scope and content of the environmental information in the EIR that are germane to your agency's statutory responsibilities in connection with the Project. Your agency may need to use the EIR prepared by the City when considering your permit or other approval for the Project.

A Public Scoping Meeting will be held to receive input as to what environmental topics the EIR should study. No decisions about the Project are made at the Public Scoping Meeting. Additional project details, meeting information, and instructions for public comment submittal are listed below.

PROJECT LOCATION AND EXISTING ON-SITE USES:
The 8.08-acre Project site is located at 1251 North Spring Street and 1030–1380 North Broadway, within the Chinatown neighborhood of Los Angeles and in the vicinity of downtown Los Angeles, Lincoln Heights, and Dodger Stadium/Elysian Park. The Project site consists of Assessor's Parcel Number (APN) 5414-016-002 and is located southeast of North Broadway, north of the City's Downtown area. North Broadway borders the northwestern boundary of the Project site, with various commercial, school, church, open space, and residential land uses located across North Broadway from the Project site. The entire southeastern boundary of the Project site is adjacent to the Metro L (Gold) Line tracks, followed by the Los Angeles State Historic Park. Figure 1, Regional Location and Vicinity Map, identifies the regional location and the boundaries of the Project site.

The southern portion of the Project site is largely developed with paved areas and various one-story structures associated with Metro operations and maintenance-related activities. The narrow strip of vacant land at the central section of the Project site consists mainly of sparsely vegetated ground, concrete pads, and billboards. The northern portion of the Project site is generally used as a construction staging/bus parking area with vegetated sloped areas and includes billboards, palm trees and fencing.

PROJECT DESCRIPTION:
All existing structures on the Project site would be removed. The Project proposes a mixed-use development of residential and commercial uses consisting of up to 1,090,126 square feet (sf) of residential floor area (986 dwelling units [du], including 200 affordable housing du); 15,000 sf of neighborhood-serving retail uses; 23,800 sf of indoor and outdoor restaurant uses; and 116,263 sf of outdoor trellis/building overhangs. The Project would include up to 1,128,926 sf of building floor area on the approximately 342,817 sf Project site, resulting in a Building Floor Area Ratio (FAR) of 3.29. Including the 116,263 sf of outdoor trellis/building overhangs, the Project FAR would be 3.63. The proposed Project involves subdivision of the site, including the "South Parcel", the "North Parcel" master lots, and airspace lots for residential and commercial purposes. Construction is anticipated to occur in two phases; Phase 1 for the South Parcel and Phase 2 for the North Parcel. Figure 2, North and South Parcel Building Locations depicts the arrangement of the proposed buildings within the South Parcel and North Parcel, and the surrounding streets. Figure 3, Conceptual Site Plan, provides a top-down view and identifies the various proposed buildings on the Project site.

South Parcel. The South Parcel would include 631 du and 15,800 sf of restaurant, and 10,000 sf of retail with three levels of parking garage located below grade from North Broadway. Built upon the parking garage at the elevation of North Broadway is the six-story (105-foot-high) Podium; the 26-story (347.6-foot high) Building 1; and the 22-story (304-foot-high) Building 2. The South Parcel would include 56,399 sf of common open space, with 31,288 sf available to the public. The South Parcel would include climbing stairs with a landing area and outdoor tables to connect the Project site with the Capitol Mill property to the south. A fitness green courtyard area would be located near Building 1, with four additional courtyards facing towards the Los Angeles State Historic Park. Additional outdoor features would include the trellis/building overhang areas (i.e. building extensions over pedestrian and seating areas), and a pedestrian promenade which would connect the courtyard areas, and would be partially covered by building overhangs to provide shade.

North Parcel. The North Parcel would include 355 du and 8,000 sf of restaurant, and 5,000 sf of retail, with three levels of parking garage located below grade from North Broadway. Built upon the parking garage at the elevation of North Broadway is the three-story (73-foot-high) Retail Block; the six-story (109-foot-high) Courtyard Building; the 15-story (212-foot- and 8-inch high) North Building; and the two-story (56-foot and 4-inch -foot-high) Podium. The North Parcel would include 45,191 sf of common open space, with 37,776 sf available to the public. The North Parcel would include a garden dining terrace, public shopping gardens, public garden plaza and kiosks, landscape trellis, and associated raised planters and seating. The buildings on the North Parcel would use large landscaped trellis structures to allow plantings to grow up and over the viewing deck of the Los Angeles State Historic Park and also on the rooftop amenity decks to provide shade to the outdoor areas. The Project's land uses are summarized in Table 1.

Table 1: Proposed Uses

Land Use	Description	Approximate Size (Square Feet)
South Parcel		
Residential	631 du	706,854
Restaurant		15,800
Retail		10,000
South Parcel Total Project Floor Area		732,654
Trellis Overhang/Balconies		51,134
South Parcel Total Project Area		*783,788*

Table 1: Proposed Uses

Land Use	Description	Approximate Size (Square Feet)
North Parcel		
Residential	355 du	383,272
Restaurant		8,000
Retail		5,000
North Parcel Total Project Floor Area		396,272
Trellis Overhang/Balconies		65,129
North Parcel Total Project Area		*461,401*
Project Site Total		
Total Residential	986 du	1,090,126
Total Restaurant		23,800
Total Retail		15,000
Total Project Floor Area		1,128,926
Total Trellis Overhang/Balconies		116,263
Total Project Area		**1,245,189**
sf: square feet; du: dwelling units		

Central Greenspace. The Project would include a landscaped greenspace in the central portion of the Project site to provide a new public amenity to showcase the views of surrounding areas to the southeast of the Project site. The open space area that links the North and South Parcels would be vegetated with native trees and understory vegetation. A public walkway would connect the North and South Parcels.

REQUESTED ACTIONS: The Project Applicant is requesting the following entitlements from the City of Los Angeles:

- A General Plan Amendment to change the land use designation of the Project site from Light Industrial to Regional Commercial;
- A Zone Change to change the zoning for the Project site from MR2 to C2;
- A Height District change from Height District 1 to Height District 2D;
- A Zoning Administrator Determination to permit building height greater than the maximum height otherwise permitted under the Transitional Height provisions in LAMC Section 12.21.1.A.10 of 33 feet and 61 feet. At the South Parcel, the proposed building heights are 347 feet and 8 inches at Building 1, 304 feet at Building 2, and 105 feet at the Podium, and at the North Parcel, the proposed building heights are 73 feet at the Retail Block, 109 feet at the Courtyard Building, 56 feet 4 inches at the Podium, and 212 feet and 8 inches at the North Building. Consistent with LAMC Section 12.03, these heights are measured from the lowest point of the ground between the building and a line 5 feet from the building's exterior wall, to the highest point of elevation of the building or structure at each parcel;
- A Zoning Administrator Adjustment to reduce setback requirements:
    - For the South Parcel, for the Podium at L-3 through L-5, to allow for a 13.6-foot setback in lieu of the required 17 feet at the rear lot line; and for a portion of Building 2 at L-1 through L-22, to allow a 19-foot setback in lieu of the required 20 feet at the rear lot line;
    - For the North Parcel, for the Courtyard Building at P-2 through L-5, to allow for a 16-foot setback in lieu of the required 19 feet at the rear lot line; and for the North Building at P-2 through L-14, to allow a 16-foot setback in lieu of the required 20 feet at the rear lot line.

- Pursuant to LAMC Section 16.05, Site Plan Review for the development of more than 50 dwelling units;
- A Vesting Tentative Tract Map (VTTM 74548) that involves the dedication of a three-foot-wide strip along North Broadway to the City (resulting in 342,817 square feet or a net acreage of 7.87 acre Project Site) and subdivision of the Project site into two master lots and airspace lots for residential and commercial condominium purposes;
- A Haul Route approval;
- A Development Agreement;
- Certification of the Environmental Impact Report; and
- Additional approvals and permits from the City of Los Angeles Department of Building and Safety and Public Works (and other municipal agencies) for Project construction activities including, but not limited to: demolition, excavation, shoring, grading, foundation, building and interior improvements, and sidewalk and curb/gutter improvements along North Broadway.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT: Based on the Initial Study, the Project could have potentially significant environmental impacts in the following topic areas: Air Quality; Cultural Resources, Energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems. The Project site is included on a list of hazardous materials sites compiled pursuant to the Cortese List (i.e. Government Code Section 65962.5). These potential effects will be analyzed in the Draft EIR.

HISTORY OF PROJECT DEVELOPMENT: On November 6, 2017, the City published a Notice of Preparation and Initial Study for a different project on this site called the Elysian Park Lofts project. The City did not proceed with that EIR. This current NOP is for an entirely new project on the site, which the applicant indicates is a result of community input and feedback on the previous project.

PUBLIC SCOPING MEETING: A Public Scoping Meeting will be held in an online format using Zoom, to share information regarding the Project and the environmental review process. City staff, environmental consultants, and project representatives will be available during this meeting which will begin with a presentation. After the Public Scoping Meeting has ended, a copy of the recorded presentation will be posted to the Department's website at: https://planning.lacity.org/development-services/eir. The City encourages all interested individuals and organizations to attend this meeting. A separate more detailed instructions page is included in this communication. No decisions about the Project will be made at the Public Scoping Meeting. A separate public hearing for Municipal Code entitlement requests will be scheduled after the completion of the EIR. The date, time, and virtual location of the Public Scoping Meeting are as follows:

Date:	Wednesday, August 18, 2021
Time:	5:30 p.m. – 7:30 p.m.
Location:	Visit https://planning-lacity-org.zoom.us/j/89563846893 or by phone dial US: +1 669 900 9128 or +1 213 338 8477, and enter Webinar ID: 895 6384 6893, followed by #. If asked for Participant ID, enter #.

FILE REVIEW AND COMMENTS: The Department of City Planning recognizes the unprecedented nature of COVID-19 and, having been identified as an essential City service, continues to work and respond to all inquiries pertaining to our ongoing efforts to process entitlement applications. As a result of the Mayor's "Safer at Home" Order issued on March 19, 2020, means to access project-related materials in-person may be limited. To that end, the Department of City Planning will ensure that interested parties seeking information about the Project will have access. A copy of this notice and the Initial Study prepared for the Project may be viewed with the

environmental file or online at https://planning.lacity.org/development-services/eir. The environmental file is available for public review at the City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1350, Los Angeles, CA 90012, during office hours Monday - Friday, 9:00 a.m. - 4:00 p.m. Please contact the Staff Planner listed below to schedule an appointment.

The City will consider all written comments regarding the potential environmental impacts of the proposed Project and issues to be addressed in the EIR. If you wish to submit comments, please reference the Environmental Case Number provided above, and submit them in writing to **by 4:00 pm, Tuesday, August 31st**. Please direct your comments to:

Mail: Polonia Majas
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

E-mail: polonia.majas@lacity.org

ACCOMMODATIONS: As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. Other services, such as translation between English and other languages, may also be provided upon written request submitted a minimum of seven (7) working days in advance to: per.planning@lacity.org. Be sure to identify the language you need English to be translated into and indicate if the request is for oral or written translation services. If translation of a written document is requested, please include the document to be translated as an attachment to your email.

VINCENT P. BERTONI, AICP
Director of Planning

Polonia Majas
Major Projects
Department of City Planning
213-847-3625

Attachments:
Figure 1: Regional Location and Vicinity Map
Figure 2: North and South Parcel Building Locations
Figure 3: Conceptual Site Plan
Meeting Instructions

Puede obtener información en Español acerca de esta junta llamando al (213) 847-3625.



SOURCE: Esri and Digital Globe, Open Street Map 2019

0 405 810 Feet

FIGURE 1

Regional Location and Vicinity Map

Buena Vista Project Notice of Preparation

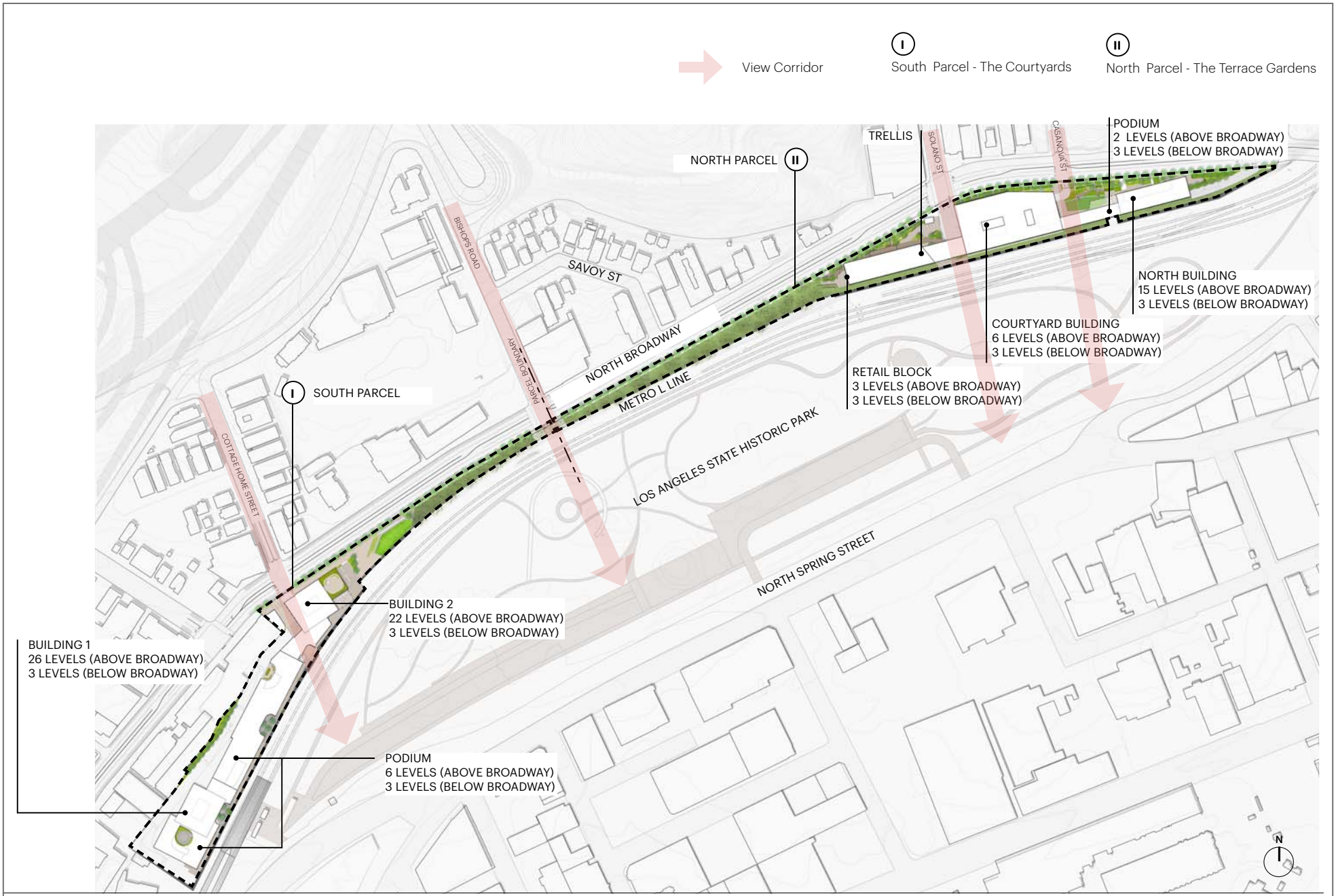


SOURCE: RCH Studios 2021

FIGURE 2

North and South Parcel Building Locations

Buena Vista Project Notice of Preparation



SOURCE: RCH Studios 2021

FIGURE 3

Conceptual Site Plan

Buena Vista Project Notice of Preparation

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
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RE: **Zoom Meeting Instructions for the Buena Vista Project Scoping Meeting** - 1251 North Spring Street, 1030 – 1380 North Broadway (Case No. ENV-2016-4064-EIR).

How to participate in the Virtual Public Scoping Meeting

Thank you for participating in the Virtual Public Scoping Meeting. In this meeting you will learn more about the Buena Vista Project (ENV-2016-4064-EIR) and have an opportunity to ask questions about the Project as well as provide input as to what environmental topics the Environmental Impact Report of the Project should study. For this Virtual Public Scoping Meeting we will be using Zoom as our virtual platform. To participate you will need access to a computer/ tablet or smartphone, or a telephone. Please follow the instructions below to participate.

1) Join the meeting via your computer, smartphone or tablet. You may use the link on this Notice of Preparation or go to zoom.us and enter webinar ID 895 6384 6893 followed by #. When prompted for a participant ID, please press #.

2) Or, join the meeting via phone: dial US: +1 669 900 9128 or +1 213 338 8477, and when prompted, enter the Webinar ID followed by #. When prompted for a participant ID, please press #. (Please note that Spanish and Chinese-language interpretation channels will be only available via the online-based platform accessed on a computer/ tablet or smartphone.)

3) Listen to the presentation. (If participating via the online-based platform on a computer/ tablet or smartphone, to listen in Spanish or Chinese, you may click the 'Interpretation' button and select the language of choice.)

4) Ask Questions: After the presentation has ended, raise your hand (or press *9 on your phone). Staff will call out each person wishing to speak and will unmute you for the duration of your comment or question.

5) Submit Public Comment after the meeting to Department of City Planning staff through regular mail or e-mail. Please follow instructions on the Notice of Preparation.

Note: If you experience any technical difficulties during the meeting:

Click the hand raise button (if using a computer) or press *9 if using a telephone.

LOS ÁNGELES
DEPARTAMENTO DE
PLANIFICACIÓN DE LA CIUDAD
221 North Figueroa St., Suite 1350
Los Ángeles, CA 90012

AVISO DE PREPARACIÓN

DEL INFORME DE IMPACTO AMBIENTAL Y REUNIÓN DEL ALCANCE PÚBLICO

2 de Agosto de 2021

CASO AMBIENTAL N.°:	ENV-2016-4064-EIR
NOMBRE DEL PROYECTO:	Proyecto Buena Vista
SOLICITANTE DEL PROYECTO:	S & R Partners, LLC
DIRECCIÓN DEL PROYECTO:	1251 North Spring St., 1030 – 1380 North Broadway Los Angeles, CA 90012
ÁREA DEL PLAN COMUNITARIO:	Central City North
DISTRITO DEL CONSEJO:	1 - Cedillo
PERÍODO PARA COMENTARIOS DEL PÚBLICO	2 de agosto de 2021 al 31 de agosto de 2021
REUNIÓN DEL ALCANCE PÚBLICO	Miércoles, 18 de agosto de 2021 de 5:30 p.m. a 7:30 p.m. Consulte la información adicional a continuación

La Ciudad de Los Ángeles (Ciudad) tiene la intención de preparar un Reporte de Impacto Ambiental (o EIR por sus siglas en inglés) para el propuesto Proyecto Buena Vista (Proyecto). En acuerdo con Sección 15082 de las Pautas del Acto de Calidad Ambiental de California (CEQA por sus siglas en inglés), la Ciudad ha preparado este Aviso de Preparación para dar información al público, residentes cercanos y propietarios, agencias responsables, y otras partes interesadas sobre el Proyecto y sus posibles efectos ambientales. El EIR será preparado por consultores externos bajo la supervisión del Departamento de Planeación de la Ciudad de Los Ángeles.

La Ciudad solicita sus comentarios escritos en cuanto el alcance y contenido del EIR, incluyendo medidas de mitigar o alternativas para el proyecto para reducir los posibles impactos ambientales del Proyecto. Los comentarios deben ser entregados en escrito en acuerdo a las direcciones a continuación. Si usted representa una agencia pública, la Ciudad busca sus comentarios sobre el alcance y contenido de la información ambiental en el EIR que están relacionados con las responsabilidades estatutarias de su agencia en conexión al Proyecto. Su agencia puede necesitar el uso del EIR preparado por la Ciudad cuando se considere su permiso u otras aprobaciones para el Proyecto.

Una Junta Pública de Alcance se llevará a cabo para recopilar aportes sobre los tipos de temas ambientales que el EIR debería estudiar. Ninguna decisión sobre el Proyecto se hará durante las Junta Pública de Alcance. Detalles adicionales sobre el proyecto, información sobre la junta, e instrucciones para enviar sus comentarios públicos se encuentran a continuación.

UBICACIÓN DEL PROYECTO Y USOS EXISTENTES EN EL SITIO:
El sitio del Proyecto de 8.08 hectáreas está ubicado en 1251 North Spring Street y 1030-1380 North Broadway, dentro del vecindario de Chinatown de Los Ángeles y en las cercanías del Centro de Los Angeles, Lincoln Heights, y el Estadio de los Dodgers/Elysian Park. El sitio del Proyecto consta del Número de Parcela del Asesor

(APN por sus siglas en inglés) 5414-016-002 y está ubicado al sureste de North Broadway al norte del área del Centro de Los Ángeles. La calle North Broadway bordea el límite noroeste del sitio del Proyecto, con varias áreas comerciales, escuelas, iglesias, espacios abiertos, y usos de suelo residenciales ubicados cruzando North Broadway desde el sitio del Proyecto. El límite sureste del límite entero del sitio del Proyecto se encuentra a lo largo de la Línea L (Gold) de Metro, seguido por el Parque Histórico Estatal de Los Ángeles. Figura 1, Ubicación Regional y Mapa Vecinal, identifica la ubicación regional y límites del sitio del Proyecto.

La parte sureste del sitio del Proyecto está en gran parte desarrollada con áreas pavimentadas y varias estructuras de solo un piso asociadas con las operaciones de Metro y las actividades relacionadas con el mantenimiento. La estrecha franja de terreno baldío en la sección central del sitio del Proyecto consta principalmente en terreno con poca vegetación, plataformas de concreto y vallas publicitarias. La parte norte del sitio del Proyecto se utiliza generalmente como estacionamiento de construcción y estacionamiento de autobuses con áreas inclinadas con vegetación e incluye vallas publicitarias, palmeras y cercas.

DESCRIPCIÓN DEL PROYECTO:
Todas las estructuras existentes en el sitio del Proyecto serán retiradas. El Proyecto propone un desarrollo de usos mixtos de usos comerciales y residenciales que consta de hasta 1,090,126 pies cuadrados del área de piso residencial (986 unidades de vivienda [du por sus siglas en inglés], incluyendo 200 unidades asequibles du); 15,000 pies cuadrados de usos minoristas que sirven el vecindario; 23,800 pies cuadrados de usos de restaurantes exteriores e interiores; y 116,263 pies cuadrados enrejados al aire libre/voladizos del edificio. El Proyecto incluiría hasta 1,128,926 pies cuadrados de área de piso de construcción en aproximadamente 342,817 pies cuadrados del sitio del Proyecto, resultando en un Coeficiente de Edificabilidad (FAR por sus siglas en inglés) de 3.29 incluyendo el enrejado de 116,263 pies cuadrados/voladizos del edificio, el FAR del Proyecto sería de 3.63. El Proyecto propuesto involucra la subdivisión del sitio, incluyendo los lotes principales de la “Parcela Sur”, la “Parcela Norte,” y lotes de espacio aéreo para propósitos residenciales y comerciales. Se prevé que la construcción se lleve a cabo en dos fases; Fase 1 para la Parcela Sur y la Fase 2 para la Parcela Norte. La Figura 2, ubicaciones de los edificios de la Parcela Norte y Sur muestran el arreglo de los edificios propuestos dentro de la Parcela Norte y Parcela Sur, y calles circundantes. La Figura 3, Plan Conceptual del Sitio, brinda una vista de arriba hacia abajo e identifica los varios edificios propuestos en el Sitio del Proyecto.

Parcela Sur: La Parcela Sur va a incluir 631 du y 15,800 pies cuadrados (pc) de restaurante, 10,000 pc de usos minoristas con tres niveles de garaje de estacionamiento ubicado bajo piso de North Broadway. Construido sobre el garaje estacionamiento a la elevación de North Broadway está el Podio de seis pisos (105 pies de alto); el Edificio 1 de 26 pisos (347 pies de alto); y el Edificio 2 de 22 pisos (304 pies de alto). La Parcela Sur va a incluir 56,399 pc de espacio abierto común, con 31,288 pc disponibles al público. La Parcela Sur va incluir escaleras de subida con una área de aterrizaje y mesas al aire libre para conectar el sitio del Proyecto con la propiedad de Capitol Mill al sur. Un patio verde para aptitud física será ubicado cerca del Edificio 1, con cuatro patios adicionales dando frente al Parque Histórico Estatal de Los Ángeles. Características adicionales del exterior incluyeran el enrejado/áreas de voladizo del edificio (por ejemplo, extensiones del edificio sobre áreas para peatones y para sentarse), y un paseo peatonal que conectara las áreas de patio, y será parcialmente cubierto por el voladizo del edificio para brindar sombra.

Parcela Norte: La Parcela Norte va a incluir 355 du y 8,000 pc de restaurante, y 5,000 pc de usos minoristas, con tres niveles de garaje de estacionamiento ubicados bajo grado de North Broadway. Construido sobre el garaje de estacionamiento a la elevación de North Broadway está el bloque de usos minoristas de tres pisos (73 pies de alto); el Edificio de Patio de seis pisos (109 pies de alto); al Edificio Norte de 15 pisos (212 pies y 8 pulgadas de alto); y el Podio de dos pisos (56 pies y 4 pulgadas de alto). La Parcela Norte va a incluir 45,191 pc de espacio abierto común, con 37,776 pc disponibles al público. La Parcela Norte incluyera una terraza con comedor estilo jardín, jardines de compras publico, jardín de plaza pública y kioskos, enrejados de paisaje, asientos y con jardineras elevadas asociadas. Los edificios en la Parcela Norte usarán grandes estructuras de enrejados de paisaje para permitir plantadores que crezcan arriba y sobre la plataforma de vista al Parque Histórico Estatal de Los Ángeles y también la terraza de amenidades en la azotea para brinda sombra a las áreas exteriores. Los usos de suelo del Proyecto están resumidos en Tabla 1.

Tabla 1: Usos Propuestos

Usos de Suelo	Descripción	Tamaño Aproximado (Pies Cuadrados)
Parcela Sur		
Residencial	631 du	706,854
Restaurante		15,800
Usos Minoristas		10,000
Total Área de Suelo del Proyecto de la Parcela Sur		732,654
Enrejados Voladizos/Balcones		51,134
Total Área del Proyecto de Parcela Sur		*783,788*
Parcela Norte		
Residencial	355 du	383,272
Restaurante		8,000
Usos Minoristas		5,000
Área Total de Suelo del Proyecto Parcela Norte		396,272
Enrejados Voladizos/Balcones		65,129
Área Total del Proyecto de la Parcela Norte		*461,401*
Total del Sitio del Proyecto		
Total de Residencial	986 du	1,090,126
Total de Restaurantes		23,800
Total de Tiendas Minoristas		15,000
Área Total de Suelo del Proyecto		1,128,926
Enrejados Voladizos Totales/Balcones		116,263
Área Total del Proyecto		**1,245,189**
pc pies cuadrados; (du por sus siglas en Inglés) unidades de vivienda		

Espacio Verde Central: El Proyecto va incluir un espacio verde jardinero en la porción central del sitio del Proyecto para brindar una nueva amenidad pública para mostrar las vistas de las áreas alrededor al sureste del sitio del Proyecto. El área de espacio abierto que conecta la Parcela Sur y Norte serán revegetadas con árboles nativos y vegetación sotobosque. Una pasarela pública conectará la Parcela Sur y Norte.

ACCIONES SOLICITADAS: El Aplicante del Proyecto está solicitando los siguientes permisos de la Ciudad de Los Ángeles:

- Una Enmienda al Plan General para cambiar la designación del uso de suelo del sitio del Proyecto de Industrial Ligero a Comercial Regional;
- Un Cambio de Zona para cambiar la zonificación del Proyecto de MR2 a C2;
- Un cambio al Distrito de Altura de Distrito de Altura 1 al Distrito de Altura 2D;
- La Determinación del Administrador de Zonificación para permitir altura de edificio más alta que la altura máxima por lo más permitido bajo la provisión de Altura Transicional en la Sección de LAMC 12.21.1.A.10 de 33 pies a 61 pies. En la Parcela Sur, la altura de el edificio propuesto son 347 pies y 8 pulgadas en el Edificio 1, 304 pies en Edificio 2, y 105 pies en el Podio, y la Parcela Norte, las alturas propuestas son de 73 pies en el Bloque de Tienda Minoristas, 109 pies en el Edificio del Patio, 56 pies

y 4 pulgadas en el Podio y 212 pies y 8 pulgadas en el Edificio Norte. Consistentes con la Sección 12.03 de LAMC, estas alturas son medidas desde el punto más bajo del piso en medio del edificio y una línea a 5 pies de una pared exterior del edificio, hasta el punto más alto de elevación del edificio o estructura de cada parcela;

Un Ajuste del Administrador de Zonificación para reducir los requisitos de retraso:

- Para la Parcela Sur, para el Podio en L-3 hasta L-5, para permitir un retraso de 13.6 pies en lugar del requerido de 17 pies en la línea de lote de retaguardia; y por una porción del Edificio 2 al L-1 hasta L-22, para permitir un retraso de 19 pies en lugar de el requerido de 20 pies de la line del lote de retaguardia;
- Para la Parcela Norte, para el Edificio de Patio de P-2 hasta L-5, para permitir un retraso de 16 pies en lugar de los requeridos 19 pies en la línea de lote de retaguardia; y para el Edificio Norte de P-2 hasta L-14, para permitir 16 pies de retraso en lugar de los requeridos 20 pies en la línea del lote de retaguardia.

- Conforme a la Sección 16.05 del LAMC, la Revisión del Plan de Sitio para el desarrollo de más de 50 unidades de vivienda;
- Un Mapa del Tracto Tentativo de Investidura (VTTM 74548) que involucra la dedicación de una tira de tres pies de ancho a lo largo North Broadway para la Ciudad (resultando en 342,817 pies cuadrados o una superficie de neta de 7.87 hectáreas del Sitio del Proyecto) y una subdivisión del sitio del Proyecto a dos lotes maestros y lotes de espacio aéreo para propósitos residenciales y condominios comerciales;
- Una aprobación de Ruta de Transporte;
- Un Acuerdo de Desarrollo;
- Certificación del Reporte de Impacto Ambiental; y
- Aprobaciones Adicionales y permisos del Departamento de Edificación y Seguridad y Obras Públicas (y otras agencias municipales) para las actividades de construcción del Proyecto incluyendo; pero no limitado a: demolición, excavación, puntales, nivelación, fundación, mejoramientos interiores y en edificio, y mejoramientos de baqueta y al bordillo/cuneta a lo largo de North Broadway.
- Otros permisos discrecionales y ministeriales y aprobaciones que pueden ser consideradas necesarias, pero limitadas a, permisos de cierre de calle temporario, permisos de nivelación, permisos de excavación, permisos de fundación, permisos de construcción, y permisos de señalamiento.

POSIBLES EFECTOS AMBIENTALES DEL PROYECTO: Basado en el Estudio Inicial, el Proyecto puede posiblemente tener significativos impactos ambientales en las siguientes áreas Calidad del Aire; Recursos Culturales, energía, Suelo y Geología; Emisiones de Gases de Efecto Invernadero; Peligros y Material Peligroso; Hidrología y Calidad de Agua; Uso de Suelo y Planeación; Ruido; Vivienda y Población; Servicios Públicos (fuego, policía, librerías); Transporte; Recursos Culturales de Tribal, y Sistemas de Servicio y Utilidades. El sitio del Proyecto está incluido en una lista de sitios materiales peligrosos compilado de conformidad a la Lista de Corteza (por ejemplo Sección de Código Gubernamental 65962.5) Estos posibles efectos serán analizados en el Borrador del Reporte de Impacto Ambiental (EIR por sus siglas en inglés).

HISTORIA DEL DESARROLLO DEL PROYECTO: E; 6 de noviembre de 2017, la Ciudad publicó una Nota de Preparación (NOP por sus siglas en inglés) y Estudio Inicial para un proyecto diferente en este sitio llamado el proyecto de Elysian Park Lofts. La Ciudad no procedió con ese EIR. Esta actual NOP es para un proyecto totalmente nuevo en este sitio, que indica que el aplicante es resultado del aporte de la comunidad y comentarios sobre el proyecto previo.

JUNTA DE ALCANCE PÚBLICO: Una Junta de Alcance Público será organizada sobre internet usando la plataforma Zoom, para compartir información sobre el Proyecto y el proceso de reviso ambiental. Personal de la Ciudad, consultantes ambientales y representantes del proyecto estarán disponibles durante la cita que empieza con una presentación. Después de que la Junta de Alcance Publico se acabe, una copia de la presentación grabada será publicada en el sitio web del Departamento en:

https://planning.lacity.org/development-services/eir. La Ciudad fomenta que todos los individuos interesados y organizaciones atienden esta junta. Una página separada con más detalles de instrucción está incluida en esta comunicación(x). Ninguna decisión sobre el Proyecto será tomada en la Junta de Alcance Público. Una audiencia pública separada para la solicitud de títulos por el Código Municipal será programada después de que se complete el EIR. El dia, tiempo, y ubicación virtual de la Junta de Alcance Público son las siguientes:

Fecha:	18 de Agosto
Hora:	5:30 p.m. – 7:30 p.m.
Lugar Virtual :	Visite https://planning-lacity-org.zoom.us/j/89563846893 o puede participar llamando por teléfono: +1 669 900 9128 o +1 213 338 8477, y cuando le indique, ingrese el ID del Webinar 895 6384 6893, seguido por #. Cuando se le indique ingresar su ID de participante, por favor oprime #.

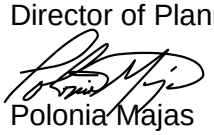
REVISIÓN DE EXPEDIENTE Y COMENTARIOS: El Departamento de Planeación reconoce que el COVID-19 constituye una situación sin precedentes, y, habiendo estado identificado como un servicio esencial, la Ciudad continúa trabajando y respondiendo a todas las consultas perteneciendo a nuestro esfuerzo en marcha para procesar aplicación de titulación. Como resultado de la Orden “Más Seguros en Casa” emitida el 19 de marzo de 2020, los medios para acceder materiales relacionados con el proyecto en persona serán limitados. Con ese fin, el Departamento de Planeación asegurará que todas las partes interesadas buscando información sobre el Proyecto tendrán acceso. Una copia de este aviso y el Estudio Inicial preparado para el Proyecto pueden ser vistos en el expediente ambiental o en línea web en https://planning.lacity.org/development-services/eir. El expediente ambiental está disponible para revisión pública en Suite 1350, 221 North Figueroa Strret, en el Departamento de Planeación, de la Ciudad de Los Angeles, Los Angeles, CA 90012, durante horas de oficina de lunes a viernes, de 9:00 a.m. - 4:00 p.m. Por favor contacte al Planeador del Personal listado abajo para programar una cita.

La Ciudad considerará todos los comentarios escritos sobre los impactos posibles del Proyecto propuesto. El Proyecto y cualquier asunto serán fomentados en el EIR. Si usted desea dar comentarios, por favor haga referencia al Número de Caso Ambiental previsto arriba, y entregar en escrito antes de la 4:00 pm, martes, 31 de agosto, Por favor dirija sus comentarios a:

Correo: `	Polonia Majas City of Los Angeles, Department of City Planning 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
Correo Electrónico:	polonia.majas@lacity.org

ACOMODACIONES: Como una entidad cubierta bajo el Titulo II del Acto de Americanos con Disabilidades, la Ciudad de Los Ángeles no discrimina en la base de disabilidad. Interpretación de lenguaje de señas, dispositivos para asistir a escuchar, u otros apoyos de asistir y/o servicios pueden ser disponibles por solicitud. Otros servicios, como traducción de inglés a otros lenguajes, también puede ser disponible por solicitud escrita por lo menos siete (7) días de trabajo avanzado al: per.planning@lacity.org. Por favor asegúrese de identificar el lenguaje que necesita traducido e indicar en la solicitud si el servicio es oral o escrito. Si la traducción de un documento escrito es solicitada, por favor incluya el documento que quiere traducir en su correo electrónico.

VINCENT P. BERTONI, AICP
Director of Planning



Polonia Majas
Sección de Proyectos Mayores
Departamento de planeación de la Cuidad de Los Angeles
213-847-3625

Adjuntos:
Mapa del Proyecto
Plan del sitio (Nivel 1 del podio)
Plan conceptual del sitio
Instrucciones de Zoom (Junta Virtual)

Puede obtener información en Español acerca de esta junta llamando al (213) 847-3625.



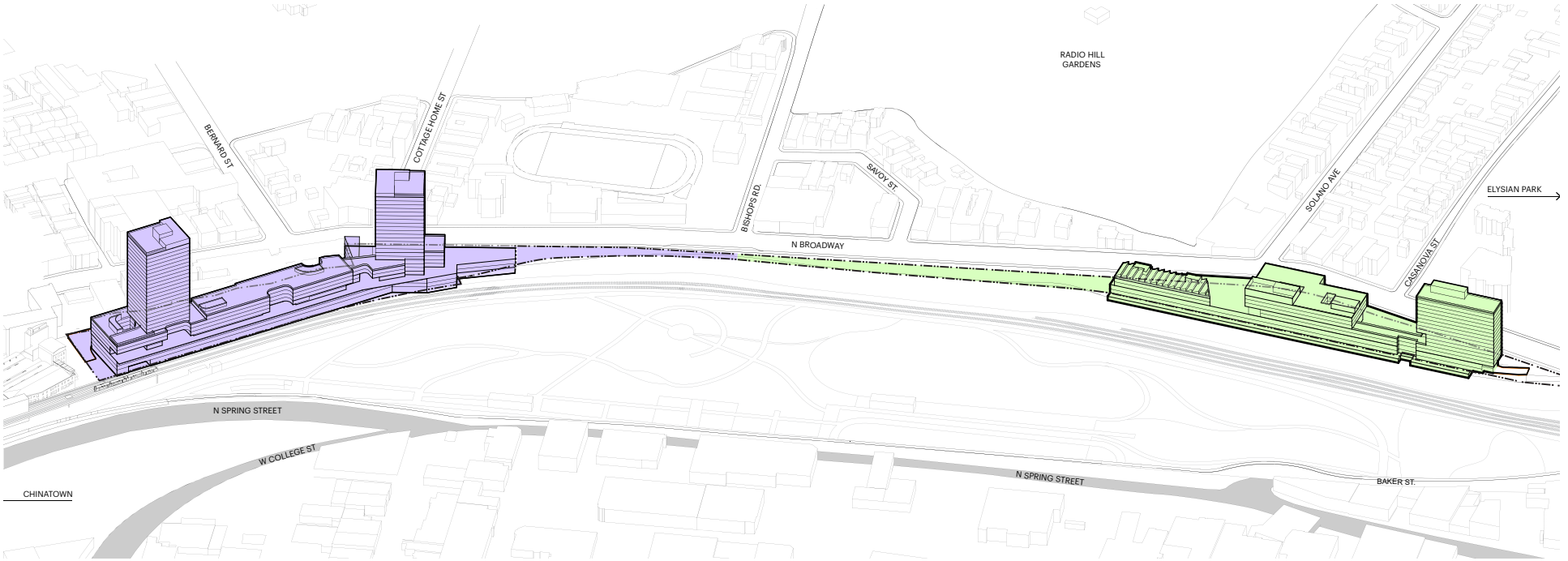
SOURCE: Esri and Digital Globe, Open Street Map 2019

0 405 810 Feet

FIGURA 1

Mapa de Ubicación Regional y Alrededores

Aviso de Preparación del Proyecto Buena Vista



LEYENDA

- PARCELA SUR
- PARCELA NORTE

SOURCE: RCH Studios 2021

FIGURA 2

Ubicaciones de las Parcelas Norte y Sur del Edificio

Aviso de Preparación del Proyecto Buena Vista



SOURCE: RCH Studios 2021

FIGURA 3

Plano Conceptual del Sitio

Aviso de Preparación del Proyecto Buena Vista

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

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RE: **Instrucciones para la Junta de Zoom para la Junta de Alcance para el Proyecto de Buena Vista** - 1251 North Spring Street, 1030-1380 North Broadway (Caso Nu. ENV-2016-4064-EIR)

Como participar en la Junta Virtual de Alcance Público

Gracias por participar en la Junta Virtual de Alcance Público. En esta junta usted va a aprender sobre el Proyecto Buena Vista (ENV-2016-4064-EIR) y tener la oportunidad para preguntar sus preguntas sobre el Proyecto y también proporcionar su aporte como cuáles temas ambientales el Reporte de Impacto Ambiental debería estudiar el Proyecto. Para esta Junta Virtual de Alcance Público se va a usar Zoom como plataforma virtual. Para participar usted necesitará acceso a una computadora/tableta, teléfono o smartphone. Por favor siga las instrucciones a continuación para participar.

1) Entre a la junta por computadora, tableta o smartphone. Puede usar el link en este Aviso de Preparación o por Zoom.us e ingresar Webinar ID 895 6384 6893.

2) O puede participar llamando por teléfono: marque US +1 669 900 9128 or +1 213 338 8477, y cuando le indique, ingrese el ID del Webinar seguido por #. Cuando se le indique ingrese su ID de participante, por favor oprime #. (Por favor tome nota que canales de interpretación en lenguajes de español y chino solo pueden ser accedidos por la plataforma de línea web o por computadora/tableta o smartphone.)

3) Escuche la presentación. (Si está participando por plataforma de línea web o por computadora/tableta o smartphone, para escuchar en Español o Chino, usted puede hacer click en el botón de 'Interpretación' y seleccionar el lenguaje de su antojo.)

4) Hacer Preguntas: Cuando se acabe la presentación, levante su mano (u oprima *9 en su teléfono). Personal llamaran a cada persona que quiera hablar y se reactivará el sonido por la duración de su comentario o pregunta.

5) Dar Comentario Público después de la junta al personal del Departamento de Planeación a través de correo electrónico o correo regular. Por favor siga las instrucciones en el Aviso de Preparación.

Nota: Si está experimentando dificultades técnicas durante la junta: Haga clic en el botón para levantar su mano (si está usando una computadora) u oprima *9 si está usando teléfono.

LOS ANGELES DEPARTMENT OF CITY PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

NOTICE OF PREPARATION
OF ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

2021 年 8 月 2 日

案號：	ENV-2016-4064-EIR
項目名稱：	Buena Vista項目
項目申請方：	S & R Partners, LLC
項目位址：	1251 North Spring St., 1030 – 1380 North Broadway Los Angeles, CA 90012
社區規劃片區：	城市中心北部
市議會轄區：	1 - Cedillo
公眾意見徵詢期：	2021 年 8 月 2 日至 31 日
範圍界定會議：	2021 年 8 月 18 日下午 5：30-7：30: 請參閱以下瞭解更多

洛杉磯市有意為擬議的 Buena Vista 項目（以下簡稱"項目"）編制一份環境影響報告（EIR）。市政府根據《加州環境品質法》（CEQA）準則第 15082 條之規定，編制了本項目立項通知（NOP），以向公眾、附近居民和業主、負責機構以及其他有關各方提供有關項目及其潛在環境影響的資訊。本 EIR 將在洛杉磯市城市規劃局的監督下，由外部顧問編制。

市政府誠邀各界就 EIR 的範圍和內容提出書面意見，包括減少項目潛在環境影響的緩解措施或項目替代方案。具體意見必須按以下指示以書面形式提交。對於公共機構的代表，市政府會就 EIR 中環境資訊的範圍和內容徵詢書面意見，並且這是公共機構與項目有關的法定職責所系。您所在機構在考慮對項目授予許可或其他批准時，可能需要使用市政府編制的 EIR。

市政府將舉行一次公眾範圍界定會議，就 EIR 中應研究哪些環境問題聽取意見。公眾範圍界定會議不涉及對項目做出任何決定。更多的項目細節、會議資訊，以及提交公眾意見的指示均參見下文。

項目位置和場地現有用途：
項目占地 8.08 英畝，道路位址為 1251 North Spring Street 和 1030-1380 North Broadway，位於洛杉磯唐人街附近，臨近洛杉磯市中心、林肯高地（Lincoln Heights）和道奇體育場（Dodger Stadium）/伊利森公園（Elysian Park）。項目場地由評估師地塊編號（APN）5414-016-002 組成，位於北百老匯街（North Broadway）東南，市中心區域北部。項目場地的西北邊界接北百老匯街，項目場地上多處商業、學校、教堂、開放空間和住宅用地均面對此街。項目場地的整個東南邊界毗鄰地鐵 L（金色）線軌道，其次是洛杉磯州立歷史公園（Los Angeles State Historic Park）。圖 1，區域位置和周邊地圖，項目場地所屬區域位置和邊界以黑線標出。

項目場地的南側部分已開發，主要為鋪築過路面的區域，以及與地鐵運營和維護活動相關的各種單層建築。項目場地的中央部分為一條狹長空地，主要由植被稀疏的地面、混凝土墊塊和看板組成。項目場地的北側部分通常被用作施工堆場/巴士停車場，並有長有植被的坡地，其中包括看板、棕櫚樹和圍欄。

項目描述：

項目現場的所有現有建築將被拆除。擬對項目進行住宅和商業用途的混合開發，包括 1,090,126 平方英尺（sf）的住宅建築面積（986 個住宅單元[du]，包括 200 個經濟適用房住宅單元）；15,000 平方英尺的社區服務零售用途；23,800 平方英尺的室內和室外餐飲用途；以及 116,263 平方英尺的室外棚架/建築懸挑結構。項目將在約 342,817 平方英尺的項目場地上容納多達 1,128,926 平方英尺的建築樓面面積，建築容積率（FAR）為 3.29，如算上 116,263 平方英尺的室外棚架/建築懸挑結構，項目容積率將為 3.63。擬議的項目涉及到場地劃分，包括"南地塊"和"北地塊"兩大主地塊，以及用於住宅和商業用途的空地地塊。施工預計將分兩期進行；第一期為南地塊，第二期為北地塊。圖 2，南、北地塊建築位置圖，描述了南地塊和北地塊內擬建建築及周邊街道的佈置。圖 3，概念設計平面圖，以俯瞰視角劃出了項目場地內擬建的各個建築。

南地塊：南地塊將包括 631 個住宅單元和 15800 平方英尺餐飲區，以及 10000 平方英尺零售空間，帶有從北百老匯街開往地下的 3 層停車場。在停車場上，建在北百老匯街立面位置的包括 6 層（105 英尺高）裙樓、26 層（347.6 英尺高）的 1 號樓，以及 22 層（304 英尺高）的 2 號樓。南地塊將包括 56,399 平方英尺公共開放空間，其中 31,288 平方英尺向公眾開放。南地塊將包括帶有著陸區的攀爬樓梯和戶外桌椅，將項目場地和南邊的 Capitol Mill 物業相連。1 號樓附近將是一個健身綠化庭院區，另外四個庭院面向洛杉磯州立歷史公園。其他戶外設施將包括室外棚架/建築懸挑結構（即在人行道和座位區上方的建築延伸部分），以及連接庭院區的步行長廊，並將由建築懸挑結構實現部分遮蔭。

北地塊：北地塊將包括 355 個住宅單元和 8,000 平方英尺餐飲區，以及 5,000 平方英尺零售空間，帶有從北百老匯街開往地下的 3 層停車場。在停車場上，建在北百老匯街立面位置的包括 3 層（73 英尺高）零售區、6 層（109 英尺高）庭院樓、15 層（212 英尺 8 英寸高）北樓，以及 2 層（56 英尺 4 英寸高）裙樓。北地塊將包括 45,191 平方英尺公共開放空間，其中 37,776 平方英尺向公眾開放。北地塊將包括一個花園餐飲露臺、公共購物花園、公共花園廣場和服務亭、景觀棚架，以及相關的高架花盆和座椅。北地塊上的建築將使用大型景觀棚架結構，植物可生長在可遠眺洛杉磯州立歷史公園的觀景臺上及屋頂休閒平臺上，為戶外區域提供遮蔭。項目的土地使用情況如表 1 所列。

表 1：擬議用途

土地用途	描述	大致面積（平方英尺）
南地塊		
住宅	631 du	706,854
餐飲		15,800
零售		10,000
南地塊總建面		732,654
棚架/懸挑結構/陽臺		51,134
南地塊總面積		***783,788***
北地塊		
住宅	355 du	383,272
餐飲		8,000
零售		5,000
北地塊總建面		396,272
棚架/懸挑結構/陽臺		65,129
北地塊總面積		***461,401***
項目場地總計		
住宅總計	986 du	1,090,126

表 1：擬議用途

土地用途	描述	大致面積（平方英尺）
餐飲總計		23,800
零售總計		15,000
	建面總計	1,128,926
棚架/懸挑結構/陽臺		116,263
	面積總計	**1,245,189**
sf: 平方英尺；du: 住宅單元		

中央綠地：在項目場地中央部分將包括一片景觀綠地，以提供一處新的公共設施，展示項目場地東南面的周邊景觀。連接南北地塊的這處開放空間將種植本地樹木和林下植被，並由一條公共走道連接南北地塊。

申請許可與批准：項目申請方向洛杉磯市政府申請以下授權：

- 總體規劃修正：將項目場地的土地用途從輕工業用地改為區域性商業用地；
- 區劃變更：將項目場地的區劃從MR2變更為C2；
- 將高度分區從1高度區改為2D高度區；
- 區劃管理決議允許建築高度超過LAMC第12.21.1.A.10條中過渡性高度規定中所允許的高度上限，即33英尺和61英尺。南地塊上各建築擬議高度為：1號樓347英尺8英寸，2號樓304英尺，裙樓105英尺；北地塊上各建築擬議高度為：零售區73英尺，庭院樓109英尺，裙樓56英尺4英寸，北樓212英尺8英寸。為符合LAMC第12.03條的規定，這些高度按從建築物和距離建築物外牆5英尺線之間的地面最低點，到每個地塊的建築物或結構體的最高點來測量。
- 區劃管理調整，以減少退縮要求：
    - 南地塊：裙樓L-3至L-5，後側地塊邊界處允許退縮13.6英尺，而非規定的17英尺；2號樓一部分的L-1至L-22，後側地塊邊界處允許退縮19英尺，而非規定的20英尺。
    - 北地塊：庭院樓P-2至L-5，後側地塊邊界處允許退縮16英尺，而非規定的19英尺；北樓P-2至L-14，後側地塊邊界處允許退縮16英尺，而非規定的20英尺。
- 根據LAMC第16.05條，開發超過50個住宅單元均需進行場地規劃評審；
- 歸屬暫定區劃圖（VTTM 74548）涉及將沿北百老匯街的3英尺寬地帶提供給城市（即342,817平方英尺或淨面積為7.87英畝的項目場地），並將項目場地劃分為兩個主地塊和空地塊，用於住宅和商業公寓用途；
- 運輸路線審批；
- 開發協議；
- EIR認證；
- 洛杉磯市建築與安全局和公共工程局（以及其他市政機構）對項目施工活動的其他批准和許可，包括但不限於：拆除、挖掘、支護、平整、打地基、建築和內部裝修，以及沿北百老匯街的人行道和路緣/排水溝修整；以及
- 其他可能被認為必要的臨時性部級許可和批准，包括但不限於：臨時封路許可、平整許可、挖掘許可、

打地基許可、建築許可和標誌許可。

項目的潛在環境影響：根據初步研究，項目可能在以下課題領域產生潛在的重大環境影響：空氣品質、文化資源、能源、地質和土壤、溫室氣體排放、危險和有害物質、水文和水質、土地使用和規劃、噪音、人口和住房、公共服務（消防、警務、圖書館）、交通、部落文化資源，以及公用事業和服務體系。項目場地被列入根據 Cortese 清單（即加州政府法典第 65962.5 條）編制的危險物質場地清單中。EIR 草案將對以上潛在影響進行分析。

項目開發歷史：2017 年 11 月 6 日，市政府曾發佈過關於該場地另一個項目（名為 Elysian Park Lofts 項目）的立項通知與初步研究。市政府沒有繼續推進該項目 EIR 編制工作。本 NOP 所述為該場地上一個全新的開發項目，申請方表示新項目考慮了社區對之前項目的意見和回饋。

公眾範圍界定會議：公眾範圍界定會議將通過 Zoom 線上舉行，分享有關項目和環境評審過程的資訊。市政府工作人員、環境顧問以及項目代表都將在會議上發言。在公眾範圍界定會議結束後，演示文稿副本將發佈在部門網站上：https://planning.lacity.org/development-services/eir。市政府鼓勵對項目感興趣的個人和組織積極參會。本通知中另外包括一份更詳細的說明頁。公眾範圍界定會議不涉及對項目做出任何決定。在 EIR 完成後，將就市政法規要求的授權申請另行安排公開聽證會。公眾範圍界定會議的日期、時間和虛擬參會地點如下所示：

日期：	2021年8月18日星期三
時間：	下午5:30–7:30
地點：	Zoom鏈接：https://planning-lacity-org.zoom.us/j/89563846893或者致電+1 669 900 9128或者+1 213 338 8477，然後輸入會議ID：895 6384 6893，然後按#。如果要求輸入參與者ID，也請輸入#。

文件查閱與意見提交：城市規劃局認識到新冠肺炎疫情的嚴重性質，並確認作為一項重要的城市服務，將繼續工作並回應與我們正在進行的授權申請工作有關的全部問詢。由於市長于2020年3月19日發佈的居家令，親自到現場索取項目相關材料可能受到限制。為此，城市規劃局將確保有關各方均能順利取到項目資訊。本通知以及為項目編制的初步研究報告副本，可隨環境文件一起查看，或在網上查看：https://planning.lacity.org/development-services/eir。公眾可在洛杉磯市城市規劃局查閱環境文件，地址為221 North Figueroa Street, Suite 1350, Los Angeles, CA 90012，辦公時間為週一至週五上午 9:00至下午4:00。請聯繫如下所列的規劃工作人員進行預約。

市政府將考慮有關擬議項目的潛在環境影響及 EIR 中待處理問題的所有書面意見。如要提交意見，請按前文所述的環境案號，並在 8 月 31 日星期二下午 4:00 之前以書面形式直接提交至：

郵寄：	Polonia Majas City of Los Angeles, Department of City Planning 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
電郵：	polonia.majas@lacity.org

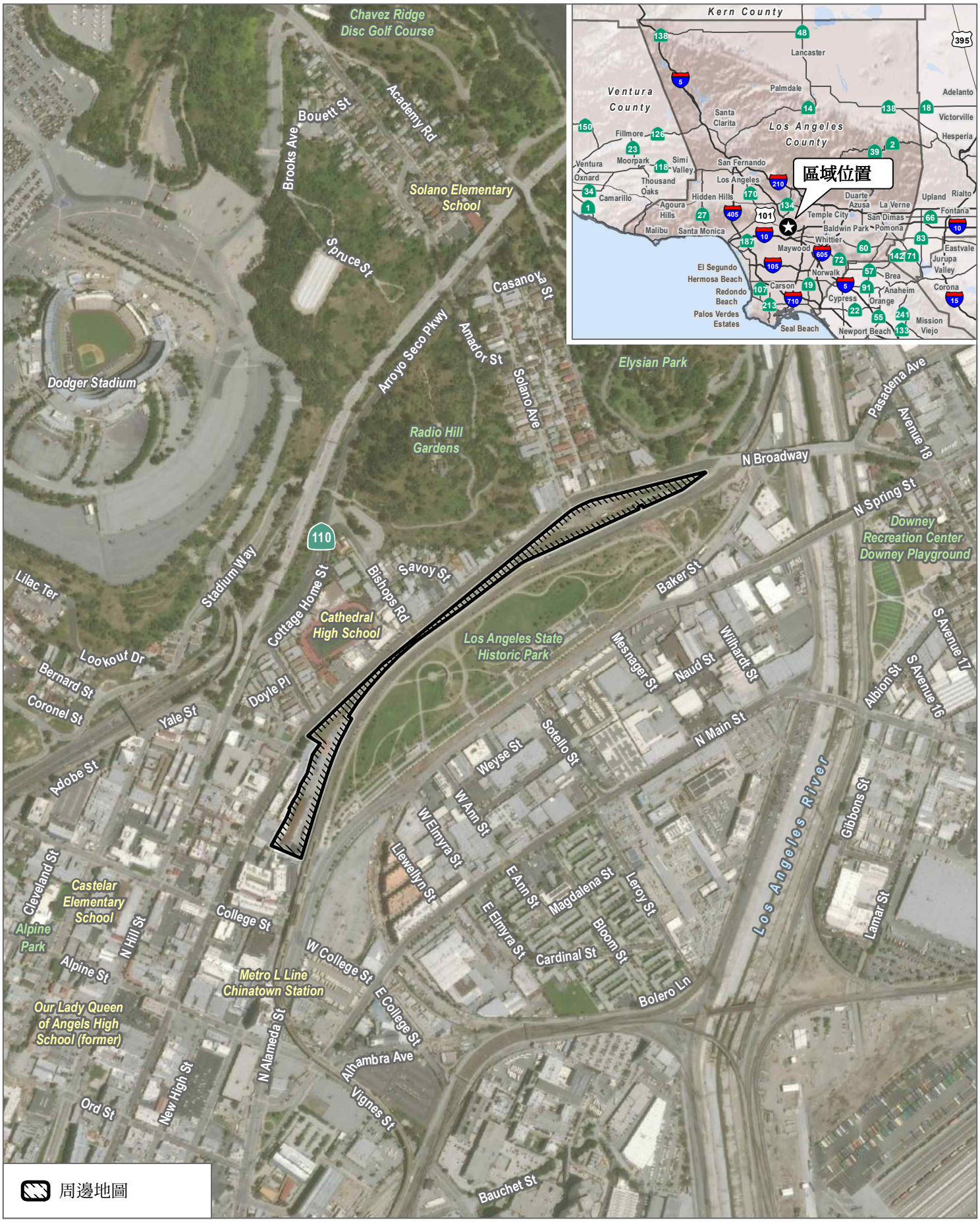
便利服務：作為《美國殘疾人法案》第二章規定的實體，洛杉磯市不允許基於殘障狀況的任何歧視，並會根據具體要求提供手語翻譯、輔助聽覺設備，以及其他輔助性援助和/或服務。英語與其他語言互譯等其他服務，也可在至少提前七（7）個工作日提交書面申請後提供：per.planning@lacity.org。請務必說明您需將英語翻譯成哪種語言，是需要口頭還是書面翻譯服務。如需翻譯書面檔，請將待翻譯檔作為電郵附件發送。

VINCENT P. BERTONI, AICP
規劃局局長

Polonia Majas
城市規劃局
重大項目部
213-847-3625

附件：
圖 1：區域位置和周邊地圖
圖 2：南、北地塊建築位置圖
圖 3：概念設計平面圖
聚會說明

您可以致電 (213) 847-3625 獲得關於參會的西班牙語資訊。



SOURCE: Esri and Digital Globe, Open Street Map 2019

0 405 810 Feet

圖1

區域位置和周邊地圖

Buena Vista項目立項通知



關鍵要素

- 南地塊
- 北地塊

SOURCE: RCH Studios 2021

圖2

南、北地塊建築位置圖

Buena Vista項目立項通知



SOURCE: RCH Studios 2021

圖3

概念設計平面圖

Buena Vista項目立項通知

城市規劃部
委員會辦公室
(213) 978-1300

城市規劃委員會

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副主任

留白
副主任

回復：**Buena Vista 項目範圍界定會議的 Zoom 會議說明** - 1251 North Spring Street, 1030 – 1380 North Broadway（案件編號：ENV-2016-4064-EIR）。

如何參加虛擬公眾範圍界定會議

感謝您參加虛擬公眾範圍界定會議。在此次會議上，您將詳細瞭解 Buena Vista 項目（ENV-2016-4064-EIR）的相關情況，有機會就項目內容提問，並就項目《環境影響報告》的環境研究議題發表意見。此次虛擬公眾範圍界定會議將採用 Zoom 虛擬會議平臺。與會者需要使用電腦/平板電腦或智慧手機訪問，或者通過電話參會。請遵照下述參會說明。

1) 通過您的電腦、智慧手機或平板電腦加入會議。您可以訪問本準備通知中的連結，或者訪問 zoom.us，輸入網路研討會 ID：895 6384 6893。

2) 也可通過電話加入會議：撥打美國號碼 +1 669 900 9128 或+1 213 338 8477，按照提示輸入網路研討會 ID，再按#號鍵結尾。（請注意，西班牙語和中文口譯通道僅支援通過電腦/平板電腦或智慧手機訪問線上平臺使用。）

2) 聆聽陳述。（通過電腦/平板電腦或智慧手機訪問線上平臺時，若要收聽西班牙語或中文，可點擊“口譯”(Interpretation)按鈕，選擇相應的語言。）

3) 提問：陳述結束後可舉手發言（或按電話上的*9 鍵）。工作人員將逐一點名每位發言者，並在您發表意見或提問的過程中取消您的靜音。

4) 會後通過普通信件或電子郵件向城市規劃部提交公眾意見。請遵照準備通知內的說明。

注意：如果您在會議期間遇到任何技術困難：

點擊舉手按鈕（使用電腦時），使用電話時請按*9 鍵。

Appendix A.3

NOP Comment Letters

Polonia Majas <polonia.majas@lacity.org>

SCH # 2021070577 Buena Vista Project

1 message

Lin, Alan S@DOT <alan.lin@dot.ca.gov> Wed, Aug 25, 2021 at 7:58 AM
To: OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>, Polonia Majas <polonia.majas@lacity.org>

Attached please find Caltrans comment letter.

Thank you!

Alan Lin, P.E.

Transportation Engineer, Civil

IGR, Division of Planning

State of California

Department of Transportation

Mail Station 16

100 South Main Street

Los Angeles, CA 90012

213-269-1124 Mobile

LA-2021-03669-Buena Vista Project-NOP.pdf
177K

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life

August 24, 2021

Ms. Polonia Majas
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: Buena Vista Project
SCH # 2021070577
LA-110/PM 24.75R, LA-101/PM 1.1,
LA-05/PM 19.74
GTS # LA-2021-03669-NOP

Dear Ms. Majas:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced recirculated NOP. The Project proposes a mixed-use development of residential and commercial uses consisting of up to 1,090,126 square feet (sf) of residential floor area (986 dwelling units, including 200 affordable housing units); 15,000 sf of neighborhood-serving retail uses; 23,800 sf of indoor and outdoor restaurant uses; and 116,263 sf of outdoor trellis/building overhangs.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

http://opr.ca.gov/ceqa/updates/guidelines/

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of

travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020. You can review these resources at the following links:

https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf

https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this development in the California Environmental Quality Act (CEQA) review process so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2021-03669-NOP.

Sincerely,

Miya Edmonson

MIYA EDMONSON
Acting IGR/CEQA Branch Chief

email: State Clearinghouse

Polonia Majas <polonia.majas@lacity.org>

Metro Comments - Case No. ENV-2016-4064-EIR

2 messages

Truong, Cassie <TruongC@metro.net> Mon, Aug 30, 2021 at 2:40 PM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>
Cc: "mworkman@lpc.com" <mworkman@lpc.com>

Greetings,

Thank you for the opportunity to comment on the Buena Vista Project located at 251 North Spring Street and 1030-1380 North Broadway. Attached are Metro's comments. Please kindly reply to confirm receipt.

Please contact Shine Ling at 213.922.2671 or lings@metro.net if you have any questions.

Best,

Cassie

Cassie Truong
LA Metro

Transportation Associate II
Transit Oriented Communities
213.418.3489
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

2 attachments

210831_NOP_BuenaVista.pdf
191K

2021-Adjacent-Development-Review-Handbook.pdf
19946K

Polonia Majas <polonia.majas@lacity.org> Wed, Sep 1, 2021 at 7:23 AM
To: "Truong, Cassie" <TruongC@metro.net>

Good morning,

Your comments were received and included within the Buena Vista Project's administrative record.

Thank you,
[Quoted text hidden]
--

Polonia Majas
Planning Assistant
Los Angeles City Planning

221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
Planning4LA.org
T: (213) 847-3625

E-NEWS

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

August 31, 2021

Polonia Majas
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
Sent by Email: polonia.majas@lacity.org

RE: Buena Vista Project – Case No. ENV-2016-4064-EIR
Notice of Preparation of Environmental Impact Report (EIR)

Dear Polonia Majas:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Buena Vista Project (Project) located at 1251 North Spring Street and 1030-1380 North Broadway in the City of Los Angeles (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

Per Metro's area of statutory responsibility pursuant to sections 15082(b) and 15086(a) of the Guidelines for Implementation of the California Environmental Quality Act (CEQA: Cal. Code of Regulations, Title 14, Ch. 3), the purpose of this letter is to provide the City with specific detail on the scope and content of environmental information that should be included in the Environmental Impact Report (EIR) for the Project. In particular, this letter outlines topics regarding the Project's potential impacts on the Metro L Line (Gold) which should be analyzed in the EIR, and provides recommendations for mitigation measures as appropriate. Effects of a project on transit systems and infrastructure are within the scope of transportation impacts to be evaluated under CEQA.[1]

In addition to the specific comments outlined below, Metro is providing the City and Lincoln Property Company (Applicant) with the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro right-of-way (ROW) and transit facilities, available at https://www.metro.net/devreview/. We appreciate the coordination efforts to date with the Applicant during the conceptual design stage to address Metro's concerns.

Project Description

The Project includes a mixed-use development of residential and commercial uses consisting of up to 1,090,126 square feet of residential floor area; 15,000 square feet of neighborhood-serving retail uses;

[1] See CEQA Guidelines section 15064.3(a); Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts In CEQA, December 2018, p. 19.

23,800 square feet of indoor and outdoor restaurant uses; and 116,263 square feet of outdoor trellis/building overhangs. Construction is anticipated to occur in two phases. The entire southeastern boundary of the Project is adjacent to the Metro L Line (Gold) tracks.

Recommendations for EIR Scope and Content

Bus Service Adjacency

1. Service: Metro Bus Line 45 operates on Broadway, adjacent to the Project. Two Metro Bus stops are directly adjacent to the Project at Broadway/Solano Avenue (Ave.) and Broadway/Bishops Road (Rd). Other transit operators such as LADOT may provide service in the vicinity of the Project and should be consulted.

2. Impact Analysis: The EIR should analyze potential effects on Metro Bus service and identify mitigation measures as appropriate. Potential impacts may include impacts to transportation services, stops, and temporary or permanent bus service rerouting. Specific types of impacts and recommended mitigation measures to address them include, without limitation, the following:

    a. Bus Stop Condition: The EIR should identify all bus stops on all streets adjacent to the Project site. During construction, the Applicant may either maintain the stop in its current condition and location, or temporarily relocate the stops consistent with the needs of Metro Bus operations. Temporary or permanent modifications to any bus stop as part of the Project, including any surrounding sidewalk area, must be Americans with Disabilities Act (ADA)-compliant and allow passengers with disabilities a clear path of travel between the bus stop and the Project. Once the Project is completed, the Applicant must ensure that any existing Metro bus stop affected by the Project is returned to its pre-Project location and condition, unless otherwise directed by Metro.

    b. Driveways: Driveways accessing parking and loading at the Project site should be located away from transit stops, and be designed and configured to avoid potential conflicts with on-street transit services and pedestrian traffic to the greatest degree possible. Vehicular driveways should not be located in or directly adjacent to areas that are likely to be used as waiting areas for transit.

    c. Bus Stop Enhancements: Metro encourages the installation of enhancements and other amenities that improve safety and comfort for transit riders. These include benches, bus shelters, wayfinding signage, enhanced crosswalks and ADA-compliant ramps, pedestrian lighting, and shade trees in paths of travel to bus stops. The City should consider requesting the installation of such amenities as part of the Project.

    d. Bus Operations Coordination: The Applicant shall coordinate with Metro Bus Operations Control Special Events Coordinator at 213-922-4632 and Metro's Stops and Zones Department at 213-922-5190 not later than 30 days before the start of Project construction. Other municipal bus services may also be impacted and shall be included in construction outreach efforts.

Light Rail Adjacency

1. Rail Operations: The Metro L Line (Gold) currently operates weekday peak service as often as every six minutes in both directions. Trains may operate in and out of revenue service, 24 hours a day, seven days a week, in the ROW adjacent to the Project.

2. Impact Analysis: Due to the Project's proximity to the Metro L Line (Gold), the EIR must analyze potential effects on light rail operations and identify mitigation measures as appropriate. Critical impacts to be studied should include (without limitation): impacts of Project construction and operation on and potential damage to the structural and systems integrity of tracks and related infrastructure; and disruption to light rail service. Specific impacts and mitigation measures that should be studied include:

    a. General Constructability Issues for Adjacent Development: Construction activities for the Project, including grading, excavation, and structure construction, may have the potential to foul Metro ROW.

    Recommended mitigation measures:

        i. Technical Review: The Applicant shall submit engineering drawings and calculations, as well as construction work plans and methods, to evaluate any impacts to the Metro L Line (Gold) infrastructure in relationship to the Project. Before issuance of any building permit for the Project, the Applicant shall obtain Metro's approval of final construction plans.

        ii. Structure Setback: Where the Project site is immediately adjacent to Metro ROW, all building structures (above ground and below grade) and projections shall be set back at least five (5) feet from the property line shared by the Project property and Metro to allow adequate space for construction and property maintenance activities. Property owners will generally not be permitted to access Metro property to construct or maintain private development and/or landscaping, except as approved as indicated in paragraphs 3.d and 3.e below.

        iii. Construction Safety: The construction and operation of the Project shall not disrupt the operation and maintenance activities of the Metro L Line (Gold) or the structural and systems integrity of Metro's light rail infrastructure. Not later than one month before Project construction, the Applicant shall contact Metro to schedule a pre-construction meeting with all Project construction personnel and Metro Real Estate, Construction Management, and Construction Safety staff. During Project construction, the Applicant shall:

            1. Work in close coordination with Metro to ensure that structural integrity of Metro infrastructure and that Metro operations are not compromised by construction activities or permanent build conditions;

            2. Construct a protection barrier to prevent objects, material, or debris from falling onto the ROW;

3. Notify Metro of any changes to demolition and construction activities that may impact the use of the ROW;

4. Permit Metro staff to monitor construction activity to ascertain any impact to the Metro L Line (Gold).

b. Overhead Catenary System (OCS) Setback: Overhead catenary wires and support structures adjacent to the Project power Metro trains. OCS wires should be treated like any high voltage electrical utility wires. The Project's structures, including protrusions that face the ROW (e.g. balconies, awnings and other appurtenances), are proposed to be in proximity to the OCS and can pose an electrocution hazard during Project construction and operation.

Recommended mitigation measures:

i. Technical Review: The Applicant shall submit engineering drawings and calculations, as well as construction work plans and methods including any crane placement and radius, to evaluate any impacts to the Metro L Line (Gold) infrastructure in relationship to the Project. Before issuance of any building permit for the Project, the Applicant shall obtain Metro's approval of final construction plans.

ii. OCS Protection: The Applicant shall take all necessary measures to protect the OCS from damage due to Project activities during and after construction, pursuant to applicable California Department of Industrial Relations regulations (Cal. Code of Regulations, Title 8). The Applicant shall post proper signage for equipment working around the OCS wires.

iii. Setback: Any building protrusions facing the ROW (e.g. balconies, awnings and other appurtenances), as well as landscaping shall be set back at least ten (10) feet from the OCS wires and support structures.

iv. Construction Safety: The construction and operation of the Project shall not disrupt the operation and maintenance activities of the Metro L Line (Gold) or the structural and systems integrity of Metro's light rail infrastructure. Not later than one month before Project construction, the Applicant shall contact Metro to schedule a pre-construction meeting with all Project construction personnel and Metro Real Estate, Construction Management, and Construction Safety staff. During Project construction, the Applicant shall:

1. Work in close coordination with Metro to ensure that structural integrity of Metro infrastructure is not compromised by construction activities or permanent build conditions;

2. Construct a protection barrier to prevent objects, material, or debris from falling onto the ROW;

3. Notify Metro of any changes to construction activities that may impact the use of the ROW;

4. Permit Metro staff to monitor demolition and/or construction activity to ascertain any impact to the Metro L Line (Gold)

5. Apply for and obtain approval from Metro for any special operations, including the use of a pile driver or any other equipment that could come into close proximity to the OCS or support structures, not later than one month before the start of Project construction.

c. Access to Division 21 Rail Yard: Metro requires access to the service roadway between the South parcel and the L Line (Gold) ROW for large tractor trailers delivering railroad cars, track maintenance equipment, emergency access, and employee training. Access to this Metro-owned service road is from Spring Street, crossing underneath the aerial Chinatown Gold Line Station. This is also the proposed access point into the South parcel of the Project.

It is crucial that access for Metro to this service roadway is preserved and available at all times. As previously discussed with the Applicant, any modification to current access conditions into this roadway (including areas within City-owned ROW) during construction or in permanent build conditions must be reviewed by Metro.

d. Lighting and Glare: The Project has the potential to create a new source of lighting that would adversely affect train operators and operations. The amount and glare created from the height, material, lighting of the new buildings is of particular concern. Metro recommends that the Project incorporate soft lighting (similar to incandescent color) which is shielded and directed on to the subject site and not Metro ROW, and recessed floor lights along walkways. Moreover, the Project should minimize the use of glaring materials, particularly on the east façade abutting Metro ROW.

e. Noise & Vibration: The ROW in close proximity to the Project's "North Parcel" will become reasonably active at night. Use of the storage track immediately east of the property line will resume in the future (coupling, uncoupling, gongs, horns, etc.). Adequate measures should be taken to ensure compatibility with Project programming and Metro ROW uses in this area.

The Applicant shall record a Noise Easement Deed in favor of Metro before issuance of any Certificate of Occupancy for the Project. The easement recorded in the Deed shall extend to successors and tenants.

3. Advisories to Applicant: The Applicant should be advised of the following:

a. Occupational Safety and Health Administration (OSHA) Requirements: Construction and/or excavation work in proximity to Metro ROW with potential to damage light rail tracks and related infrastructure may be subject to additional OSHA safety requirements.

b. Technical Review: Metro charges for staff time spent on engineering review and construction monitoring.

c. ROW Entry Permit: For temporary or ongoing access to Metro ROW for demolition, construction, and/or maintenance activities, the Applicant shall complete Metro's

Track Allocation process with Metro Rail Operations and obtain a Right of Entry Permit from Metro Real Estate. Approval for single tracking or a power shutdown, while possible, is highly discouraged; if sought, the Applicant shall apply for and obtain such approval from Metro not later than two months before the start of Project construction.

d. Cost of Impacts: The Applicant will be responsible for costs incurred resulting from Project construction/operation issues that cause delay or harm to Metro service delivery or infrastructure, including single-tracking or bus bridging around closures. The Applicant will also bear all costs for any noise mitigation required for the Project.

e. Maintenance: Metro will require prompt removal of graffiti and trash along concrete block walls and landscaped area adjacent to Metro ROW. For these and other maintenance activities that will require access to Metro property, the Applicant must obtain a Temporary Right of Entry Permit before accessing property and coordinate activities through Rail Operations Track Allocation process, as discussed above.

Transit Supportive Planning: Recommendations and Resources

Considering the Project's proximity to Chinatown Station, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Transit Supportive Planning Toolkit: Metro strongly recommends that the Applicant review the Transit Supportive Planning Toolkit which identifies 10 elements of transit-supportive places and, applied collectively, has been shown to reduce vehicle miles traveled by establishing community-scaled density, diverse land use mix, combination of affordable housing, and infrastructure projects for pedestrians, bicyclists, and people of all ages and abilities. This resource is available at https://www.metro.net/about/funding-resources/.

2. Land Use: Metro supports development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of developments. Metro encourages the City and Applicant to be mindful of the Project's proximity to the Chinatown Station, including orienting pedestrian pathways towards the station.

3. Transit Connections and Access: Metro strongly encourages the Applicant to install Project features that help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from the Project site and nearby destinations. The City should consider requiring the installation of such features as part of the conditions of approval for the Project, including:

    a. Bicycle Use and Micromobility Devices: The provision of adequate short-term bicycle parking, such as ground-level bicycle racks, and secure, access-controlled, enclosed long-term bicycle parking for residents, employees, and guests. Bicycle parking facilities should be designed with best practices in mind, including highly visible siting, effective surveillance, ease to locate, and equipment installation with preferred spacing dimensions, so bicycle parking can be safely and conveniently accessed. Similar provisions for micro-mobility devices are also encouraged. The Applicant should also

coordinate with the Metro Bike Share program for a potential Bike Share station at this development.

b. First & Last Mile Access: The Project should address first-last mile connections to transit and is encouraged to support these connections with wayfinding signage inclusive of all modes of transportation. For reference, please review the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at: http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

c. Connect US Action Plan: Metro's Connect US Action Plan includes recommended project for the North Broadway Esplanade, which includes a widened sidewalk and bike path between Central Plaza and Solano Ave. Any frontage improvements for the Project along N. Broadway should incorporate the esplanade plans. Contact Elizabeth Carvajal at carvajale@metro.net for additional information.

4. Parking: Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements and the exploration of shared parking opportunities. These strategies could be pursued to reduce automobile-orientation in design and travel demand.

5. Wayfinding: Any temporary or permanent wayfinding signage with content referencing Metro services or featuring the Metro brand and/or associated graphics (such as Metro Bus or Rail pictograms) requires review and approval by Metro Signage and Environmental Graphic Design.

6. Transit Pass Programs: Metro would like to inform the Applicant of Metro's employer transit pass programs, including the Annual Transit Access Pass (A-TAP), the Employer Pass Program (E-Pass), and Small Employer Pass (SEP) Program. These programs offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. The A-TAP can also be used for residential projects. For more information on these programs, please visit the programs' website at https://www.metro.net/riding/eapp/.

If you have any questions regarding this letter, please contact me by phone at 213-922-2671, by email at DevReview@metro.net, or by mail at the following address: Metro Development Review, One Gateway Plaza, MS 99-22-1, Los Angeles, CA 90012-2952

Sincerely,

Shine Ling, AICP
Manager, Transit Oriented Communities

cc: Mark Workman, Lincoln Property Company, mworkman@lpc.com

Attachments and links:

- Adjacent Development Handbook: https://www.metro.net/devreview

Los Angeles County
Metropolitan Transportation Authority

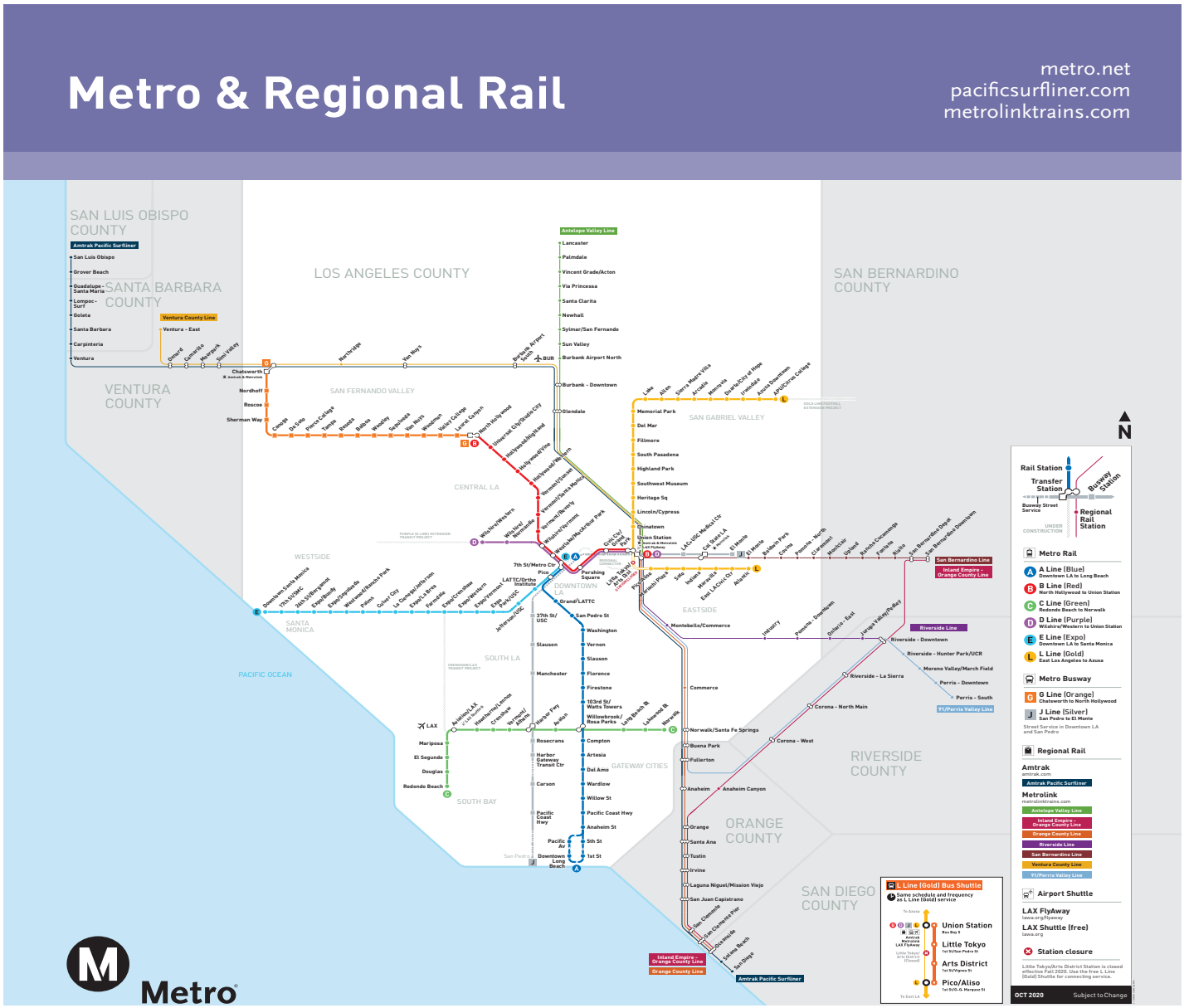
METRO ADJACENT DEVELOPMENT HANDBOOK

A GUIDE FOR CITIES AND DEVELOPERS

February 2021



Metro and Regional Rail Map



Metro is currently undertaking the largest rail infrastructure expansion effort in the United States. A growing transit network presents new opportunities to catalyze land use investment and shape livable communities.

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Quick Overview

Purpose of Handbook

The Metro Adjacent Development Handbook (Handbook) is intended to provide information and guide coordination for projects adjacent to, below, or above Metro transit facilities (e.g. right-of-way, stations, bus stops) and services.

Overarching Goal
By providing information and encouraging early coordination, Metro seeks to reduce potential conflicts with transit services and facilities, and identify potential synergies to expand mobility and improve access to transit.

Intended Audience
The Handbook is a resource for multiple stakeholder groups engaged in the development process, including:

- Local jurisdictions who review, entitle, and permit development projects,
- Developers,
- Property owners,
- Architects, engineers, and other technical consultants,
- Builders/contractors,
- Utility companies, and
- other Third Parties.

Handbook Content
The Handbook includes:

- **Introduction** of Metro's Development Review coordination process, common concerns, and typical stages of review.
- **Information** on best practices during three key coordination phases to avoid potential conflicts or create compatibility with the Metro transit system:
  - Planning & Conceptual Design,
  - Engineering & Technical Review, and
  - Construction Safety & Monitoring.
- **Glossary** with definitions for key terms used throughout the Handbook.

RULE OF THUMB: 100 FEET

Metro's Development Review process applies to projects that are within 100 feet of Metro transit facilities.

While the Handbook summarizes key concerns and best practices for adjacency conditions, it does not replace Metro's technical requirements and standards.

Prior to receiving approval for any construction activities adjacent to, above, or below Metro facilities, Third Parties must comply with the Metro Adjacent Construction Design Manual, available on Metro's website.

Contact Us
For questions, contact the Development Review Team:

- Email: devreview@metro.net
- Phone: 213.418.3484
- Online In-take Form: https://jpropublic.metro.net/in-take-form

Additional Information & Resources

- Metro Development & Construction Coordination website: https://www.metro.net/devreview
- Metro GIS/KML ROW Files: https://developer.metro.net/portfolio-item/metro-right-of-way-gis-data
- Metrolink Standards and Procedures: https://www.metrolinktrains.com/about/agency/engineering--construction

Metro will continue to revise the Handbook, as needed, to reflect updates to best practices in safety, operations, and transit-supportive development.

Background

Who is Metro?

The Los Angeles County Metropolitan Transportation Authority (Metro) plans, funds, builds, and operates rail, bus, and other mobility services (e.g. bikeshare, microtransit) throughout Los Angeles County (LA County). On average, Metro moves 1.3 million people each day on buses and trains. With funding from the passage of Measure R (2008) and Measure M (2016), the Metro system is expanding. Over the next 40 years, Metro will build over 60 new stations and over 100 miles of transit right-of-way (ROW). New and expanded transit lines will improve mobility across LA County, connecting riders to more destinations and expanding opportunities for development that supports transit ridership. Metro facilities include:



Metro Rail: Metro operates heavy rail (HRT) and light rail (LRT) transit lines in underground tunnels, along streets, off-street in dedicated ROW, and above street level on elevated structures. Heavy rail trains are powered by a "third rail" along the tracks. Light rail vehicles are powered by overhead catenary systems (OCS). To support rail operations, Metro owns and maintains traction power substations (TPSS), maintenance yards, and other infrastructure.



Metrolink/Regional Rail: Metro owns a majority of the ROW within LA County on which the Southern California Regional Rail Authority (SCRRA) operates Metrolink service. Metrolink is a commuter rail system with seven lines that span 388 miles across five counties, including: Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego. As a SCRRA member agency and property owner, Metro reviews development activity adjacent to Metro-owned ROW on which Metrolink operates, and coordinates with Metrolink on any comments or concerns. Metrolink has its own set of standards and processes, see link on page 1.



Metro Bus Rapid Transit (BRT): Metro operates accelerated bus transit, which acts as a hybrid between rail and traditional bus service. Metro BRT may operate in a dedicated travel lane within a street or freeway, or off-street along dedicated ROW. Metro BRT stations may be located on sidewalks within the public right-of-way, along a median in the center of streets, or off-street on Metro-owned property.



Metro Bus: Metro operates 170 bus lines across more than 1,400 square miles in LA County. The fleet serves over 15,000 bus stops with approximately 2,000 buses. Metro operates "Local" and "Rapid" bus service within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes. Metro bus stops are typically located on sidewalks within the public right-of-way, which is owned and maintained by local jurisdictions. Metro's NextGen Bus Plan re-envisions bus service across LA County to make service improvements that better serve riders.

Why is Metro interested in adjacent development?

Metro Supports Transit Oriented Communities: Metro is redefining the role of the transit agency by expanding mobility options, promoting sustainable urban design, and helping transform communities throughout LA County. Metro seeks to partner with local, state, and federal jurisdictions, developers, property owners and other stakeholders across LA County on transit-supportive planning and developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

Adjacent Development Leads to Transit Oriented Communities: Metro supports private development adjacent to transit as this presents a mutually beneficial opportunity to enrich the built environment and expand mobility options. By connecting communities, destinations, and amenities through improved access to public transit, adjacent developments have the potential to:

- reduce auto dependency,
- reduce greenhouse gas emissions,
- promote walkable and bikeable communities that accommodate more healthy and active lifestyles,
- improve access to jobs and economic opportunities, and
- create more opportunities for mobility – highly desirable features in an increasingly urbanized environment.

Opportunity: Acknowledging an unprecedented opportunity to influence how the built environment develops along and around transit and its facilities, Metro has created this document. The Handbook helps ensure compatibility between private development and Metro's transit infrastructure to minimize operational, safety, and maintenance issues. It serves as a crucial first step to encourage early and active collaboration with local stakeholders and identify potential partnerships that leverage Metro initiatives and support TOCs across LA County.



Metro Purview & Concerns

Metro Purview for Review & Coordination

Metro is interested in reviewing development, construction, and utility projects within 100 feet of Metro transit facilities, real estate assets, and ROW – as measured from the edge of the ROW outward – both to ensure the structural safety of existing or planned transit infrastructure and to maximize integration opportunities with adjacent development. The Handbook seeks to:

- Improve communication and coordination between developers, jurisdictions, and Metro.
- Identify common concerns associated with developments adjacent to Metro ROW.
- Highlight Metro operational needs and requirements to ensure safe, continuous service.
- Prevent potential impacts to Metro transit service or infrastructure.
- Maintain access to Metro facilities for riders and operational staff.
- Avoid preventable conflicts resulting in increased development costs, construction delays, and safety impacts.
- Streamline the review process to be transparent, clear, and efficient.
- Assist in the creation of overall marketable and desirable developments.

Key Audiences for Handbook

The Handbook is intended to be used by:

- Local jurisdictions who review, entitle, and permit development projects and/or develop policies related to land use, development standards, and mobility,
- Developers, property owners,
- Architects, engineers, design consultants,
- Builders/contractors,
- Entitlement consultants,
- Environmental consultants,
- Utility companies, and
- other Third Parties.

Metro Assets & Common Concerns for Adjacent Development

The table on the facing page outlines common concerns for development projects and/or construction activities adjacent to Metro transit facilities and assets. These concerns are discussed in greater detail in the following chapters of the Handbook.

METRO ASSETS	COMMON ADJACENCY CONCERNS
 **UNDERGROUND ROW** Transit operates below ground in tunnels.	• Excavation near tunnels and infrastructure • Clearance from support structures (e.g. tiebacks, shoring, etc) • Coordination with utilities • Clearance from ventilation shafts, surface penetrations (e.g. emergency exits) • Surcharge loading of adjacent construction • Explosions • Noise and vibration/ground movement • Storm water drainage
 **AERIAL ROW** Transit operates on elevated guideway, typically supported by columns.	• Excavation near columns and support structures • Column foundations • Clearance from OCS • Overhead protection and crane swings • Setbacks from property line for maintenance activities to occur without entering ROW • Coordination with utilities • Noise reduction (e.g. double-paned windows)
 **AT-GRADE ROW** Transit operates in dedicated ROW at street level; in some cases tracks are separated from adjacent property by fence or wall.	• Pedestrian and bicycle movements and safety • Operator site distance/cone of visibility • Clearance from OCS • Crane swings and overhead protection • Trackbed stability • Storm water drainage • Noise/vibration • Driveways near rail crossings • Setbacks from property line for maintenance activities to occur without entering ROW • Utility coordination
 **BUS STOPS** Metro operates bus service on city streets. Bus stops are located on public sidewalks.	• Lane closures and re-routing service during construction • Temporary relocation of bus stops • Impacts to access to bus stops
 **NON-REVENUE/OPERATIONAL** Metro owns and maintains property to support operations (e.g. bus and rail maintenance facilities, transit plazas, traction power substations, park-and-ride parking lots).	• Excavation and clearance from support structures (e.g. tiebacks, shoring, etc) • Ground movement • Drainage • Utility coordination • Access to property

Metro Coordination Process

Typical Stages of Metro Review and Coordination

Early coordination helps avoid conflicts between construction activities and transit operations and maximizes opportunities to identify synergies between the development project and Metro transit services that are mutually beneficial.



*Phases above may include fees for permits and reimbursement of Metro staff time for review and coordination.

Coordination Goal: Metro encourages developers to consult with the Development Review Team early in the design process to ensure compatibility with transit infrastructure and minimize operational, safety, and maintenance issues with adjacent development. The Development Review team will serve as a case manager to developers and other Third Parties to facilitate the review of plans and construction documents across key Metro departments.

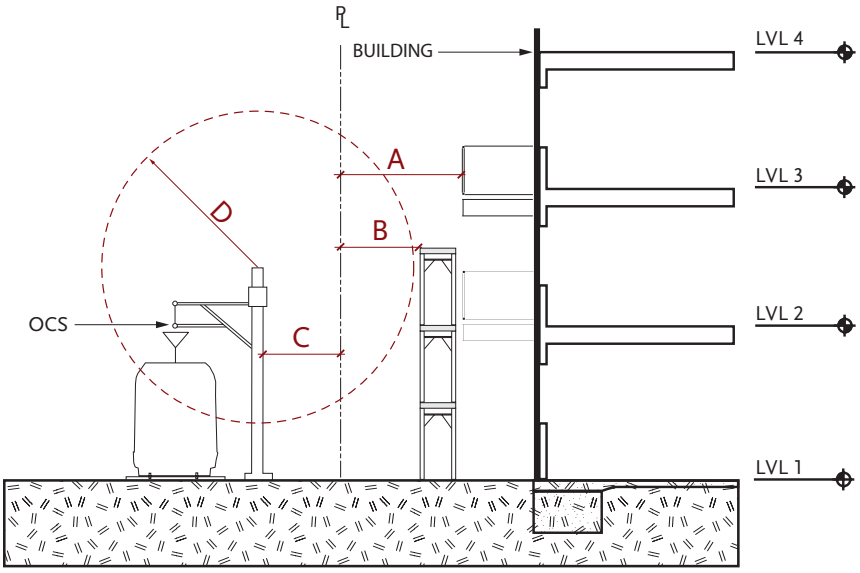
Level of Review: Not all adjacent projects will require significant review and coordination with Metro. The level of review depends on the Project's proximity to Metro, adjacency conditions, and the potential to impact Metro facilities and/or services. For example, development projects that are excavating near Metro ROW or using cranes near transit facilities require a greater level of review and coordination. Where technical review and construction monitoring is needed, Metro charges fees for staff time, as indicated by asterisk in the above diagram.

Permit Clearance: Within the City of Los Angeles, Metro reviews and clears Building & Safety permits for projects within 100 feet of Metro ROW, pursuant to Zoning Information 1117. To ensure timely clearance of these permits, Metro encourages early coordination as noted above.

To begin consultation, submit project information via an online In-Take Form, found on Metro's website. Metro staff will review project information and drawings to screen the project for any potential impacts to transit facilities or services, and determine if require further review and coordination is required. The sample sections on the facing page illustrate adjacency condition information that helps Metro complete project screening.

Contact:
Metro Development Review Team
Website: https://www.metro.net/devreview
Online In-take Form: https://jpropublic.metro.net/in-take-form
Email: devreview@metro.net
Phone: 213.418.3484

Sample Section: Adjacency Conditions



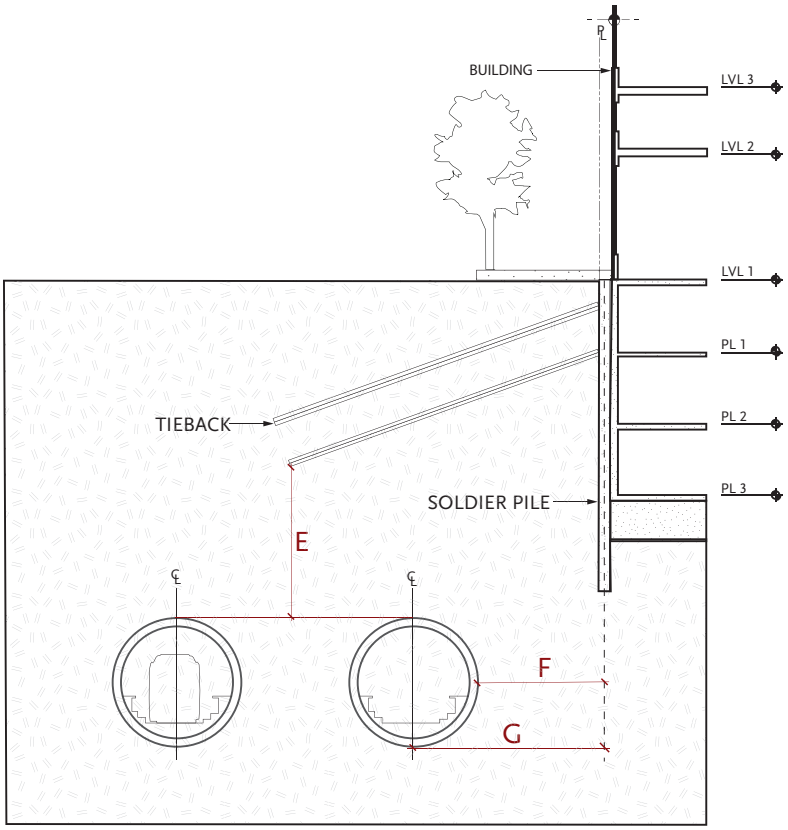
AT-GRADE CONDITION

A. Distance from property line to nearest permanent structure (e.g. building facade, balconies, terraces). Refer to Section 1.3 Building Setback of Handbook.

B. Distance from property line to nearest temporary construction structures (e.g. scaffolding).

C. Distance from property line to nearest Metro facility.

D. Clearance from nearest temporary and/or permanent structure to overhead catenary system (OCS). Refer to Section 1.4, OCS Clearance of Handbook.



BELOW-GRADE CONDITION

E. Vertical distance from top of Metro tunnel to closest temporary and/or permanent structure (e.g. tiebacks, foundation). Refer to Section 2.2, Proximity to Tunnels & Underground Infrastructure of Handbook.

F. Horizontal distance from exterior tunnel wall to nearest structure.

G. Horizontal distance from Metro track centerline to nearest structure.

Best Practices

Best Practices for Developer Coordination

Metro encourages developers of projects adjacent to Metro ROW and/or Real Estate Assets to take the following steps to facilitate Metro project review and approval:

1. **Review Metro resources and policies:** The Metro Development & Construction Coordination website and Handbook provide important information for those interested in constructing on, adjacent, over, or under Metro ROW, non-revenue property, or transit facilities. Developers and other Third Parties should familiarize themselves with these resources and keep in mind common adjacency concerns when planning a project.

2. **Contact Metro early during design process:** Metro welcomes the opportunity to provide feedback early in project design, allowing for detection and resolution of important adjacency issues, identification of urban design and system integration opportunities, and facilitation of permit approval. Metro encourages project submittal through the online In-Take Form to begin consultation.

3. **Maintain communication:** Frequent communication with Metro during project design and construction will reinforce relationships and allow for timely project completion. Contact us at devreview@metro.net or at 213.418.3484.

Best Practices for Local Jurisdiction Notification

To improve communication between Metro and the development community, Metro suggests that local jurisdictions take the following steps to notify property owners of coordination needs for properties adjacent to Metro ROW by:

- **Updating GIS and parcel data:** Integrate Metro ROW files into the City/County GIS and/or Google Earth Files for key departments (e.g. Planning, Public Works, Building & Safety) to notify staff of Metro adjacency and need for coordination during development approval process.Download Metro's ROW files here.

- **Flag Parcels:** Create an overlay zone as part of local Specific Plan(s) and/or Zoning Ordinance(s) to tag parcels that are within 100 feet Metro ROW and require coordination with Metro early during the development process [e.g. City of Los Angeles Zone Information and Map Access System (ZI-1117)].

- **Provide Resources:** Direct all property owners and developers interested in parcels within 100 feet of Metro ROW to Metro's resources (e.g. website, Handbook).


Metro
Downtown
Santa
Monica
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Site Plan & Conceptual Design

Site Plan & Conceptual Design

1.1 Supporting Transit Oriented Communities

Transit-oriented communities (TOCs) are places that, by their design, make it more convenient to take transit, walk, bike or roll than to drive. By working closely with the development community and local jurisdictions, Metro seeks to ensure safe construction near Metro facilities and improve compatibility with adjacent development to increase transit ridership.

RECOMMENDATION: Consider site planning and building design strategies to that support transit ridership, such as:

- Leveraging planning policies and development incentives to design a more compelling project that capitalizes on transit adjacency and economy of scales.
- Programming a mix of uses to create lively, vibrant places that are active day and night.
- Utilizing Metro policies and programs that support a healthy, sustainable, and welcoming environment around transit service and facilities.
- Prioritizing pedestrian-scaled elements to create spaces that are comfortable, safe, and enjoyable.
- Activating ground floor with retail and outdoor seating/activities to bring life to the public environment.
- Reducing and screening parking to focus on pedestrian activity.
- Incorporating environmental design elements that help reduce crime (e.g. windows and doors that face public spaces, lighting).



The Wilshire/Vermont Metro Joint Development project leveraged existing transit infrastructure to catalyze a dynamic and accessible urban environment. This project accommodates portal access into the Metro Rail system and on-street bus facilities.

1.2 Enhancing Access to Transit

Metro seeks to create a comprehensive, integrated transportation network and supports infrastructure and design that allows safe and convenient access to its multi-modal services. Projects in close proximity to Metro's services and facilities present an opportunity to enhance the public realm and connections to/from these services for transit riders as well as users of the developments.

RECOMMENDATION: Design projects with transit access in mind. Project teams should capitalize on the opportunity to improve the built environment and enhance the public realm for pedestrians, bicyclists, persons with disabilities, seniors, children, and users of green modes. Metro recommends that projects:

- Orient major entrances to transit service, making access and travel safe, intuitive, and convenient.
- Plan for a continuous canopy of shade trees along all public right-of-way frontages to improve pedestrian comfort to transit facilities.
- Add pedestrian lighting along paths to transit facilities and nearby destinations.
- Integrate wayfinding and signage into project design.
- Enhance nearby crosswalks and ramps.
- Ensure new walkways and sidewalks are clear of any obstructions, including utilities, traffic control devices, trees, and furniture.
- Design for seamless, multi-modal pedestrian connections, making access easy, direct, and comfortable.



The City of Santa Monica leveraged investments in rail transit and reconfigured Colorado Avenue to form a multi-modal first/last mile gateway to the waterfront from the Downtown Santa Monica Station. Photo by PWP Landscape Architecture

1.3 Building Setback

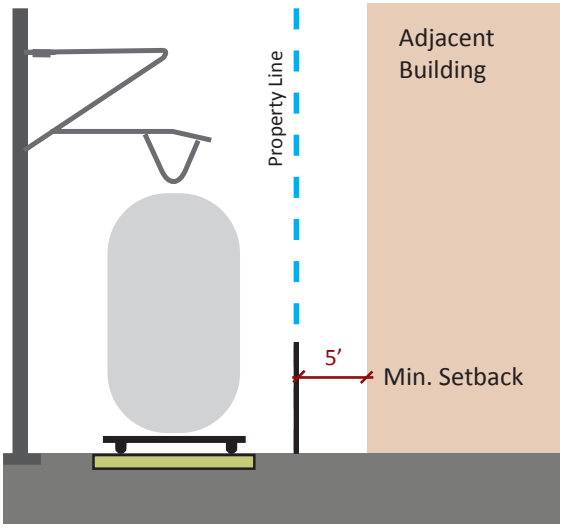
Buildings and structures with a zero lot setback that closely abut Metro ROW can pose concerns to Metro during construction. Encroachment onto Metro property to construct or maintain buildings is strongly discouraged as this presents safety hazards and may disrupt transit service and/or damage Metro infrastructure.

RECOMMENDATION: Include a minimum setback of five (5) feet from the property line to building facade to accommodate the construction and maintenance of structures without the need to encroach upon Metro property. As local jurisdictions also have building setback requirements, new developments should comply with the greater of the two requirements.

Entry into the ROW by parties other than Metro and its affiliated partners requires written approval. Should construction or maintenance of a development necessitate temporary or ongoing access to Metro ROW, a Metro Right of Entry Permit must be requested and obtained from Metro Real Estate for every instance access is required. Permission to enter the ROW is granted solely at Metro's discretion.

Coordination between property owners of fences, walls, and other barriers along property line is recommended. See Section 1.5.

Refer to Section 3.2 – Track Access and Safety for additional information pertaining to ROW access in preparation for construction activities.



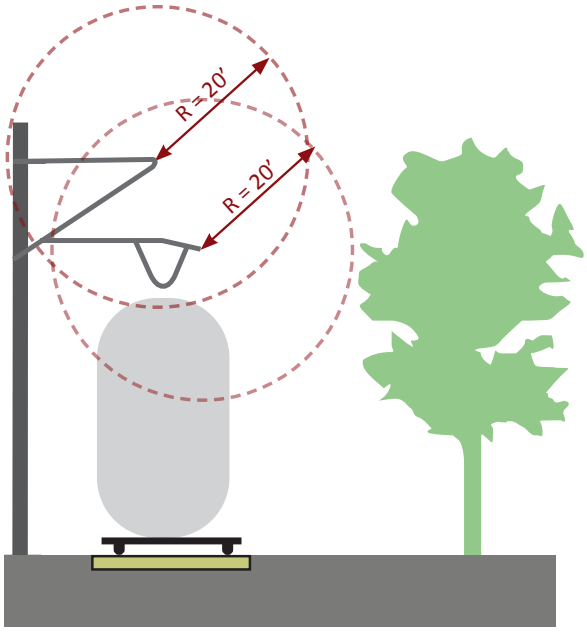
A minimum setback of five (5) feet between an adjacent structure and Metro ROW is strongly encouraged to allow project construction and ongoing maintenance without encroaching on Metro property.

1.4 Overhead Catenary System (OCS) Clearance

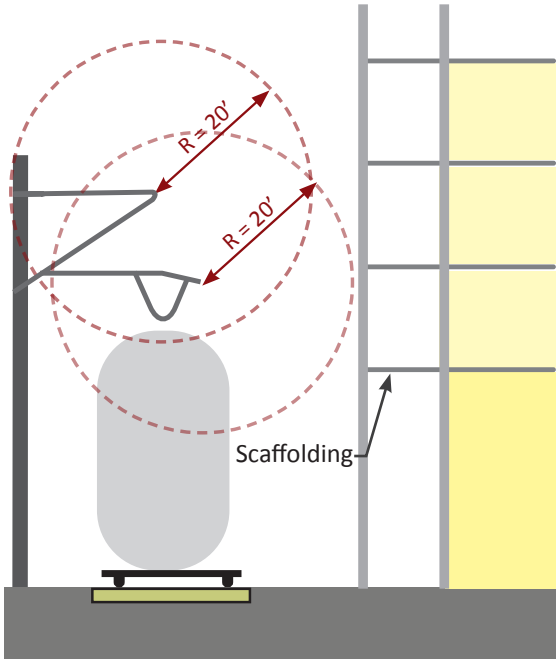
Landscaping and tree canopies can grow into the OCS above light rail lines, creating electrical safety hazards as well as visual and physical impediments for trains. Building appurtenances facing rail ROW, such as balconies, may also pose safety concerns to Metro operations as objects could fall onto the OCS.

RECOMMENDATION: Design project elements facing the ROW to avoid potential conflicts with Metro transit vehicles and infrastructure. Metro recommends that projects:

- Plan for landscape maintenance from private property and prevent growth into Metro ROW. Property owners will not be permitted to access Metro property to maintain private development.
- Design buildings such that balconies do not provide building users direct access to Metro ROW.
- Maintain building appurtenances and landscaping at a minimum distance of ten (10) feet from the OCS and support structures. If Transmission Power (TP) feeder cable is present, twenty (20) feet from the OCS and support structures is required. Different standards will apply for Metro Trolley Wires, Feeder Cables (wires) and Span Wires.



Adjacent structures and landscaping should be sited and maintained to avoid conflicts with the rail OCS.



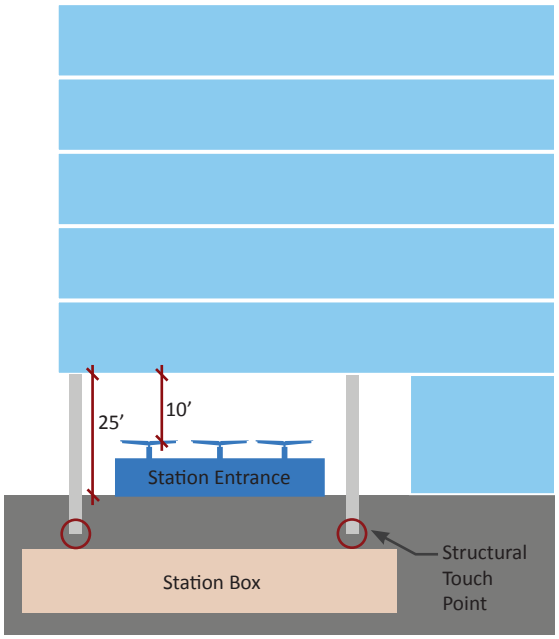
Scaffolding and construction equipment should be staged to avoid conflicts with the rail OCS.

1.5 Underground Station Portal Clearance

Metro encourages transit-oriented development. Where development is planned above station entrances, close coordination is needed for structural safety as well as access for patrons, operations, and maintenance. Below are key design rules of thumb for development planned to cantilever over an entrance to an underground Metro Rail station.

RECOMMENDATION:

1. Preserve 25 feet clearance at minimum from plaza grade and the building structure above.
2. Preserve 10 feet clearance at minimum between portal roof and building structure above.
3. Coordinate structural support system and touchdown points to ensure a safe transfer of the building loads above the station portal.
4. Coordinate placement of structural columns and amenities (e.g. signage, lighting, furnishings) at plaza level to facilitate direct and safe connections for people of all mobile abilities to and from station entrance(s).
5. Develop a maintenance plan for the plaza in coordination with Metro.



Projects that propose to cantilever over Metro subway portals require close coordination with Metro Engineering.

1.6 Shared Barrier Construction & Maintenance

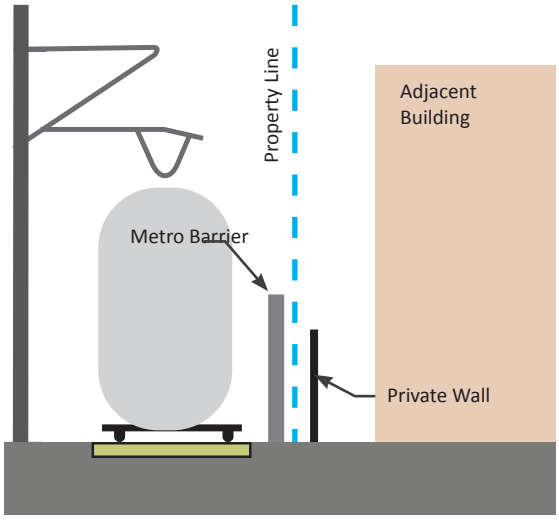
In areas where Metro ROW abuts private property, barrier construction and maintenance responsibilities can be a point of contention with property owners. When double barriers are constructed, the gap created between the Metro-constructed fence and a private property owner's fence can accumulate trash and make regular maintenance challenging without accessing the other party's property.

RECOMMENDATION: Coordinate with Metro Real Estate to create a single barrier condition along the ROW property line. With an understanding that existing conditions along ROW boundaries vary throughout LA County, Metro recommends the following, in order of preference:

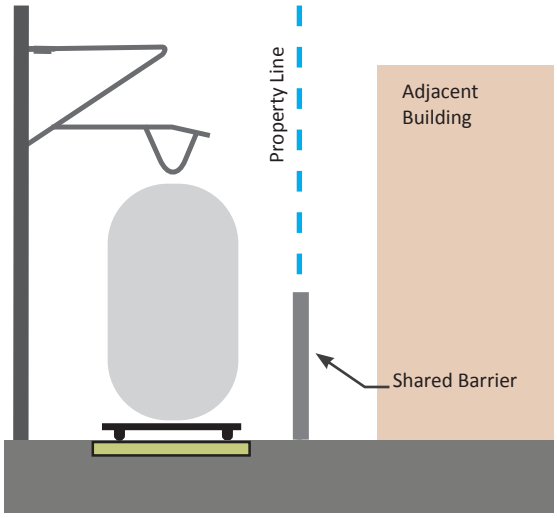
- **Enhance existing Metro barrier:** if structural capacity allows, private property owners and developers should consider physically affixing improvements onto and building upon Metro's existing barrier. Metro is amenable to barrier enhancements such as increasing barrier height and allowing private property owners to apply architectural finishes to their side of Metro's barrier.

- **Replace existing barrier(s):** if conditions are not desirable, remove and replace any existing barrier(s), including Metro's, with a new single "shared" barrier built on the property line.

Metro is amenable to sharing costs for certain improvements that allow for clarity in responsibilities and adequate ongoing maintenance from adjacent property owners without entering Metro's property. Metro Real Estate should be contacted with case-specific questions and will need to approve shared barrier design, shared financing, and construction.



Double barrier conditions allow trash accumulation and create maintenance challenges for Metro and adjacent property owners.



Metro prefers a single barrier condition along its ROW property line.

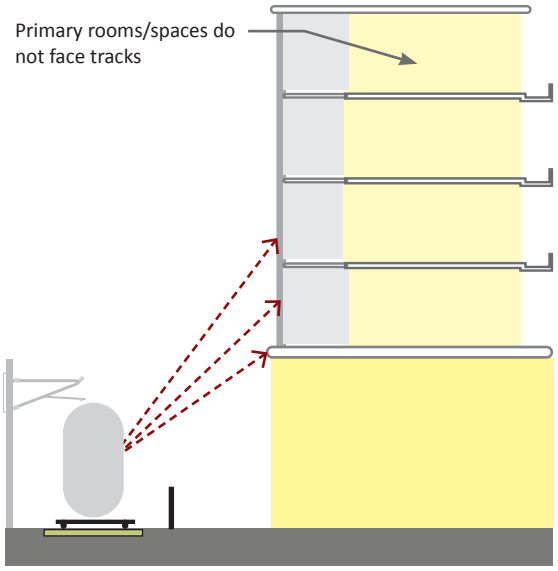
1.7 Project Orientation & Noise Mitigation

Metro may operate in and out of revenue service 24 hours per day, every day of the year, which can create noise and vibration (i.e. horns, power washing). Transit service and maintenance schedules cannot be altered to avoid noise for adjacent developments. However, noise and vibration impacts can be reduced through building design and orientation.

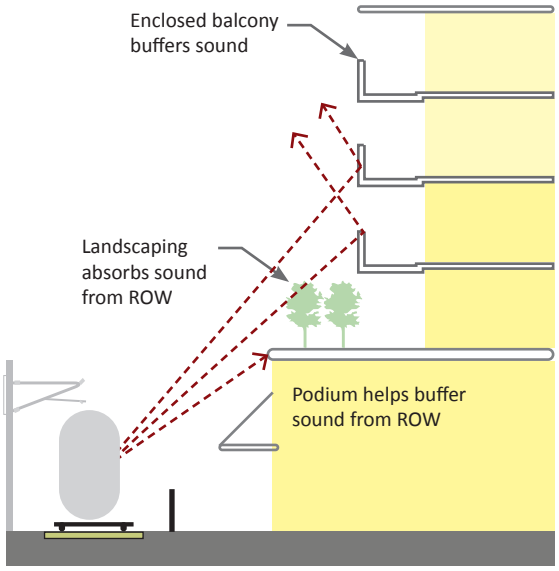
RECOMMENDATION: Use building orientation, programming, and design techniques to reduce noise and vibration for buildings along Metro ROW:

- Locate secondary or "back of house" rooms (e.g. bathrooms, stairways, laundry rooms) along ROW, rather than primary living spaces that are noise sensitive (e.g. bedrooms and family rooms).
- Use upper level setbacks and locate living spaces away from ROW.
- Enclose balconies.
- Install double-pane windows.
- Include language disclosing potential for noise, vibration, and other impacts due to transit proximity in terms and conditions for building lease or sale agreements to protect building owners/sellers from tenant/buyer complaints.

Developers are responsible for any noise mitigation required, which may include engineering designs for mitigation recommended by Metro or otherwise required by local municipalities. A recorded Noise Easement Deed in favor of Metro may be required for projects within 100 feet of Metro ROW to ensure notification to tenants and owners of any proximity issues.



Building orientation can be designed to face away from tracks, reducing the noise and vibration impacts.



Strategic placement of podiums and upper-level setbacks on developments near Metro ROW can reduce noise and vibration impacts.

1.8 At-Grade Rail Crossings

New development is likely to increase pedestrian activity at rail crossings. Safety enhancements may be needed to upgrade existing rail crossings to better protect pedestrians.

RECOMMENDATION: Coordinate with Metro, the California Public Utilities Commission (CPUC), and any other transit operators using the crossing (e.g. Metrolink) to determine if safety enhancements are needed for nearby rail crossings.

While Metro owns and operates the rail ROW, the CPUC regulates all rail crossings. Contact the CPUC early in the design process to determine if they will require any upgrades to existing rail crossings. The CPUC may request to review development plans and hold a site visit to understand future pedestrian activity. Metro's Corporate Safety Department can support the developer in coordination with the CPUC.



Gates and pedestrian arms are common types of safety elements for pedestrians at rail crossings.



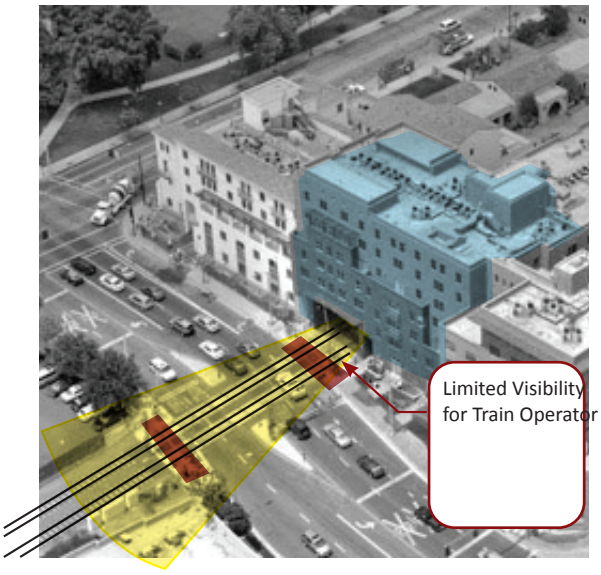
Safety elements of a gate and pedestrian arms have been constructed at the Monrovia Station.

1.9 Sight-Lines at Crossings

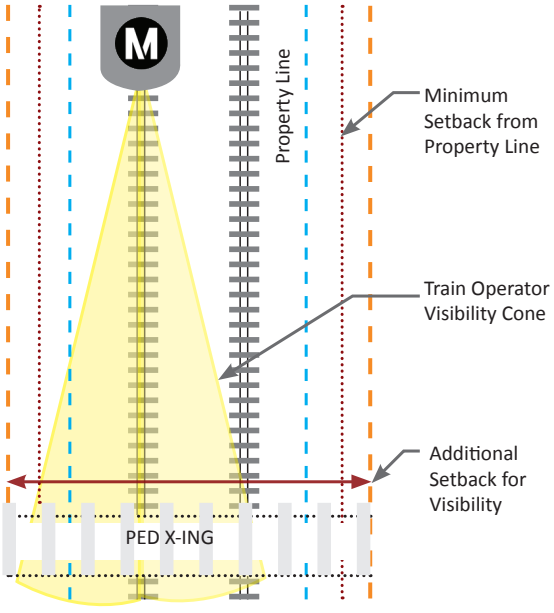
Developments adjacent to Metro ROW can present visual barriers to transit operators approaching vehicular and pedestrian crossings. Buildings and structures in close proximity to transit corridors can reduce sight-lines and create blind corners where operators cannot see pedestrians. This requires operations to reduce train speeds, which decreases efficiency of transit service.

RECOMMENDATION: Design buildings to maximize transit service sight-lines at crossings, leaving a clear cone of visibility to oncoming vehicles and pedestrians.

Metro Rail Operations will review, provide guidance, and determine the extent of operator visibility for safe operations. If the building envelope overlaps with the visibility cone near pedestrian and vehicular crossings, a building setback may be necessary to ensure safe transit service. The cone of visibility at crossings and required setback will be determined based on vehicle approach speed.



Limited sight-lines for trains approaching street crossings create unsafe conditions.



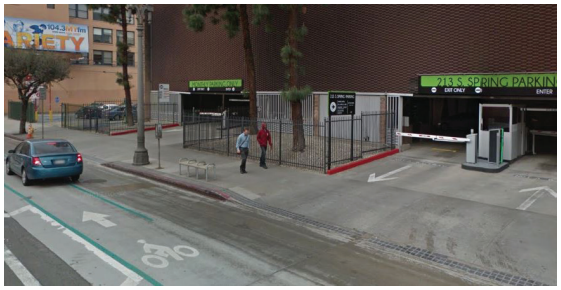
Visibility cones allow train operators to respond to safety hazards.

1.10 Driveway/Access Management

Driveways adjacent to on-street bus stops can create conflict for pedestrians walking to/from or waiting for transit. Additionally, driveways accessing parking lots and loading zones at project sites near Metro Rail and BRT crossings can create queuing issues along city streets and put vehicles in close proximity to fast moving trains and buses, which pose safety concerns.

RECOMMENDATION: Site driveways and other vehicular entrances to avoid conflicts with pedestrians, bicycles, and transit vehicles by:

- Placing driveways along side streets and alleys, away from on-street bus stops and transit crossings to minimize safety conflicts between active ROW, transit vehicles, and people, as well as queuing on streets.
- Locating vehicular driveways away from transit crossings or areas that are likely to be used as waiting areas for transit services.
- Placing loading docks away from sidewalks where transit bus stop activity is/will be present.
- Consolidating vehicular entrances and reduce width of driveways.
- Using speed tables to slow entering/exiting automobiles near pedestrians.
- Separating pedestrian walkways to minimize conflict with vehicles.
- Encouraging safe non-motorized travel.



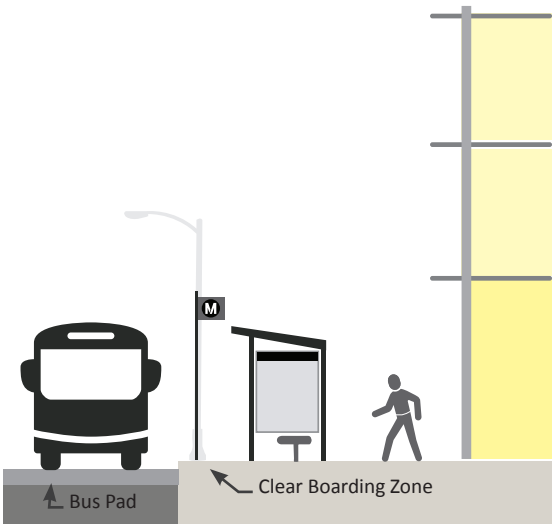
Driveways in close proximity to each other compromise safety for those walking to/from transit and increase the potential for vehicle-pedestrian conflicts.

1.11 Bus Stop & Zones Design

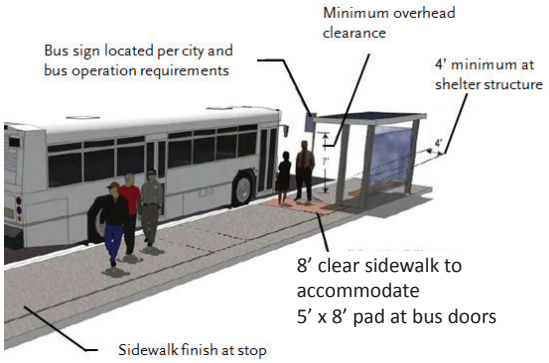
Metro Bus serves over 15,000 bus stops throughout the diverse landscape that is LA County. Typically located on sidewalks within public right-of-way owned and maintained by local jurisdictions, existing bus stop conditions vary from well-lit and sheltered spaces to uncomfortable and unwelcoming zones. Metro is interested in working with developers and local jurisdictions to create a vibrant public realm around new developments by strengthening multi-modal access to/ from Metro transit stops and enhancing the pedestrian experience.

RECOMMENDATION: When designing around existing or proposed bus stops:

- Review Metro's Transit Service Policy, which provides standards for design and operation of bus stops and zones for near-side, far-side, and mid-block stops.
- Review Metro's Transfers Design Guide for more information at https://www.metro.net/projects/station-design-projects/
- Accommodate 5' x 8' landing pads at bus doors (front and back door, which are typically 23 to 25 feet apart).
- Locate streetscape elements (e.g. tree planters, street lamps, benches, shelters, trash receptacles and newspaper stands) outside of bus door zones to protect transit access and ensure a clear path of travel.
- Install a concrete bus pad within each bus stop zone to avoid street asphalt damage.
- Replace stand-alone bus stop signs with bus shelters that include benches and adequate lighting.
- Design wide sidewalks (15' preferred) that accommodate bus landing pads as well as street furniture, landscape, and user travel space.
- Consider tree species, height, and canopy shape (higher than 14' preferred) to avoid vehicle conflicts at bus stops. Trees should be set back from the curb and adequately maintained to prevent visual and physical impediments for buses when trees reach maturity. Avoid planting of trees that have an invasive and shallow root system.



A concrete bus pad should be located at bus stops and bus shelters should be located along sidewalks to ensure an accessible path of travel to a clear boarding area.



Well-designed and accessible bus stops are beneficial amenities for both transit riders and users of adjacent developments.

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Engineering & Technical Review

Engineering & Technical Review

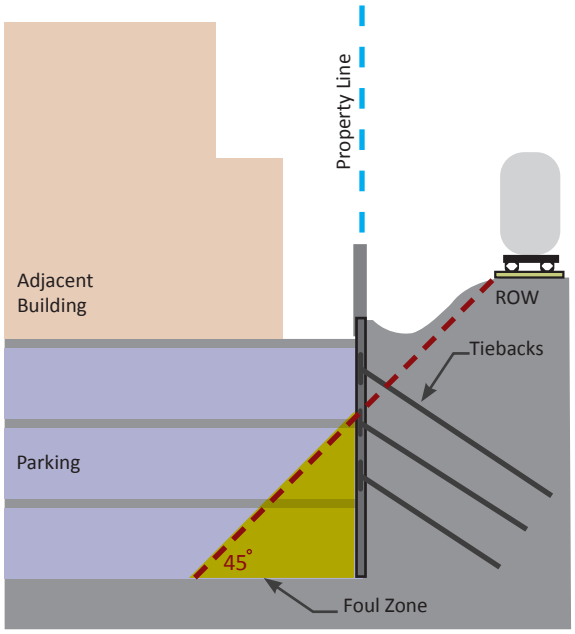
2.1 Excavation Support System Design

Excavation near Metro ROW has the potential to disturb adjoining soils and jeopardize support of existing Metro infrastructure. Any excavation which occurs within the geotechnical foul zone relative to Metro infrastructure is subject to Metro review and approval and meet Cal/OSHA requirements. This foul zone or geotechnical zone of influence shall be defined as the area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast. Construction within this vulnerable area poses a potential risk to Metro service and requires additional Metro Engineering review.

RECOMMENDATION: Coordinate with Metro Engineering staff for review and approval of the excavation support system drawings and calculations prior to the start of excavation or construction. Tiebacks encroaching into Metro ROW may require a tieback easement or license, at Metro's discretion.

Any excavation/shoring within Metrolink operated and maintained ROW will require compliance with SCRRA Engineering standards and guidelines.

See page 7 for a sample section showing Metro adjacent conditions.



An underground structure located within the ROW foul zone would require additional review by Metro.

2.2 Proximity to Tunnels & Underground Infrastructure

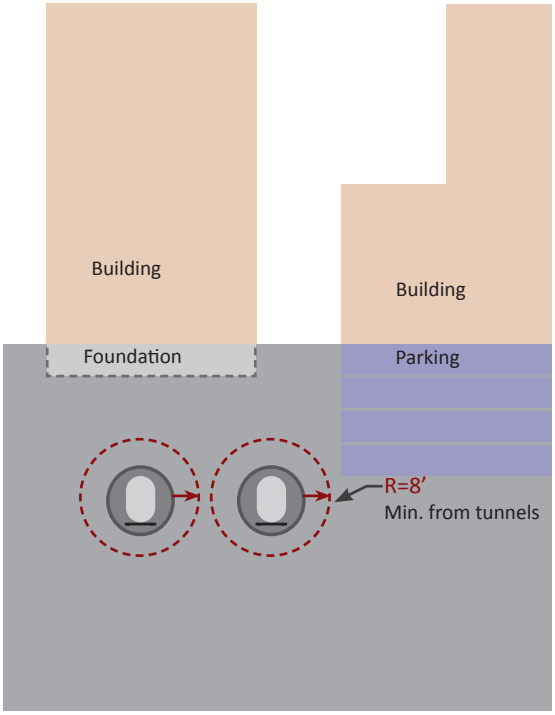
Construction adjacent to, over, or below underground Metro facilities (tunnels, stations and appendages) is of great concern and should be coordinated closely with Metro Engineering.

RECOMMENDATION: Coordinate with Metro early in the design process when proposing to build near underground Metro infrastructure. Metro typically seeks to maintain a minimum eight (8) foot clearance from existing Metro facilities to new construction (shoring or tiebacks). It will be incumbent upon the developer to demonstrate, to Metro's satisfaction, that both the temporary support of construction and the permanent works do not adversely affect the structural integrity, safety, or continued efficient operation of Metro facilities.

Dependent on the nature of the adjacent construction, Metro will need to review the geotechnical report, structural foundation plans, sections, shoring plan sections and calculations.

Metro may require monitoring where such work will either increase or decrease the existing overburden (i.e. weight) to which the tunnels or facilities are subjected. When required, the monitoring will serve as an early indication of excessive structural strain or movement. See Section 3.4, Excavation Drilling/Monitoring for additional information regarding monitoring requirements.

See page 7 for a sample section showing Metro adjacent conditions.

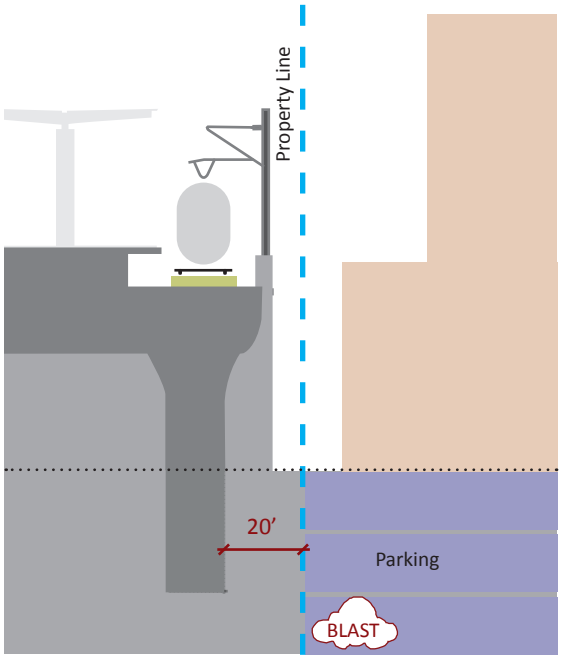


Adjacent project structures in close proximity to underground Metro infrastructure will require additional review by Metro.

2.3 Protection from Explosion/Blast

Metro is obligated to ensure the safety of public transit infrastructure from potential explosive sources which could originate from adjacent underground structures or from at-grade locations, situated below elevated guideways or near stations. Blast protection setbacks or mitigation may be required for large projects constructed near critical Metro facilities.

RECOMMENDATION: Avoid locating underground parking or basement structures within twenty (20) feet from an existing Metro tunnel or facility (exterior face of wall to exterior face of wall). Adjacent developments within this 20-foot envelope may be required to submit a Threat Assessment and Blast/Explosion Study for Metro review and approval.



An underground structure proposed within twenty (20) feet of a Metro structure may require a Threat Assessment and Blast/Explosion Study.

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Construction Safety & Management

Construction Safety & Management

3.1 Pre-Construction Coordination

Metro is concerned with impacts to service requiring rail single line tracking, line closures, speed restrictions, and bus bridging occurring as a result of adjacent project construction. Projects that will require work over, under, adjacent, or on Metro property or ROW and include operation of machinery, scaffolding, or any other potentially hazardous work are subject to evaluation in preparation for and during construction to maintain safe transit operations and passenger well-being.

RECOMMENDATION: Following an initial screening of the project, Metro may determine that additional on-site coordination may be necessary. Dependent on the nature of the adjacent construction, developers may be requested to perform the following as determined on a case-by-case basis:

- Submit a construction work plan and related project drawings and specifications for Metro review.
- Submit a contingency plan, show proof of insurance coverage, and issue current certificates.
- Provide documentation of contractor qualifications.
- Complete pre-construction surveys, perform baseline readings, and install movement instrumentation.
- Complete readiness review and perform practice run of transit service shutdown per contingency plan.
- Designate a ROW observer or other safety personnel and an inspector from the project's construction team.
- Establish a coordination process for access and work in or adjacent to ROW for the duration of construction.

Project teams will be responsible for the costs of adverse impacts to Metro transit operations caused by work on adjacent developments, including remedial work to repair damage to Metro property, facilities, or systems. Additionally, a Construction Monitoring fee may be assessed based on an estimate of required level of effort provided by Metro.

All projects adjacent to Metrolink infrastructure will require compliance with SCRRA Engineering Standards and Guidelines.





Metro may need to monitor development construction near Metro facilities.

3.2 Track Access and Safety

Permission from Metro is required to enter Metro property for rail construction and maintenance along, above, or under Metro ROW as these activities can interfere with Metro utilities and service and pose a safety hazard to construction teams and transit riders. Track access is solely at Metro's discretion and is discouraged to prevent electrocution and collisions with construction workers or machines.

RECOMMENDATION: Obtain and/or complete the following to work in or adjacent to Metro Rail ROW:

1. **Construction Work Plan:** Dependent on the nature of adjacent construction, Metro may request a construction work plan, which describes means and methods and other construction plan details, to ensure the safety of transit operators and riders.

2. **Safety Training:** All members of the project construction team will be required to attend Metro Rail Safety Training before commencing work activity. Training provides resources and procedures when working near active rail ROW.

3. **Right of Entry Permit/Temporary Construction Easement:** All access to and activity on Metro property, including easements necessary for construction of adjacent projects, must be approved through a Right-of-Entry Permit and/or a Temporary Construction Easement obtained from Metro Real Estate and may require a fee.

4. **Track Allocation:** All work on Metro Rail ROW must receive prior approval from Metro Rail Operations Control. Track Allocation identifies, reserves, and requests changes to normal operations for a specific track section, line, station, location, or piece of equipment to allow for safe use by a non-Metro entity. If adjacent construction is planned in close proximity to active ROW, flaggers must be used to ensure safety of construction workers and transit riders.



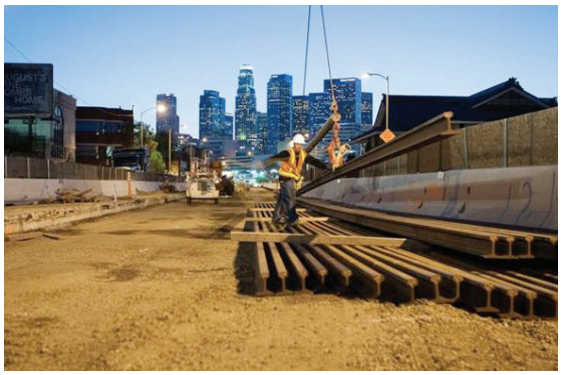
Trained flaggers ensure the safe crossing of pedestrians and workers of an adjacent development.

3.3 Construction Hours

Building near active Metro ROW poses safety concerns and may require limiting hours of construction which impact Metro ROW to night or off-peak hours so as not to interfere with Metro revenue service. To maintain public safety and access for Metro riders, construction should be planned, scheduled, and carried out in a way to avoid impacts to Metro service and maintenance.

RECOMMENDATION: In addition to receiving necessary construction approvals from the local jurisdiction, all construction work on or in close proximity to Metro ROW must be scheduled through the Track Allocation Process, detailed in Section 3.2.

Metro prefers that adjacent construction with potential to impact normal, continuous Metro operations take place during non-revenue hours (approximately 1am-4am) or during non-peak hours to minimize impacts to service. The developer may be responsible for additional operating costs resulting from disruption to normal Metro service.





Construction during approved hours ensures the steady progress of adjacent development construction and minimizes impacts to Metro's transit service.

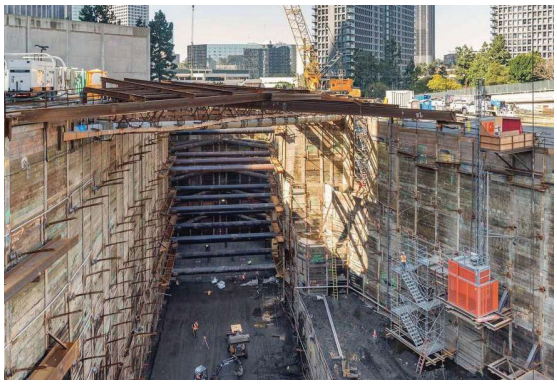
3.4 Excavation/Drilling Monitoring

Excavation is among the most hazardous construction activities and can pose threats to the structural integrity of Metro's transit infrastructure.

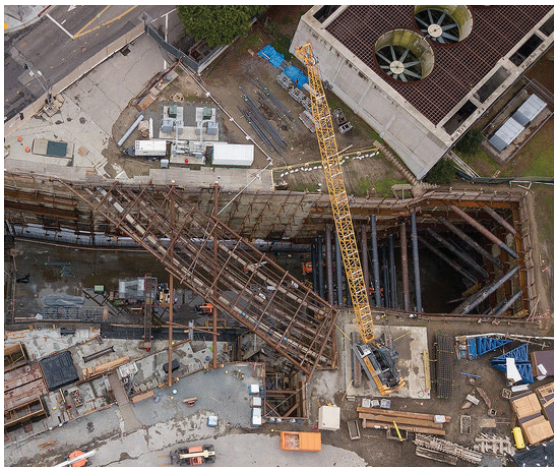
RECOMMENDATION: Coordinate with Metro Engineering to review and approve excavation and shoring plans during design and development, and well in advance of construction (see Sections 2.1 and 2.2).

Geotechnical instrumentation and monitoring will be required for all excavations occurring within Metro's geotechnical zone of influence, where there is potential for adversely affecting the safe and efficient operation of transit vehicles. Monitoring of Metro facilities due to adjacent construction may include the following as determined on a case-by-case basis:

- Pre- and post-construction condition surveys
- Extensometers
- Inclinometers
- Settlement reference points
- Tilt-meters
- Groundwater observation wells
- Movement arrays
- Vibration monitoring



Excavation and shoring plans must be reviewed by Metro to ensure structural compatibility with Metro infrastructure and safety during adjacent development construction.



A soldier pile wall used for Regional Connector station at 2nd/Hope.

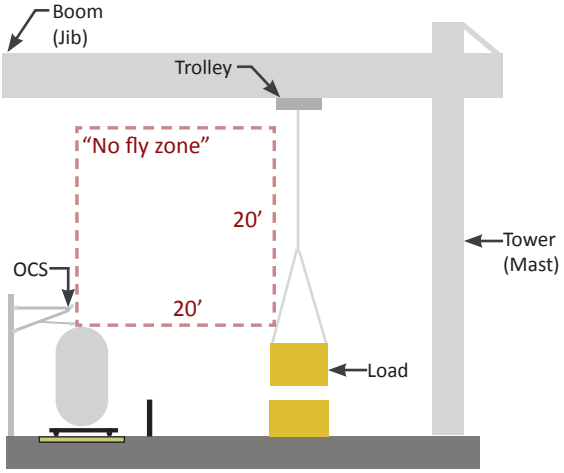
3.5 Crane Operations

Construction activities adjacent to Metro ROW may require moving large, heavy loads of building materials and machinery using cranes. Cranes referenced here include all power-operated equipment that can hoist, lower, and horizontally move a suspended load. To ensure safety for Metro riders, operators, and transit facilities, crane operations adjacent to Metro ROW must follow the safety regulations and precautions below and are subject to California Occupational Safety and Health Administration (Cal/OSHA) standards.

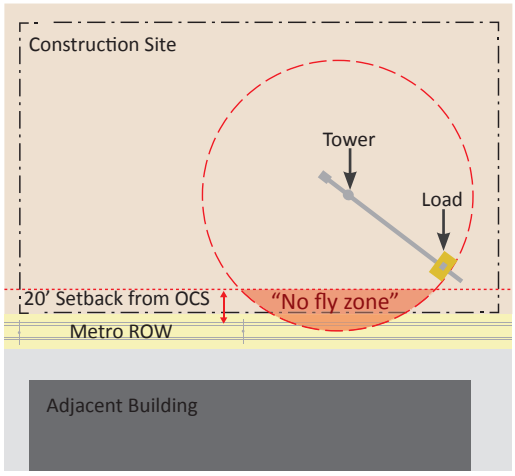
RECOMMENDATION:
Coordinate with Metro to discuss construction methods and confirm if a crane work plan is required. Generally, crane safety near Metro's ROW and facilities largely depends on the following factors: 1) Metro's operational hours and 2) swinging a load over or near Metro power lines and facilities. Note:

1. Clearance: A crane boom may travel over energized Metro OCS only if it maintains a vertical 20-foot clearance and the load maintain a horizontal 20-foot clearance.
2. Power: Swinging a crane boom with a load over Metro facilities or passenger areas is strictly prohibited during revenue hours. To swing a load in the "no fly zone" (see diagrams to right), the construction team must coordinate with Metro to de-energize the OCS.
3. Weathervaning: When not in use, the crane boom may swing 360 degrees with the movement of the wind, including over energized Metro OCS, only if the trolley is fully retracted towards the crane tower and not carrying any loads.
4. Process: Developers and contractors must attend Metro Track Allocation (detailed in Section 3.2) to determine if Metro staff support is necessary during crane erection and load movement.
5. Permit: Developers must apply for a Metro Right-of-Entry permit to swing over Metro facilities.

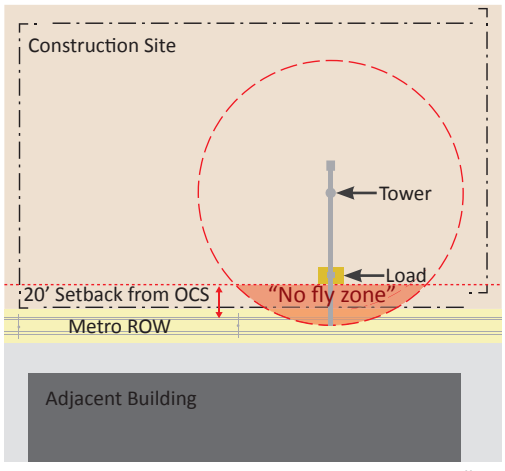
Project teams will bear all costs associated with impacts to Metro Rail operations and maintenance.



Cranes and construction equipment should be staged to avoid conflicts with the rail OCS.



Plan View: Crane swing and load are restricted near Metro ROW.



Plan View: While crane boom swings over "no fly zone," the trolley and load are retracted to maintain clearance from OCS.

3.6 Construction Barriers & Overhead Protection

During construction, falling objects can damage Metro facilities and pose a safety concern to the riders accessing them.

RECOMMENDATION: Erect vertical construction barriers and overhead protection compliant with Metro and Cal/OSHA requirements to prevent objects from falling into Metro ROW or areas designed for public access to Metro facilities. A protection barrier shall be constructed to cover the full height of an adjacent project and overhead protection from falling objects shall be provided over Metro ROW as necessary. Erection of the construction barriers and overhead protection for these areas shall be done during Metro non-revenue hours.



Overhead protection is required when moving heavy objects over Metro ROW or in areas designated for public use.



Constructed above is a wooden box over the entrance portal for overhead protection at the 4th/Hill Station.

3.7 Pedestrian & Emergency Access

Metro's riders rely on the consistency and reliability of access and wayfinding to and from stations, stops, and facilities. Construction on adjacent property must not obstruct pedestrian access, fire department access, emergency egress, or otherwise present a safety hazard to Metro operations, its employees, riders, and the general public. Fire access and safe escape routes within all Metro stations, stops, and facilities must be maintained at all times.



Sidewalk access is blocked for a construction project, forcing pedestrians into the street or to use less direct paths to the Metro facility.

RECOMMENDATION: Ensure pedestrian and emergency access from Metro stations, stops, and transit facilities is compliant with the Americans with Disabilities Act (ADA) and maintained during construction:

- Temporary fences, barricades, and lighting should be installed and watchmen provided for the protection of public travel, the construction site, adjacent public spaces, and existing Metro facilities.
- Temporary signage should be installed where necessary and in compliance with the latest California Manual on Uniform Traffic Control Devices (MUTCD) and in coordination with Metro Art and Design Standards.
- Emergency exits shall be provided and be clear of obstructions at all times.
- Access shall be maintained for utilities such as fire hydrants, stand pipes/connections, and fire alarm boxes as well as Metro-specific infrastructure such as fan and vent shafts.

3.8 Impacts to Bus Routes & Stops

During construction, bus stop zones and routes may need to be temporarily relocated. Metro needs to be informed of activities that require stop relocation or route adjustments in order to ensure uninterrupted service.

RECOMMENDATION: During construction, maintain or relocate existing bus stops consistent with the needs of Metro Bus Operations. Design of temporary and permanent bus stops and surrounding sidewalk areas must be compliant with the ADA and allow passengers with disabilities a clear path of travel to the transit service. Existing bus stops must be maintained as part of the final project. Metro Bus Operations Control Special Events Department and Metro Stops & Zones Department should be contacted at least 30 days before initiating construction activities.



Temporary and permanent relocation of bus stops and layover zones will require coordination between developers, Metro, and other municipal bus operators and local jurisdictions.

3.9 Utility Coordination

Construction has the potential to interrupt utilities that Metro relies on for safe operations and maintenance. Utilities of concern to Metro include, but are not limited to, condenser water piping, potable/fire water, storm and sanitary sewer lines, and electrical/ telecommunication services.

RECOMMENDATION: Coordinate with Metro Real Estate during project design to gauge temporary and permanent utility impacts and avoid conflicts during construction.

The contractor shall protect existing above-ground and underground Metro utilities during construction and coordinate with Metro to receive written approval for any utilities pertinent to Metro facilities that may be used, interrupted, or disturbed.

When electrical power outages or support functions are required, approval must be obtained through Metro Track Allocation in coordination with Metro Real Estate for a Right of Entry Permit.

To begin coordination with Metro Real Estate, visit www.metro.net/devreview and select the drop-down "Utility Project Coordination."



Coordination of underground utilities is critical to safely and efficiently operate Metro service.

3.10 Air Quality & Ventilation Protection

Hot or foul air, fumes, smoke, steam, and dust from adjacent construction activities can negatively impact Metro facilities, service, and users.

RECOMMENDATION: Ensure that hot or foul air, fumes, smoke, and steam from adjacent facilities are discharged beyond 40 feet from existing Metro facilities, including but not limited to ventilation system intake shafts and station entrances. Should fumes be discharged within 40 feet of Metro intake shafts, a protection panel around each shaft shall be required.



A worker breaks up concrete creating a cloud of silica dust.

Glossary

Cone of Visibility
A conical space at the front of moving transit vehicles allowing for clear visibility of travel way and/or conflicts.

Construction Work Plan (CWP)
Project management document outlining the definition of work tasks, choice of technology, estimation of required resources and duration of individual tasks, and identification of interactions among the different work tasks.

Flagger/Flagman
Person who controls traffic on and through a construction project. Flaggers must be trained and certified by Metro Rail Operations prior to any work commencing in or adjacent to Metro ROW.

Geotechnical Foul Zone
Area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast.

Guideway
A channel, track, or structure along which a transit vehicle moves.

Heavy Rail Transit (HRT)
Metro HRT systems include exclusive ROW (mostly subway) trains up to six (6) cars long (450') and utilize a contact rail for traction power distribution (e.g. Metro Red Line).

Joint Development (JD)
JD is the asset management and real estate development program through which Metro collaborates with developers to build housing, retail, and other amenities on Metro properties near transit, typically through ground lease. JD projects directly link transit riders with destinations and services throughout LA County.

Light Rail Transit (LRT)
Metro LRT systems include exclusive, semi-exclusive, or street ROW trains up to three (3) cars long (270') and utilize OCS for traction power distribution (e.g. Metro Blue Line).

Measure R
Half-cent sales tax for LA County approved in November 2008 to finance new transportation projects and programs. The tax expires in 2039.

Measure M
Half-cent sales tax for LA County approved in November 2016 to fund transportation improvements, operations and programs, and accelerate projects already in the pipeline. The tax will increase to one percent in 2039 when Measure R expires.

Metrolink
A commuter rail system with seven lines throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties governed by the Southern California Regional Rail Authority (SCRRA).

Metro Adjacent Construction Design Manual
Volume III of the Metro Design Criteria & Standards, which outlines the Metro adjacent review procedure as well as operational requirements when constructing over, under, or adjacent to Metro facilities, structures, and property.

Metro Bus
Metro "Local" and "Rapid" bus service runs within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes.

Metro Bus Rapid Transit (BRT)
High quality bus service that provides faster and convenient service through the use of dedicated ROW, branded vehicles and stations, high frequency and intelligent transportation systems, all-door boarding, and intersection crossing priority. Metro BRT may run within dedicated ROW or in mixed flow traffic on streets.

Metro Design Criteria and Standards
A compilation of documents that govern how Metro transit service and facilities are designed, constructed, operated, and maintained.

Metro Rail
Urban rail system serving LA County consisting of six lines, including two subway lines and four light rail lines.

Metro Rail Design Criteria (MRDC)
Volume IV of the Metro Design Criteria & Standards which establishes design criteria for preliminary engineering and final design of a Metro Rail Project.

Metro Transit Oriented Communities
Land use planning and community development program that seeks to maximize access to transportation as a key organizing principle and promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels, as well as building densities, parking policies, urban design elements, and first/last mile facilities that support ridership and reduce auto dependency.

Noise Easement Deed
Easement granted by property owners abutting Metro ROW acknowledging noise due to transit operations and maintenance.

Overhead Catenary System (OCS)
One or more electrified wires situated over a transit ROW that transmit power to light rail trains via pantograph, a current collector mounted on the roof of an electric vehicle. Metro OCS is supported by hollow poles placed between tracks or on the outer edge of parallel tracks.

Right of Entry Permit
Written approval granted by Metro Real Estate to enter Metro ROW and property.

Right of Way (ROW)
Legal right over property reserved for transportation purposes to construct, protect, maintain and operate transit services.

Southern California Regional Rail Authority (SCRRA)
A joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. SCRRA governs and operates Metrolink service.

Threat Assessment and Blast/Explosion Study
Analysis performed when adjacent developments are proposed within twenty (20) feet from an existing Metro tunnel or facility.

Track Allocation/Work Permit
Permit granted by Metro Rail Operations Control to allocate a section of track and perform work on or adjacent to Metro Rail ROW. This permit should be submitted for any work that could potentially foul the envelope of a train.

Wayfinding
Signs, maps, and other graphic or audible methods used to convey location and directions to travelers.

metro.net/projects/devreview/

Metro

NATIVE AMERICAN HERITAGE COMMISSION

Governor's Office of Planning & Research

August 06 2021

STATE CLEARINGHOUSE

August 4, 2021

Polonia Majas
City of Los Angeles
221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012

Re: 2021070577, Buena Vista Project, Los Angeles County

Dear Ms. Majas:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

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AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).

2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.

3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:

- **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
- **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
- **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
- **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

Polonia Majas <polonia.majas@lacity.org>

SCAG Comments on the NOP of a DEIR for the Buena Vista Project [SCAG NO. IGR10442]

1 message

IGR – Intergovernmental Review <IGR@scag.ca.gov> Tue, Aug 31, 2021 at 8:34 AM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>
Cc: Anita Au <au@scag.ca.gov>, Frank Wen <WEN@scag.ca.gov>

Good morning Polonia,

Please find attached SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Buena Vista Project [SCAG NO. IGR10442].

Please contact me at (213) 630-1427 or IGR@scag.ca.gov if you have any questions or difficulties with the attached file.

In light of the coronavirus and other public health concerns, please be advised that a majority of SCAG staff are teleworking with limited access to the SCAG offices. Therefore, if you wish to submit documents for IGR review, please submit it online via the IGR webpage or via email to IGR@scag.ca.gov.

Thank you!

Intergovernmental Review (IGR) Program

Annaleigh Ekman (she/her), Assistant Regional Planner

Tel: (213) 630-1427

IGR@scag.ca.gov

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

IGR10442 NOP Buena Vista Project.pdf
295K

SCAG
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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Transportation
Sean Ashton, Downey

August 31, 2021

Ms. Polonia Majas
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
Phone: (213) 847-3625
E-mail: polonia.majas@lacity.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Buena Vista Project [SCAG NO. IGR10442]

Dear Ms. Majas,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Buena Vista Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies.[1]

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and align with RTP/SCS policies. Finally, SCAG is also the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Buena Vista Project in Los Angeles County. The proposed project includes the construction of a mixed-use development with up to 986 dwelling units, including 200 affordable units; 15,000 sf of neighborhood-serving retail uses; 23,800 sf of indoor and outdoor restaurant uses; 116,263 sf of other outdoor spaces; 1,417 vehicular parking spaces; and 660 bicycle parking spaces on an 8.08-acre site.

When available, please email environmental documentation to *IGR@scag.ca.gov* providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Intergovernmental Review (IGR) Program, attn.: Anita Au, Senior Regional Planner, at (213) 236-1874 or IGR@scag.ca.gov. Thank you.

Sincerely,

Frank Wen, Ph.D.
Manager, Planning Strategy Department

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2020 RTP/SCS (Connect SoCal) for the purpose of determining consistency for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE BUENA VISTA PROJECT [SCAG NO. IGR10442]

CONSISTENCY WITH CONNECT SOCAL

SCAG provides informational resources to facilitate the consistency of the proposed project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with Connect SoCal.

CONNECT SOCAL GOALS

The SCAG Regional Council fully adopted Connect SoCal in September 2020. Connect SoCal, also known as the 2020 – 2045 RTP/SCS, builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in Connect SoCal may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project. Among the relevant goals of Connect SoCal are the following:

SCAG CONNECT SOCAL GOALS	
Goal #1:	*Encourage regional economic prosperity and global competitiveness*
Goal #2:	*Improve mobility, accessibility, reliability and travel safety for people and goods*
Goal #3:	*Enhance the preservation, security, and resilience of the regional transportation system*
Goal #4:	*Increase person and goods movement and travel choices within the transportation system*
Goal #5:	*Reduce greenhouse gas emissions and improve air quality*
Goal #6:	*Support healthy and equitable communities*
Goal #7:	*Adapt to a changing climate and support an integrated regional development pattern and transportation network*
Goal #8:	*Leverage new transportation technologies and data-driven solutions that result in more efficient travel*
Goal #9:	*Encourage development of diverse housing types in areas that are supported by multiple transportation options*
Goal #10:	*Promote conservation of natural and agricultural lands and restoration of habitats*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG CONNECT SOCAL GOALS		
	Goal	Analysis
Goal #1:	*Encourage regional economic prosperity and global competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
Goal #2:	*Improve mobility, accessibility, reliability and travel safety for people and goods*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

Connect SoCal Strategies

To achieve the goals of Connect SoCal, a wide range of land use and transportation strategies are included in the accompanying twenty (20) technical reports. Of particular note are multiple strategies included in Chapter 3 of Connect SoCal intended to support implementation of the regional Sustainable Communities Strategy (SCS) framed within the context of focusing growth near destinations and mobility options; promoting diverse housing choices; leveraging technology innovations; supporting implementation of sustainability policies; and promoting a Green Region. To view Connect SoCal and the accompanying technical reports, please visit the Connect SoCal webpage. Connect SoCal builds upon the progress from previous RTP/SCS cycles and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that helps the SCAG region strive towards a more sustainable region, while meeting statutory requirements pertinent to RTP/SCSs. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

A key, formative step in projecting future population, households, and employment through 2045 for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and economists on Southern California. From there, jurisdictional level forecasts were ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast helps the region understand, in a very general sense, where we are expected to grow, and allows SCAG to focus attention on areas that are experiencing change and may have increased transportation needs. After a year-long engagement effort with all 197 jurisdictions one-on-one, 82 percent of SCAG's 197 jurisdictions provided feedback on the forecast of future growth for Connect SoCal. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottom-up approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e., transportation analysis zone (TAZ) reflects entitled projects and adheres to current general and specific plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature strategies that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California's GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with state planning law. Connect SoCal's Forecasted Development Pattern is utilized for long range modeling purposes and does not supersede actions taken by elected bodies on future development, including entitlements and development agreements. SCAG does not have the authority to implement the plan -- neither through decisions about what type of development is built where, nor what transportation projects are ultimately built, as Connect

SoCal is adopted at the jurisdictional level. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2016 and 2045, please refer to the Connect SoCal Demographics and Growth Forecast Technical Report. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts				Adopted City of Los Angeles Forecasts			
	Year 2020	**Year 2030**	**Year 2035**	**Year 2045**	**Year 2020**	**Year 2030**	**Year 2035**	**Year 2045**
Population	19,517,731	20,821,171	21,443,006	22,503,899	4,105,974	4,342,487	4,488,227	4,771,326
Households	6,333,458	6,902,821	7,170,110	7,633,451	1,436,882	1,578,496	1,653,948	1,793,035
Employment	8,695,427	9,303,627	9,566,384	10,048,822	1,890,709	1,998,539	2,053,048	2,135,892

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance, as appropriate. SCAG's Regional Council certified the PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on May 7, 2020 and also adopted a PEIR Addendum and amended the MMRP on September 3, 2020 (please see the PEIR webpage and scroll to the bottom of the page for the PEIR Addendum). The PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL: August 17, 2021

polonia.majas@lacity.org
Polonia Majas, Assistant Planner
City of Los Angeles, Planning Department
221 North Figueroa Street, Suite 1350
Los Angeles, California 90012

Notice of Preparation of Environmental Impact Report for the Buena Vista Project

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Environmental Impact Report (EIR). Please send a copy of the EIR upon its completion and public release directly to South Coast AQMD as copies of the EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website[1] as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod[2] land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds[3] and localized significance thresholds (LSTs)[4] to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road

[1] South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.
[2] CalEEMod is available free of charge at: www.caleemod.com.
[3] South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[4] South Coast AQMD's guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA ***operational*** thresholds to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment[5].

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook[1], South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan[6], and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy[7].

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC210803-05
Control Number

[5] South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.
[6] South Coast AQMD's 2016 Air Quality Management Plan can be found at: http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf (starting on page 86).
[7] Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

Polonia Majas <polonia.majas@lacity.org>

LADWP Comment on Buena Vista Project

1 message

Laudeman, Kathryn <Kathryn.Laudeman@ladwp.com> Mon, Aug 30, 2021 at 12:31 PM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>
Cc: "Styers, Marshall" <Marshall.Styers@ladwp.com>, "Parker, Nadia" <Nadia.Parker@ladwp.com>, "Hauptman, Jane" <Jane.Hauptman@ladwp.com>

Hello,

Please see attached LADWP's comments on the Notice of Preparation of an Environmental Impact Report for the Buena Vista Project.

If you have any questions, please let me know.

Thank you,

Kathryn Laudeman

Environmental Planning and Assessment

Los Angeles Department of Water and Power

111 N. Hope Street, Room 1044

Los Angeles, CA 90012

213-367-6376

kathryn.laudeman@ladwp.com

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2 attachments

Buena Vista Project LADWP Comment.pdf
299K

Water and Power Systems.Prep of EIR and Public Scoping Meeting_0818121_Buena Vista Project.pdf
3877K

Los Angeles Department of Water & Power

BUILDING A STRONGER L.A.

Eric Garcetti, Mayor

Board of Commissioners
Cynthia McClain-Hill, President
Susana Reyes, Vice President
Jill Banks Barad-Hopkins
Mia Lehrer
Nicole Neeman Brady
Yvette L. Furr, Acting Secretary

Martin L. Adams, General Manager and Chief Engineer

August 30, 2021

Ms. Polonia Majas
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Room 1350
Los Angeles, CA 90012

Dear Ms. Majas:

Subject: Comment Letter Regarding the Notice of Preparation of an Environmental Impact Report for the Buena Vista Project

The Los Angeles Department of Water and Power (LADWP) appreciates the opportunity to provide comments on the Initial Study and the scope and contents of the Environmental Impact Report (EIR) to be prepared for the proposed Buena Vista Project (Project). The mission of LADWP is to provide clean, reliable water and power to the City of Los Angeles. Based on our review of the Initial Study prepared for the Project, we respectfully submit the comment below.

PAGE 79, XIX. UTILITIES AND SERVICE SYSTEMS b.

Comment:
The California Water Code (Sections 10910 through 10915) requires the preparation of a water supply assessment (WSA) by the public water system supplier that would provide water to any project as defined in Section 10912 of the Water Code, including “a proposed residential development of more than 500 dwelling units.” It is our understanding that the Buena Vista Project would involve development of more than 500 residential dwelling units. As a result, WSA is required for the proposed project.

Furthermore, the Notice of Preparation indicates that City of Los Angeles intends to prepare an EIR for the proposed project. Please contact our group when the EIR becomes available to help review the document.

For any questions regarding the above comment, please contact Ms. Kathryn Laudeman of my staff at (213) 367-6376 or kathryn.laudeman@ladwp.com.

Sincerely,

June Vaughn for

Charles C. Holloway
Manager of Environmental Planning and Assessment

EC: aeh
c: Ms. Kathryn Laudeman

CITY OF LOS ANGELES
DEPARTMENT OF WATER AND POWER
INTRADEPARTMENTAL CORRESPONDENCE

Date: August 5, 2021

To: Faranak Sarbaz, Power Engineering Manager
John Hormozi, Power Engineering Manager
Jom Woramali, Power Engineering Manager
Mario Acevedo, Water Operations Managing Engineer
Nick Demos, Right of Way Supervising Civil Engineer

Attention: Helen Olivares, Waterworks Engineer
David Nevarez, Right of Way Civil Engineer

From: Adriana Rubalcava, Director of Real Estate

Subject: **Notice of Preparation of EIR and Public Scoping Meeting**
Buena Vista Project – Central City North
1251 North Spring Street and 1030 – 1380 North Broadway

Real Estate Services has received the attached Notice for the above-referenced project. The City of Los Angeles is seeking written comments as to the scope and content of the Environmental Impact Report. The Comment Period is August 2 – 31, 2021. The virtual hearing for the scoping meeting is scheduled as follows:

August 18, 2021
5:30 pm – 7:30 pm
https://planning-lacity-org.zoom.us/j/89563846893

Real Estate Services has reviewed the Notice and is hereby forwarding to you to take appropriate action. Should you wish to take any action, please respond directly to the agencies as stated in the Notice.

If you require any additional information, please contact me at Extension 20582, or you may contact Sandra Wallace, Utility Administrator, at Extension 73368.

SAW:amo
Attachment
c: Tim Chung
Charles Holloway
Mark Sedlacek
Gareth Howell
Elsa Jimenez
Sumita Thappa
Guy Lammers
Colleen McKenna

LOS ANGELES
DEPARTMENT OF CITY
PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

NOTICE OF PREPARATION
OF ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

RECEIVED
AUG 03 2021
REAL ESTATE BUS. GROUP
Dept. of Water and Power

August 2, 2021

CASE NO.:	ENV-2016-4064-EIR
PROJECT NAME:	Buena Vista Project
PROJECT APPLICANT:	S & R Partners, LLC
PROJECT ADDRESS:	1251 North Spring St., 1030 – 1380 North Broadway Los Angeles, CA 90012
COMUNITY PLANNING AREA:	Central City North
COUNCIL DISTRICT:	1 - Cedillo
PUBLIC COMMENT PERIOD	August 2, 2021 through August 31, 2021
SCOPING MEETING:	Wednesday, August 18, 2021, 5:30 p.m. – 7:30 p.m. See below for additional information

The City of Los Angeles (City) intends to prepare an Environmental Impact Report (EIR) for the proposed Buena Vista Project (Project). In accordance with Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, the City has prepared this Notice of Preparation to provide the public, nearby residents and property owners, responsible agencies, and other interested parties with information regarding the Project and its potential environmental effects. The EIR will be prepared by outside consultants under the supervision of the City of Los Angeles, Department of City Planning.

The City requests your written comments as to the scope and contents of the EIR, including mitigation measures or project alternatives to reduce potential environmental impacts from the Project. Comments must be submitted in writing according to directions below. If you represent a public agency, the City seeks written comments as to the scope and content of the environmental information in the EIR that are germane to your agency's statutory responsibilities in connection with the Project. Your agency may need to use the EIR prepared by the City when considering your permit or other approval for the Project.

A Public Scoping Meeting will be held to receive input as to what environmental topics the EIR should study. No decisions about the Project are made at the Public Scoping Meeting. Additional project details, meeting information, and instructions for public comment submittal are listed below.

PROJECT LOCATION AND EXISTING ON-SITE USES:
The 8.08-acre Project site is located at 1251 North Spring Street and 1030–1380 North Broadway, within the Chinatown neighborhood of Los Angeles and in the vicinity of downtown Los Angeles, Lincoln Heights, and Dodger Stadium/Elysian Park. The Project site consists of Assessor's Parcel Number (APN) 5414-016-002 and is located southeast of North Broadway, north of the City's Downtown area. North Broadway borders the northwestern boundary of the Project site, with various commercial, school, church, open space, and residential land uses located across North Broadway from the Project site. The entire southeastern boundary of the Project site is adjacent to the Metro L (Gold) Line tracks, followed by the Los Angeles State Historic Park. Figure 1, Regional Location and Vicinity Map, identifies the regional location and the boundaries of the Project site.

A few streets away from DS#1 & APN 5414-020-900 Future water facility site

The southern portion of the Project site is largely developed with paved areas and various one-story structures associated with Metro operations and maintenance-related activities. The narrow strip of vacant land at the central section of the Project site consists mainly of sparsely vegetated ground, concrete pads, and billboards. The northern portion of the Project site is generally used as a construction staging/bus parking area with vegetated sloped areas and includes billboards, palm trees and fencing.

PROJECT DESCRIPTION:

All existing structures on the Project site would be removed. The Project proposes a mixed-use development of residential and commercial uses consisting of up to 1,090,126 square feet (sf) of residential floor area (986 dwelling units [du], including 200 affordable housing du); 15,000 sf of neighborhood-serving retail uses; 23,800 sf of indoor and outdoor restaurant uses; and 116,263 sf of outdoor trellis/building overhangs. The Project would include up to 1,128,926 sf of building floor area on the approximately 342,817 sf Project site, resulting in a Building Floor Area Ratio (FAR) of 3.29. Including the 116,263 sf of outdoor trellis/building overhangs, the Project FAR would be 3.63. The proposed Project involves subdivision of the site, including the "South Parcel", the "North Parcel" master lots, and airspace lots for residential and commercial purposes. Construction is anticipated to occur in two phases; Phase 1 for the South Parcel and Phase 2 for the North Parcel. Figure 2, North and South Parcel Building Locations depicts the arrangement of the proposed buildings within the South Parcel and North Parcel, and the surrounding streets. Figure 3, Conceptual Site Plan, provides a top-down view and identifies the various proposed buildings on the Project site.

South Parcel. The South Parcel would include 631 du and 15,800 sf of restaurant, and 10,000 sf of retail with three levels of parking garage located below grade from North Broadway. Built upon the parking garage at the elevation of North Broadway is the six-story (105-foot-high) Podium; the 26-story (347.6-foot high) Building 1; and the 22-story (304-foot-high) Building 2. The South Parcel would include 56,399 sf of common open space, with 31,288 sf available to the public. The South Parcel would include climbing stairs with a landing area and outdoor tables to connect the Project site with the Capitol Mill property to the south. A fitness green courtyard area would be located near Building 1, with four additional courtyards facing towards the Los Angeles State Historic Park. Additional outdoor features would include the trellis/building overhang areas (i.e. building extensions over pedestrian and seating areas), and a pedestrian promenade which would connect the courtyard areas, and would be partially covered by building overhangs to provide shade.

North Parcel. The North Parcel would include 355 du and 8,000 sf of restaurant, and 5,000 sf of retail, with three levels of parking garage located below grade from North Broadway. Built upon the parking garage at the elevation of North Broadway is the three-story (73-foot-high) Retail Block; the six-story (109-foot-high) Courtyard Building; the 15-story (212-foot- and 8-inch high) North Building; and the two-story (56-foot and 4-inch -foot-high) Podium. The North Parcel would include 45,191 sf of common open space, with 37,776 sf available to the public. The North Parcel would include a garden dining terrace, public shopping gardens, public garden plaza and kiosks, landscape trellis, and associated raised planters and seating. The buildings on the North Parcel would use large landscaped trellis structures to allow plantings to grow up and over the viewing deck of the Los Angeles State Historic Park and also on the rooftop amenity decks to provide shade to the outdoor areas. The Project's land uses are summarized in Table 1.

Table 1: Proposed Uses

Land Use	Description	Approximate Size (Square Feet)
South Parcel		
Residential	631 du	706,854
Restaurant		15,800
Retail		10,000
South Parcel Total Project Floor Area		732,654
Trellis Overhang/Balconies		51,134
South Parcel Total Project Area		*783,788*

Table 1: Proposed Uses

Land Use	Description	Approximate Size (Square Feet)
North Parcel		
Residential	355 du	383,272
Restaurant		8,000
Retail		5,000
North Parcel Total Project Floor Area		396,272
Trellis Overhang/Balconies		65,129
North Parcel Total Project Area		*461,401*
Project Site Total		
Total Residential	986 du	1,090,126
Total Restaurant		23,800
Total Retail		15,000
Total Project Floor Area		1,128,926
Total Trellis Overhang/Balconies		116,263
Total Project Area		**1,245,189**
sf: square feet; du: dwelling units		

Central Greenspace. The Project would include a landscaped greenspace in the central portion of the Project site to provide a new public amenity to showcase the views of surrounding areas to the southeast of the Project site. The open space area that links the North and South Parcels would be vegetated with native trees and understory vegetation. A public walkway would connect the North and South Parcels.

REQUESTED ACTIONS: The Project Applicant is requesting the following entitlements from the City of Los Angeles:

- A General Plan Amendment to change the land use designation of the Project site from Light Industrial to Regional Commercial;
- A Zone Change to change the zoning for the Project site from MR2 to C2;
- A Height District change from Height District 1 to Height District 2D;
- A Zoning Administrator Determination to permit building height greater than the maximum height otherwise permitted under the Transitional Height provisions in LAMC Section 12.21.1.A.10 of 33 feet and 61 feet. At the South Parcel, the proposed building heights are 347 feet and 8 inches at Building 1, 304 feet at Building 2, and 105 feet at the Podium, and at the North Parcel, the proposed building heights are 73 feet at the Retail Block, 109 feet at the Courtyard Building, 56 feet 4 inches at the Podium, and 212 feet and 8 inches at the North Building. Consistent with LAMC Section 12.03, these heights are measured from the lowest point of the ground between the building and a line 5 feet from the building's exterior wall, to the highest point of elevation of the building or structure at each parcel;
- A Zoning Administrator Adjustment to reduce setback requirements:
    - For the South Parcel, for the Podium at L-3 through L-5, to allow for a 13.6-foot setback in lieu of the required 17 feet at the rear lot line; and for a portion of Building 2 at L-1 through L-22, to allow a 19-foot setback in lieu of the required 20 feet at the rear lot line;
    - For the North Parcel, for the Courtyard Building at P-2 through L-5, to allow for a 16-foot setback in lieu of the required 19 feet at the rear lot line; and for the North Building at P-2 through L-14, to allow a 16-foot setback in lieu of the required 20 feet at the rear lot line.

- Pursuant to LAMC Section 16.05, Site Plan Review for the development of more than 50 dwelling units;
- A Vesting Tentative Tract Map (VTTM 74548) that involves the dedication of a three-foot-wide strip along North Broadway to the City (resulting in 342,817 square feet or a net acreage of 7.87 acre Project Site) and subdivision of the Project site into two master lots and airspace lots for residential and commercial condominium purposes;
- A Haul Route approval;
- A Development Agreement;
- Certification of the Environmental Impact Report; and
- Additional approvals and permits from the City of Los Angeles Department of Building and Safety and Public Works (and other municipal agencies) for Project construction activities including, but not limited to: demolition, excavation, shoring, grading, foundation, building and interior improvements, and sidewalk and curb/gutter improvements along North Broadway.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT: Based on the Initial Study, the Project could have potentially significant environmental impacts in the following topic areas: Air Quality; Cultural Resources, Energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems. The Project site is included on a list of hazardous materials sites compiled pursuant to the Cortese List (i.e. Government Code Section 65962.5). These potential effects will be analyzed in the Draft EIR.

HISTORY OF PROJECT DEVELOPMENT: On November 6, 2017, the City published a Notice of Preparation and Initial Study for a different project on this site called the Elysian Park Lofts project. The City did not proceed with that EIR. This current NOP is for an entirely new project on the site, which the applicant indicates is a result of community input and feedback on the previous project.

PUBLIC SCOPING MEETING: A Public Scoping Meeting will be held in an online format using Zoom, to share information regarding the Project and the environmental review process. City staff, environmental consultants, and project representatives will be available during this meeting which will begin with a presentation. After the Public Scoping Meeting has ended, a copy of the recorded presentation will be posted to the Department's website at: https://planning.lacity.org/development-services/eir. The City encourages all interested individuals and organizations to attend this meeting. A separate more detailed instructions page is included in this communication. No decisions about the Project will be made at the Public Scoping Meeting. A separate public hearing for Municipal Code entitlement requests will be scheduled after the completion of the EIR. The date, time, and virtual location of the Public Scoping Meeting are as follows:

Date:	Wednesday, August 18, 2021
Time:	5:30 p.m. – 7:30 p.m.
Location:	Visit https://planning-lacity-org.zoom.us/j/89563846893 or by phone dial US: +1 669 900 9128 or +1 213 338 8477, and enter Webinar ID: 895 6384 6893, followed by #. If asked for Participant ID, enter #.

FILE REVIEW AND COMMENTS: The Department of City Planning recognizes the unprecedented nature of COVID-19 and, having been identified as an essential City service, continues to work and respond to all inquiries pertaining to our ongoing efforts to process entitlement applications. As a result of the Mayor's "Safer at Home" Order issued on March 19, 2020, means to access project-related materials in-person may be limited. To that end, the Department of City Planning will ensure that interested parties seeking information about the Project will have access. A copy of this notice and the Initial Study prepared for the Project may be viewed with the

environmental file or online at https://planning.lacity.org/development-services/eir. The environmental file is available for public review at the City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1350, Los Angeles, CA 90012, during office hours Monday - Friday, 9:00 a.m. - 4:00 p.m. Please contact the Staff Planner listed below to schedule an appointment.

The City will consider all written comments regarding the potential environmental impacts of the proposed Project and issues to be addressed in the EIR. If you wish to submit comments, please reference the Environmental Case Number provided above, and submit them in writing to **by 4:00 pm, Tuesday, August 31st**. Please direct your comments to:

Mail:	Polonia Majas City of Los Angeles, Department of City Planning 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
E-mail:	polonia.majas@lacity.org

ACCOMMODATIONS: As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. Other services, such as translation between English and other languages, may also be provided upon written request submitted a minimum of seven (7) working days in advance to: per.planning@lacity.org. Be sure to identify the language you need English to be translated into and indicate if the request is for oral or written translation services. If translation of a written document is requested, please include the document to be translated as an attachment to your email.

VINCENT P. BERTONI, AICP
Director of Planning

Polonia Majas
Major Projects
Department of City Planning
213-847-3625

Attachments:
Figure 1: Regional Location and Vicinity Map
Figure 2: North and South Parcel Building Locations
Figure 3: Conceptual Site Plan
Meeting Instructions

Puede obtener información en Español acerca de esta junta llamando al (213) 847-3625.



SOURCE: Esri and Digital Globe, Open Street Map 2019

0 405 810 Feet

FIGURE 1

Regional Location and Vicinity Map

Buena Vista Project Notice of Preparation

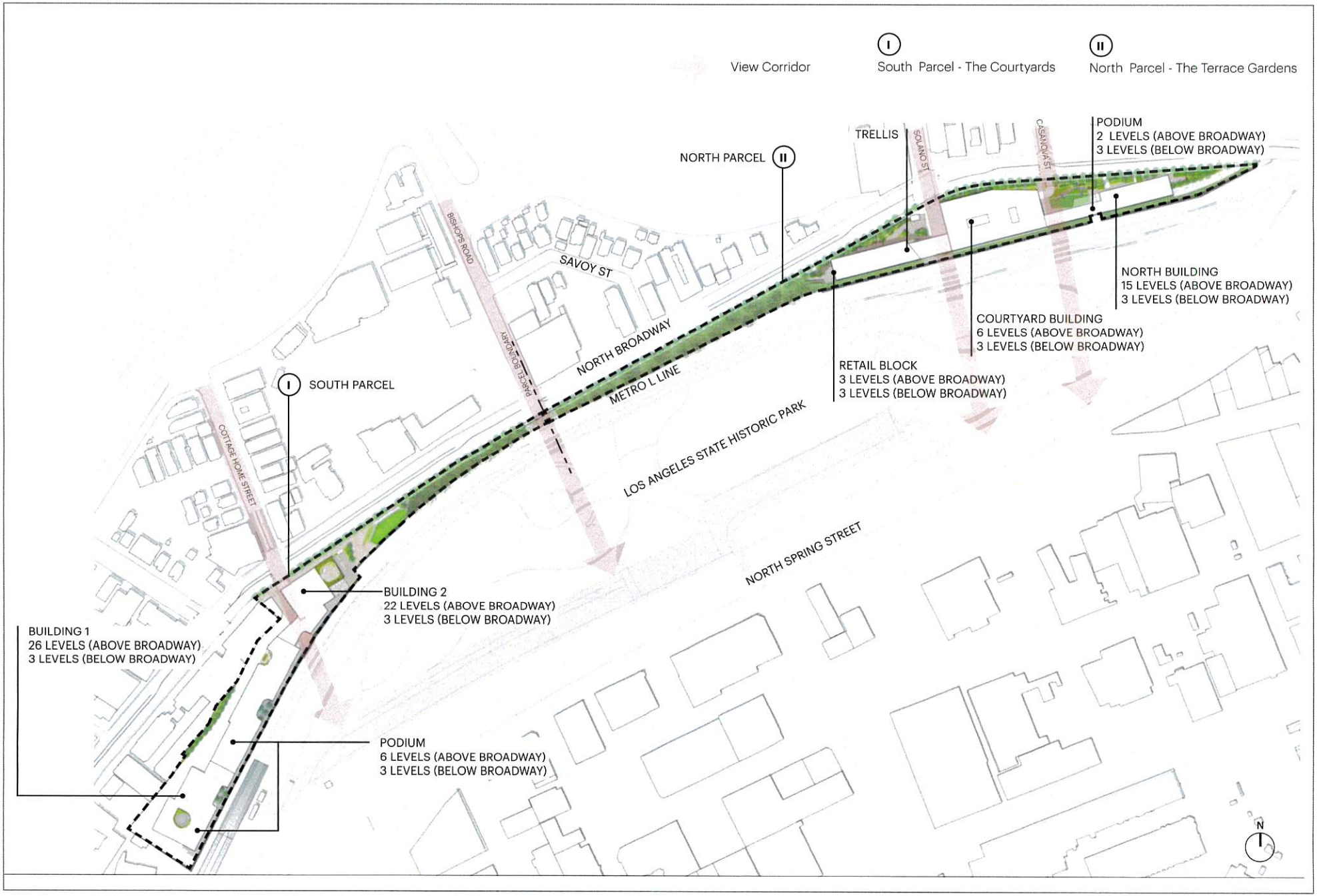


SOURCE: RCH Studios 2021

FIGURE 2

North and South Parcel Building Locations

Buena Vista Project Notice of Preparation



SOURCE: RCH Studios 2021

FIGURE 3

Conceptual Site Plan

Buena Vista Project Notice of Preparation

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

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DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

RE: **Zoom Meeting Instructions for the Buena Vista Project Scoping Meeting** - 1251 North Spring Street, 1030 – 1380 North Broadway (Case No. ENV-2016-4064-EIR).

How to participate in the Virtual Public Scoping Meeting

Thank you for participating in the Virtual Public Scoping Meeting. In this meeting you will learn more about the Buena Vista Project (ENV-2016-4064-EIR) and have an opportunity to ask questions about the Project as well as provide input as to what environmental topics the Environmental Impact Report of the Project should study. For this Virtual Public Scoping Meeting we will be using Zoom as our virtual platform. To participate you will need access to a computer/ tablet or smartphone, or a telephone. Please follow the instructions below to participate.

1) Join the meeting via your computer, smartphone or tablet. You may use the link on this Notice of Preparation or go to zoom.us and enter webinar ID 895 6384 6893 followed by #. When prompted for a participant ID, please press #.

2) Or, join the meeting via phone: dial US: +1 669 900 9128 or +1 213 338 8477, and when prompted, enter the Webinar ID followed by #. When prompted for a participant ID, please press #. (Please note that Spanish and Chinese-language interpretation channels will be only available via the online-based platform accessed on a computer/ tablet or smartphone.)

3) Listen to the presentation. (If participating via the online-based platform on a computer/ tablet or smartphone, to listen in Spanish or Chinese, you may click the 'Interpretation' button and select the language of choice.)

4) Ask Questions: After the presentation has ended, raise your hand (or press *9 on your phone). Staff will call out each person wishing to speak and will unmute you for the duration of your comment or question.

5) Submit Public Comment after the meeting to Department of City Planning staff through regular mail or e-mail. Please follow instructions on the Notice of Preparation.

Note: If you experience any technical difficulties during the meeting:

Click the hand raise button (if using a computer) or press *9 if using a telephone.

Polonia Majas <polonia.majas@lacity.org>

Proposed project located at 1251 North Spring Street

1 message

Campbell, Alexis <cp-alexis.campbell@lausd.net> Tue, Aug 31, 2021 at 1:03 PM
To: "Polonia.Majas@lacity.org" <Polonia.Majas@lacity.org>
Cc: "GODEK, GWENN" <gwenn.godek@lausd.net>, "Luu, Amy" <apl1999@lausd.net>

Good Morning,

The Los Angeles Unified School District's Office of Environmental Health and Safety would like the opportunity to comment on the project located at 1251 North Spring Street. If you have any questions or concerns, please feel free to contact me.

Kindly,

Alex Campbell

CEQA Assistant Project Manager | CP

LAUSD | OEHS

(d) 213.241.4210

(c) 323.286.7377

http://achieve.lausd.net/ceqa

1251 North Spring Street Comment Letter.pdf
65K

Los Angeles Unified School District

Office of Environmental Health and Safety

AUSTIN BEUTNER
Superintendent of Schools

CARLOS A. TORRES
Director, Environmental Health and Safety

JENNIFER FLORES
Deputy Director, Environmental Health and Safety

August 31, 2021

Polonia Majas
Los Angeles Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

PROJECT LOCATION: 1251 North Spring Street., 1030-1380 North Broadway
PROJECT: 1,128,926 sq ft Mixed-use development with 986 dwelling units on a 342,817 sq ft site

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD) regarding the subject project located at 1251 North Spring Street. LAUSD is concerned about the potential negative impacts of the project on our students, staff and parents traveling to and from Castelar Elementary School since the project site is approximately 1100 feet from the school. While COVID-19 has caused LAUSD to implement remote learning for the time being, we request that these comments apply when LAUSD clears students to return to campus.

Based on the extent/location of the proposed development, it is our opinion that environmental impacts on the surrounding community (traffic, pedestrian safety) may occur. Since the project may have an environmental impact on LAUSD schools, recommended conditions designed to help reduce or eliminate potential impacts are included in this response.

Traffic/Transportation
LAUSD's Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential impact upon existing school bus routes. The Project Manager or designee will have to notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. To ensure that effective conditions are employed to reduce construction and operation related transportation impacts on District sites, including the net increase of 1000 or more daily vehicle trips, we ask that the following language be included in the recommended conditions for traffic impacts:

- School buses must have unrestricted access to schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.

- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.

- Parents dropping off their children must have access to the passenger loading areas.

Pedestrian Safety

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective conditions are employed to reduce construction and operation related pedestrian safety impacts on District sites, we ask that the following language be included in the recommended conditions for pedestrian safety impacts:

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.

- Contractors must maintain safe and convenient pedestrian routes to all nearby schools. The District will provide School Pedestrian Route Maps upon your request.

- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.

- Haul routes are not to pass by ***any*** school, except when school is ***not*** in session.

- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.

- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.

- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.

- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students Castelar Elementary School, their teachers and the staff, as well as to assuage the concerns of the parents of these students. However, due to COVID - 19 the school is currently closed, and health and safety concerns are minimized. Therefore, the recommended conditions set forth in these comments should be adopted as conditions of project approval to offset environmental impacts on the affected school students and staff when school is in session.

Thank you for your attention to this matter. If you need additional information, please contact me at (323) 286-7377.

Regards,



Alex Campbell
Assistant CEQA Project Manager

Polonia Majas <polonia.majas@lacity.org>

MRCA NOP comments on Buena Vista Lofts ENV-2016-4064-EIR

2 messages

Paul Edelman <edelman@smmc.ca.gov> Tue, Aug 31, 2021 at 3:44 PM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>
Cc: "brian.baldauf@mrca.ca.gov" <brian.baldauf@mrca.ca.gov>

Hello Polonia – please add these comments to the record and email receipt to Brian and I.

Thank You

Paul

3 attachments

MRCA Buena Park Lofts_8-31-21_Comment Letter.pdf
147K

Griffith Park Area Habitat Linkage Planning Map.pdf
2739K

SMMC ESMMts Habitat Linkage Planning Map 5 2021 - Final.pdf
12570K

Polonia Majas <polonia.majas@lacity.org> Wed, Sep 1, 2021 at 9:43 AM
To: Paul Edelman <edelman@smmc.ca.gov>, brian.baldauf@mrca.ca.gov

Good morning,

Thank you for taking the time in providing comments concerning the Buena Vista Project. Your comments have been included within the Project's administrative record.

Best regards
[Quoted text hidden]
--

Polonia Majas
Planning Assistant
Los Angeles City Planning

221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
Planning4LA.org
T: (213) 847-3625

E-NEWS

MOUNTAINS RECREATION & CONSERVATION AUTHORITY
Los Angeles River Center & Gardens
570 West Avenue Twenty-Six, Suite 100
Los Angeles, California 90065
Phone (323) 221-9944 Fax (323) 221-9934

August 31, 2021

Ms. Polonia Majas
Department of City Planning
City of Los Angeles
221 North Figueroa St, Suite 1350
Los Angeles, California 90012

ENV-2016-4064-EIR NOP Comments
Buena Vista Project (formerly Elysian Park Lofts) - Chinatown

Dear Ms. Majas:

The Mountains Recreation and Conservation Authority (MRCA) respectfully submits comments on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed 986 mixed-use residential unit Buena Vista Project (Project) formerly Elysian Park Lofts in the Chinatown Neighborhood, in the City of Los Angeles. In general, the MRCA supports the development of housing in underserved urban communities in proximity to public transit, with the caveat of meaningful affordable housing included in each new development. These communities contributed to the development of the City of Los Angeles' Cornfield-Arroyo Seco Specific Plan (CASP), which extensively re-envisioned the community surrounding the Project.

The MRCA previously submitted a NOP Comment Letter in 2018 for the former Elysian Park Lofts project, where numerous concerns were raised. While this Project does include a provision of 200 affordable housing dwelling units (without indication of level of affordability), over all the Project is much larger and visually much more damaging than the former version. The MRCA opposes the Project in its present form and would like to see many less damaging alternatives in a robust Draft Environmental Impact Report (DEIR). This letter highlights items the MRCA would like to be addressed in the DEIR.

The MRCA is a public agency which was established in 1985 pursuant to the Joint Powers Act and is a partnership between the Santa Monica Mountains Conservancy (SMMC), the Conejo Recreation and Park District, and the Rancho Simi Recreation and Park District. The MRCA manages more than 75,000 acres of parkland and is dedicated to the preservation and management of local open space and parkland, wildlife habitat, watershed lands, and trails as well as ensuring public access to public parkland. Through direct action, alliances, partnerships, and joint powers authorities, the MRCA and SMMC missions are to strategically buy back, preserve, protect, restore, and enhance treasured pieces of Southern California to form an interlinking system of urban, rural and river parks, open space, trails, and wildlife habitats that are easily accessible to the general public.

Over the last few years, the MRCA participated in supporting and meeting with a diverse group of environmental, community, parks, and social justice organizations, known as the Los Angeles Regional Open Space & Affordable Housing (LAROSAH) Collaborative, to seek out methods to foster affordable housing projects coupled with new open space. A primary goal of this Collaborative has been to help local leaders and developers better shape local policy and resultant development projects, so that existing community members are better able to benefit from instead of becoming displaced by investments made in their community. This Project, with its significant size and adjacency to important regional open space seems well suited to offer the kinds of benefits that both the CASP and LAROSAH articulate to be incorporated into new development. The MRCA wishes to identify the specific areas that the above-referenced DEIR should address in order to make it compliant under the California Environmental Quality Act (CEQA) and the CASP. Additionally, the MRCA requests that the Project incorporate important changes so that it becomes an investment that protects the community and does not disturb the environmental and cultural integrity of the Los Angeles State Historic Park (LASHP), while offering much needed housing in Los Angeles.

The Project has generated a great deal of concern in the community for many reasons, including its profound potential impacts on LASHP. This jewel of an urban, open space park is the result of relentless efforts by a diverse coalition of Agencies, local community members, activists, and environmental justice advocates to prevent the development of the 34-acre site into industrial warehouses. The acquisition of the land and creation of an urban State Park on the site are renowned as one of the most significant environmental justice victories in Los Angeles and have been regarded as the catalyst for the revitalization of the Los Angeles River.

The Project has also raised significant concerns related to displacement of local residents. Even prior to the COVID-19 Pandemic, residents and community partners had reported to LAROSAH that a significant increase in landlord harassment and evictions of long-term residents as development activity has increased in the area, and now these conditions are much worse. As two of the lowest income neighborhoods in Los Angeles, Chinatown and Solano Canyon are home to residents at high risk for displacement and homelessness. Given that a majority of residents are transit-dependent, and, in fact, many even walk to work, the Project's displacement impacts will have a demonstrable effect on the environment. Several studies have shown that greenhouse gas emissions increase when low-income, transit-dependent residents are supplanted by wealthier, car-owning residents in transit-rich neighborhoods.

General Plan and Cornfield-Arroyo Seco Specific Plan

CEQA Guidelines § 15125 (d) states, "The DEIR shall discuss any inconsistencies between the proposed project and applicable general plans, specific plans and regional

plans." The Project will require several permits and approvals from the City of Los Angeles, including a General Plan Amendment to change the land use designation of the Project site from Light Industrial to Regional Commercial, a Zone Change, a height district change, and the approval of a Site Plan Review." The DEIR should discuss potential inconsistencies between the proposed Project and the City of Los Angeles General Plan and any other applicable specific and regional plans.

It is not clear to the MRCA that the Project fits the CASP guidelines. As a community vision document, consistency with the CASP is important to ensure new development fits the public vision for the surrounding community. The CASP encourages development of a transit-oriented affordable neighborhood with opportunities for sustainable residential and commercial growth. This seems at odds with a Project that has the potential rapidly to increase neighborhood median residential and commercial rent. The Project's potential further to destabilize neighborhood affordability and community integrity should be discussed generally in the DEIR as well in reference to CASP consistency. Furthermore, it would be helpful to have a more thorough discussion of which mitigation measures will be taken to ensure that the proposed Project does not disrupt the existing community.

The Project's potential deviations to the General Plan and CASP represent a significant potential financial windfall to the developer at the expense of the community's vision for the neighborhood. Thus, the Project should not be approved without detailed input from the multilingual and multi-generational existing neighborhood population. Given the scale of the Project and inconsistencies with the CASP, the Project currently conflicts with applicable land use plans, policies, and regulations. This sets a troublesome precedent for the neighborhood and could create a domino effect, enabling future projects that seek to alter the character of the neighborhood in fundamental ways without serious community consideration and input and is in violation of the CASP.

Adverse Impacts on Los Angeles State Historic Park

The MRCA is concerned about the Project's potential to interfere with the public's use and enjoyment of LASHP. The DEIR must consider both the current and future use of LASHP. The DEIR must include comprehensive mitigation discussions in relation to LASHP, especially in regard to significant permanent increases in ambient noise levels in the project vicinity, traffic, and substantial population growth. The Project must not have a significant impact on State Park's ability to serve the public. The Project must not reduce the ecological value of the site as an important island of habitat for wildlife sensitive to noise, light, pollution, and human presence, especially in the hours after the LASHP is closed for the night.

How specifically will the project be required to maintain and preserve a sense of place in the park and surrounding community? Tens of millions of dollars have been invested in

protecting that historic sense of place which is not reflected in the current proposal's design. If built as designed, the overwhelming scale of the development would dominate both LASHP and much of the community from the bluff above the park. Alternative designs must be considered in the DEIR and planning processes that better fit the development's context adjacent to LASHP and the historic communities surrounding the park.

Scenic and Aesthetic Value

The proposed Project includes buildings that are significantly taller than the former project, and would include one five-story building, one six-story, building, two nine-story buildings, one 18-story building, one 25-story building, and one 29-story building. The DEIR must discuss and analyze the effects that these tall buildings will have on the scenic and aesthetic value of LASHP. Will the buildings cast any shadows on the State Park? How might this affect the usability and aesthetics of the park? The CASP requires buildings to be designed not to project any shadow for more than 1.5 hours total on any park or open space between 10:00 a.m. and 2:00 p.m. on December 21.

The public made substantial investments into the design and aesthetics of LASHP in line with the requirements and goals of both the community and the CASP. The Park provides, thanks to careful design, one of the few unobstructed and local public viewing areas of both the downtown skyline and the historic North Broadway Bridge. How will the Project, with buildings possibly now proposed as tall as 347 feet (i.e. 177 feet taller than the previous proposed top), affect these viewsheds?

Public Access and Use

The DEIR must discuss and analyze how the Project will impact public access and use of LASHP. Will the Project allow community members and pedestrians north of Broadway to cross through the Project site to access the park? Will the Project interfere with the public's ability to use the park for recreational, social, and cultural events? Will increased traffic from the Project negatively affect access to the park by vehicles, pedestrians, public transit, and bicycle riders? What about revenue generating events? The DEIR should include mitigation measures and project alternatives that will ensure the Project does not interfere with the public's use of the park. For example, the DEIR must explore a mitigation measure that requires construction of a bridge to connect the surrounding communities to LASHP.

Cultural and Historic Resource

LASHP is a historic resource, and it is known to contain Native American cultural resources, and notably the remnants of the Zanja Madre. The DEIR must discuss if the Project will disturb the park's historic and cultural resources and include project

alternatives and mitigation measures that address the significant effects on these resources. The resources are important to the history of Los Angeles, cannot be replaced, should not be removed without careful analysis of alternatives, and, as historically significant, are prioritized by the CASP. The DEIR's discussion should be consistent with CEQA Guidelines sections 15064.5 and 15126.4(b).

The Project's Public Spaces

The Project description mentions approximately 1.5 acres of proposed public open space, including a linear public walkway. This is a decrease from the former project's proposed 2.22 acres. A public space dedication is mandatory but must be far greater than 2.22 acres for such a large project and provide clear minimum, permanent public access rights and measurable, permanent maintenance requirements. The DEIR must discuss the design of these outdoor spaces and if these spaces may also be closed to the public for private events, and the frequency of such closures. Community input should be considered, and the outdoor spaces should be designed to best fit the needs of the local residents.

Development Impacts on Local Communities

The MRCA is concerned about the potential development impacts on local communities, including the potential for increased population concentrations, altered population distribution and displacement of local residents, and increased burdens on existing community services. CEQA requires the DEIR to "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." This analysis should look at the potential impacts of the Project on existing community services and discuss whether the project will "encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively."[1]

In order to address the potential impacts the Project may have on population distribution and the displacement of local residents, the DEIR should analyze and consider mitigation measures such as requiring a number of housing units to be set aside for affordable housing, alternatives with different levels of affordability for those units in the project, as well as alternatives for protecting existing affordable housing in the surrounding community, through a Community Benefit Agreement or other mechanisms.

Habitat Connectivity

The Wildlife Corridors and Habitat Connectivity map found in Appendix B appears to be significantly outdated based on habitat linkage planning maps that have been adopted

1 Cal. Code Regs. tit. 14, § 15126.2

by the SMMC. Attachments 1 and 2 show area regional wildlife corridors in the Eastern Santa Monica Mountains and Griffith Park area that should be incorporated into the analysis within the DEIR.

Stormwater and Flood Potential

The proposed Project is at a significantly higher elevation than LASHP. The MRCA would like to see a thorough analysis in the DEIR to discuss how the Project will mitigate storm water runoff from the Project to LASHP, the surrounding properties, and the Los Angeles River. This analysis should discuss both construction and permanent impacts.

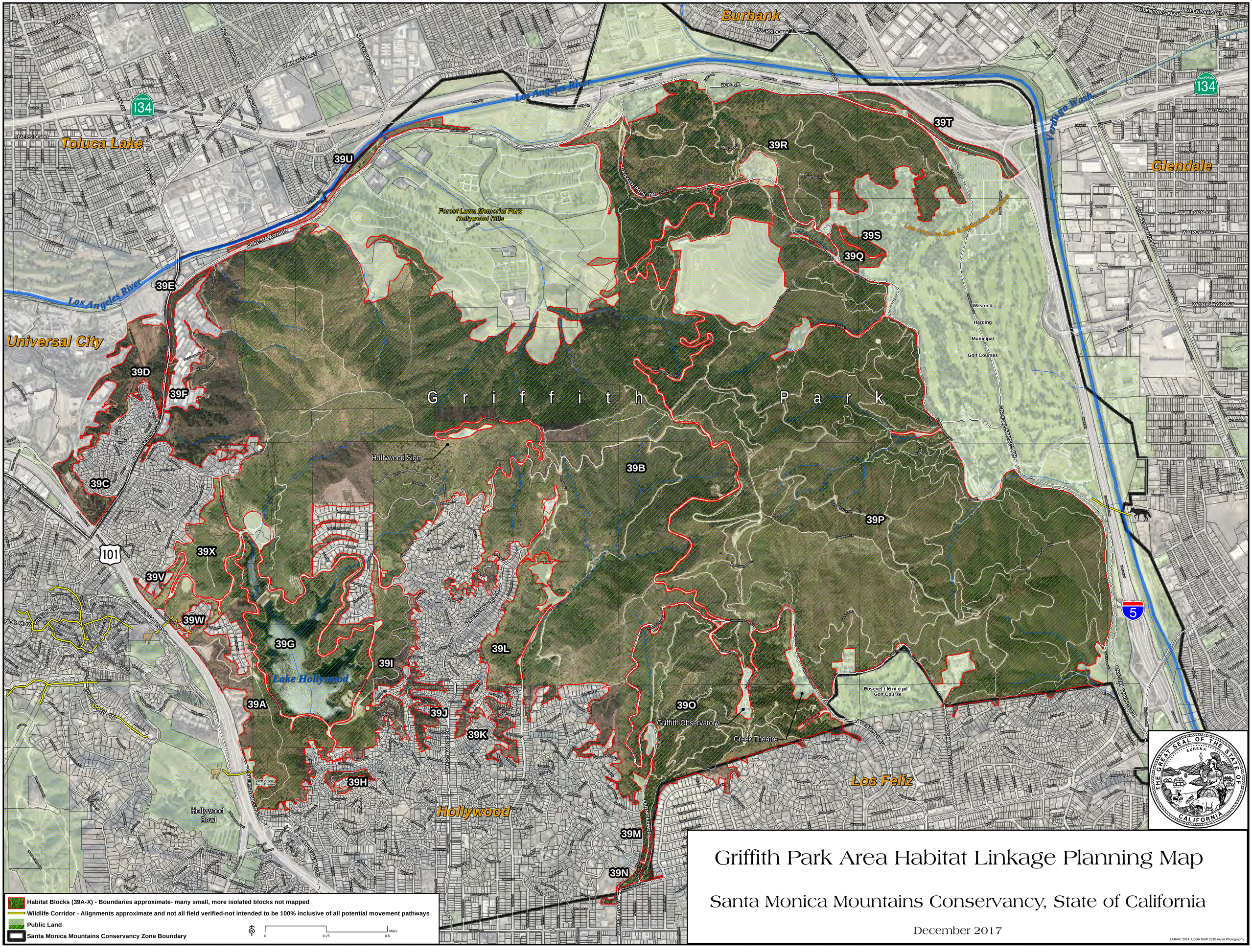
If you have any questions, please contact me at 310-589-3230 x 128, by email at edelman@smmc.ca.gov, or at the above letterhead address.

Sincerely,



Paul Edelman
Chief of Natural Resources and Planning

Attachments: 1- Eastern Santa Monica Mountains Habitat Linkage Planning Map (dated April 19, 2021)
2- Griffith Park Area Habitat Linkage Planning Map (dated December 2017)



Griffith Park Area Habitat Linkage Planning Map

Santa Monica Mountains Conservancy, State of California

December 2017

LARIAC 2014, USDA NAIP 2010 Aerial Photography

Habitat Blocks (1-96) - Boundaries approximate- many small, more isolated blocks not mapped

Wildlife Corridor - Alignments approximate and not all field verified- not intended to be 100% inclusive of all potential movement pathways

Public Land

Santa Monica Mountains Conservancy Zone Boundary

0 0.1 0.2 Miles

Eastern Santa Monica Mountains Habitat Linkage Planning Map

Santa Monica Mountains Conservancy, State of California

April 19, 2021

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Public Comment

1 message

CCED Chinatown <ccedchinatown@gmail.com> Tue, Aug 31, 2021 at 4:41 PM
To: polonia.majas@lacity.org

Dear Polonia,

Please see attached for the public comment from Chinatown Community for Equitable Development (CCED) on the Buena Vista project. Overall we do not support the construction of this project and have severe concerns about how the development of 986 residential units and 38,800 square feet of retail and restaurant space will affect the health and safety of the neighborhood both during its construction and afterwards.

Public Comment - Buena Vista.pdf
70K

August 31, 2021

To Polonia Majas,

As members of Chinatown Community for Equitable Development (CCED), we are submitting this public comment to respond to the Buena Vista project.

CCED is an all volunteer, multi-ethnic, intergenerational organization based in Los Angeles Chinatown that builds grassroots power through organizing, education, and mutual help. Over the course of our history, we have supported in building power and organizing against predatory landlords, fought against the entry of Wal-Mart and other market-rate projects, and supported the community with mutual aid during the COVID-19 pandemic.

We are gravely concerned with the proposal for the Buena Vista project and **do not** support its construction in Chinatown for a number of different reasons.

First, while we agree with the necessity for affordable housing and affordable units, we find the construction of 200 affordable housing units (out of 986-- 20% of all the units) meager and question these units' actual affordability. While the current level of affordability for these units is unknown, the neighborhood's other experiences with similar development that heralded their affordable units now charge near market rate for affordable units and is still unaffordable for the working families and seniors who make up the large proportion of Chinatown residents. **In 2019, the 30.17% of residents in Chinatown are living below 100% of the poverty threshold.[1] This proposed development will not provide housing that is actually affordable to current residents in Chinatown.**

Furthermore, there is a significant concern about the height of this building, which reaches up to 26 stories and is almost 1000 units. While other market rate developments like Jia Apartments, Llewelyn, and Blossom Plaza have all been detrimental to Chinatown by contributing to rising real estate speculation, none of them are to the scale of the Buena Vista project. Blossom Plaza has 236 total units (with only 53 affordable units), Jia Apartments has 280 market-rate units, and Llewelyn has 318 market rate units-- none of these are comparable to the almost 1000-units that the developer is proposing. The draft report further confirms that this development would affect air quality, greenhouse gas emissions, hazards and hazardous materials, noise, and pollution. Holistically, this project does not support the health and safety of Chinatown residents, especially the large senior population that lives in Chinatown. **The proposed development does not align with current heights, design, or zoning codes of other buildings within the neighborhood and will drastically change the aesthetic, land use, and zoning structure of the neighborhood.**

We would also like to raise concerns about the amount of entitlement approvals that were needed to push this project forward with limited community support. These entitlements included a general plan amendment from Light Industrial to Regional Commercial, a zone

[1] From the USC Price Neighborhood Data for Social Change, American Community Survey 5-year estimates

change, height district change, and multiple different approvals for height district, building heights, etc. This supports our claim that the proposed building is very different from the zoning currently existing in the rest of the neighborhood/area. While the report argues that transit-oriented projects do not trigger CEQA studies, this building must be studied by CEQA because the amount of residential and commercial development in this proposed building will affect the sightline of many tenants in the neighborhood. **We urge a CEQA study to understand the full extent of how this property will affect the rest of the neighborhood/area.**

In addition, we have concerns about the displacement of Golden Dragon, located at 960 N Broadway, which has been open since the 1960s. The draft EIR states that the building will need to be partially demolished to make way for the Buena Vista project. Within Los Angeles' Chinatown, legacy small businesses have already experienced mass displacement from new property developers, including over 30 small businesses at the Shop that were displaced by Redcar Properties. With the plight of Chinatowns declining all over North America, the historic and heritage designation of these restaurants remains even more critical.

Finally, the substantial increase in population size must be studied in the EIR for how it will affect the neighborhood and current resources. Given that this property plans to have 986 residential units and 38,800 square feet of retail and restaurant space, this will lead to a massive increase in resident population along with visitors, patrons, and employees. The impact of bringing in an additional 986 units, most that are not affordable and will not be useful for the current residents in Chinatown, must be fully analyzed and considered. Of particular concern are the impacts on traffic, pedestrian safety, pollution, and the current already underfunded neighborhood resources (including schools, access to health care, public transit, etc.) that need to exist to support this massive influx in residents.

Overall, the Buena Vista project will hurt the neighborhood by increasing housing prices while not providing actual affordable housing to the community, will harm residents (particularly seniors') health and quality of living, will further dismantle legacy small businesses actively and passively by promoting new business from outside of the neighborhood, and will alter the sightline of the neighborhood. Building twenty story buildings in Chinatown does not reflect the needs of the community nor the current design, zoning, and aesthetic policies currently in place. **We strongly urge against the development of the Buena Vista project for the health and safety of both the neighborhood and its residents.**

Chinatown Community for Equitable Development

Polonia Majas <polonia.majas@lacity.org>

ENV-2016-4064-EIR

1 message

Daniel T Reza <designdan@yahoo.com> Mon, Aug 30, 2021 at 12:49 PM
Reply-To: Daniel T Reza <designdan@yahoo.com>
To: Polonia Majas <polonia.majas@lacity.org>

Ms. Majas

The Citizens Committee to Save Elysian Park requests our attached comments be added to the EIR for the Buena Vista Project.

Please confirm receipt and thank you,

Dan Reza
CO-President
CCSEP - Citizens Committee to Save Elysian Park
cell 818.613.0332
designdan@yahoo.com

CCSEP = EIR Scoping Letter for Buena Vista Project.pdf
197K

3108 Glendale Blvd. Ste. 500 Los Angeles, CA 90039 ccsep.org@gmail.com

RE: Environmental Case Number: ENV-2016-4064-EIR
Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

We, the Citizens Committee to Save Elysian Park (CCSEP), have concerns about this project and request the EIR address the following issues:

- That a "no project" alternative be added. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent parks and neighborhoods. We do not believe this site should be exempted from general plan, zoning, height, and setback requirements.
- The connections between Elysian Park, Los Angeles River and the Los Angeles State Historical Park be addressed in the EIR. This includes but not limited to: historical, cultural, natural and accessibility.
- Wildlife impacts be included in the EIR. This includes the impact on habitats, migratory patterns, flight paths and natural connections between open spaces of Elysian Park, LA River and the Los Angeles State Historical Park.
- Project impact on the Eastern side of Elysian Park at the Broadway Entrance. Vehicular, pedestrian, visual and access impacts be included in the EIR.
- Historical impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, and the remains of the Gonzalez House and other historical sites on the bluffs (Between Broadway and the Bluffs to the East).
- That the EIR require the project to consider a park and community benefit agreement (CBA). The private project will benefit financially from its adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized.

We would appreciate the above issues be included and addressed in the EIR and we look forward to reviewing the Draft EIR.

Sincerely,

Daniel T Reza
Co-president
Citizens Committee to Save Elysian Park
designdan@yahoo.com
818.613.0332

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Project

1 message

Aaron Paley <aaron@carsla.net> Thu, Aug 26, 2021 at 9:25 AM
To: polonia.majas@lacity.org

I have reviewed the Buena Vista Notice of Preparation and I do not support the height and zoning changes requested by the developer.

This project does not respect the historic character of the site, the physicality of the site, nor does it respect it's neighbors on the Solano Canyon side or the State Historic Park.

I am opposed to this development in its current form.

Respectfully,

Aaron Paley

Aaron Paley
President
Community Arts Resources
3780 Wilshire Blvd., Suite 1020
Los Angeles, CA 90010
Direct. 213/355-8501
www.carsla.net

Polonia Majas <polonia.majas@lacity.org>

CASE NO: ENV-2016-4064-EIR Buena Vista

2 messages

solano canyon <solanocanyon@gmail.com> Tue, Aug 31, 2021 at 7:57 AM
To: polonia.majas@lacity.org

Re: ENV-2016-4064-EIR Buena Vista

Polonia,
These are comments and concerns from members of the Solano community that do not have email.
Please include them in the file.

_____
Historic Solano Canyon
www.solanocanyon.org
facebook.com/solano.canyon
instagram.com/solanocanyon

ENV 2016-4064 Buena Vista.pdf
1572K

solanocanyon <solanocanyon@gmail.com> Tue, Aug 31, 2021 at 8:33 PM
To: polonia.majas@lacity.org

Ms. Majas,
Sent this AM.
Please confirm receipt.

Best
Solano Canyon.
[Quoted text hidden]

ENV 2016-4064 Buena Vista.pdf
1572K

RE: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas

polonia.majas@lacity.org>

Ms. Polonia Majas,

I have many concerns about this project and the Environmental Impact review should address the following issues:

-Please include a "no project" in the EIR. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

-Project impact on the Solano Avenue and Casanova Street intersections on Broadway and the Solano Canyon Community.

-Project impact on street parking in the Solano Canyon neighborhood, including Solano Avenue, Casanova Street and Broadway.

-Project impact during Dodger Stadium and State Park events and the Solano Community.

-Historical Impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, the remains of the Gonzalez House, and other historic sites.

-Wildlife impacts must be included in the EIR. This includes the impact on habitats, migratory patterns, flight paths and natural connections between open spaces of Elysian Park, LA River and the Los Angeles State Historic Park.

-The private Project will benefit financially from its adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized. Please address in the EIR.

- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.

-Impact of Commercial/Business square footage in relation to the proposed parking for the project. The main entrance to the building and the commercial area will be Broadway and Solano. Please include the impact on our community and the current lack of parking.

-Cumulative impacts on our canyon. Please address the already approved large scale construction projects in and around the area of Chinatown and the cumulative impact on Solano Canyon, as the main thoroughfare to the freeways. The project is in close proximity to a number of additional large-scale projects including, the 27-story mixed-use "Harmony" development located at 942 North Broadway, across from Chinatown Plaza, the Pagoda hotel, the 725-apartment complex College Station project, and the proposed LA-Aerial Rapid Transit (gondola) project that plans to be adjacent to and cut over the project site.

-Include the Project's impacts on local communities, including the potential for increased population concentrations, displacement of residents, and increased burdens on existing community services.

-Air Quality. Demolition of existing buildings, excavation, and the construction of the Project will emit air pollutants into the atmosphere. Please include in the EIR.

I would appreciate the above addressed in the EIR and look forward to reviewing the Draft EIR.

NAME: Wei Men Cen Signature Wei Men Cen

Address: 520 Solano Ave Solano Canyon, 90012

RE: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas

polonia.majas@lacity.org>

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-Air Quality. Demolition of existing buildings, excavation, and the construction of the Project will emit air pollutants into the atmosphere. Please include in the EIR.

I would appreciate the above addressed in the EIR and look forward to reviewing the Draft EIR.

NAME: BI LIU HUANG Signature

Address: 533 SOLANO VE APT 1 Solano Canyon, 90012

RE: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas

polonia.majas@lacity.org>

Ms. Polonia Majas,

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NAME: mei li Hong Signature 513 Hwong

Address: 513 Solano Ave Solano Canyon, 90012

RE: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas

polonia.majas@lacity.org>

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NAME: HATIE JIAN Signature _____

Address: 533 SOLAVE APT 1 Solano Canyon, 90012

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Ms. Polonia Majas

polonia.majas@lacity.org>

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NAME: ZHOU HUI JUAN Signature ZHOU HUI JUAN

Address: 427 Solano AVE Solano Canyon, 90012

RE: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas

polonia.majas@lacity.org>

Ms. Polonia Majas,

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NAME: Mee Ching Lau Signature Mee Ching Lau

Address: 475 Solano Ave Solano Canyon, 90012

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NAME: Jon Lee Signature

Address: [illegible] Solano Canyon, 90012

RE: ENV-2016-4064-EIR Buena Vista Project

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NAME: Tim Lee Signature

Address: 624 Solano Ave Los Angeles Solano Canyon, 90012

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polonia.majas@lacity.org>

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NAME: Liyan Lin Signature Liyan Lin

Address: 461 Solano Ave Solano Canyon, 90012

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NAME: Mei Ma Signature Mei Ma

Address: 520 Solano Ave Solano Canyon, 90012

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NAME: Cheryl Wong Signature

Address: 510 Solano Ave. Solano Canyon, 90012

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NAME: Sin Signature wleung

Address: 482 Solano Ave Solano Canyon, 90012

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NAME: Siu King Wong Signature Siu King Wong

Address: 510 Solano Ave. Solano Canyon, 90012

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NAME: Tony. Sock Yein Signature [signature]

Address: 533 Solano Ave Apt 3 Los Angeles CA 90012 Solano Canyon, 90012

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NAME: Lee - Yu - Tsai Signature

Address: 524 Solano Ave L.A. CA 90012 Solano Canyon, 90012

RE: ENV-2016-4064-EIR Buena Vista Project

Srta. Polonia Majas

polonia.majas@lacity.org

Tengo muchas inquietudes sobre este proyecto y el reporte de Impacto Ambiental (o EIR por sus siglas en inglés) para el propuesto Proyecto Buena Vista (Proyecto) debería abordar los siguientes:

-Incluya "no proyecto" en el EIR. EstePproyecto presenta grandes cambios en el plan general, zonificación, altura y exenciones de retroceso que se requerirían para acomodarlo en este sitio. Este proyecto está completamente fuera de escala para el adyacente Elysian Park y nuestro vecindario Solano Canyon. No creo que este sitio deba estar exento de los requisitos generales de plano, zonificación, altura y retroceso.

-El impacto en las intersecciones de la avenida Solano y la calle Casanova en Broadway y la comunidad de Solano Canyon.

-El impacto de estacionamiento en la calle en el veçindario de Solano Canyon, incluyendo Solano Avenue, Casanova Street y Broadway.

-El impacto durante los eventos del Dodger Stadium, el LASHP y la comunidad de Solano Canyon.

-Impactos Históricos: es decir, Portola Trail, Zanja Madre y Rueda de Agua, los restos de la Casa González y otros sitios históricos.

-Los impactos a la vida silvestre deben incluirse en el EIR. Esto incluye el impacto en los hábitats, los patrones migratorios, las rutas de vuelo y las conexiones naturales entre los espacios abiertos de Elysian Park, LA River y Los Angeles State Historic Park.

-El proyecto privado beneficiará financieramente de su proximidad a servicios públicos como Elysian Park y Los Angeles State Historic Park y se debe reconocer cierto valor. Por favor, diríjase en el EIR.

- Impacto del número de "número total de Dormitorios" en relación a los espacios de estacionamiento propuestos para el proyecto.

-Impacto de pies cuadrados comerciales / comerciales en relación al estacionamiento propuesto para el proyecto. La entrada principal al edificio y al área comercial será Broadway y Solano. Incluya el impacto en nuestra comunidad y la falta actual de estacionamiento.

-Impactos acumulativos en nuestro cañón. Por favor, aborde los proyectos de construcción a gran escala ya aprobados y alrededor del área de Chinatown y el impacto acumulativo en Solano Canyon, como la vía principal hacia las autopistas. El proyecto se encuentra muy cerca de una serie de proyectos adicionales a gran escala, incluido el "Harmony" de 27 pisos ubicado en 942 North Broadway, frente a Chinatown Plaza, el hotel Pagoda, el complejo de apartamentos de 725 apartamentos- College Station, y el proyecto propuesto LA-Aerial Rapid Transit (góndola) que planea ser adyacente y cortar sobre el sitio del Proyecto.

-Impactos del Proyecto en las comunidades locales, incluido el potencial de aumento de concentraciones de población, desplazamiento de residentes y aumento de la carga sobre los servicios comunitarios existentes.

-Calidad del aire. La demolición de edificios existentes, la excavación y la construcción del Proyecto emitirán contaminantes del aire a la atmósfera. Incluya en el EIR.

Agradecería lo mencionado anteriormente en el EIR y espero revisarel reporte final de Impacto Ambiental sobre el proyesto Buena Vista.

Nombre: Mona Elba - V Firma Mona Elba V

Domicilio: 455 ½ Solano AV L.A. C 90012 Solano Canyon, 90012

RE: ENV-2016-4064-EIR Buena Vista Project

Srta. Polonia Majas

polonia.majas@lacity.org

Tengo muchas inquietudes sobre este proyecto y el reporte de Impacto Ambiental (o EIR por sus siglas en inglés) para el propuesto Proyecto Buena Vista (Proyecto) debería abordar los siguientes:

-Incluya "no proyecto" en el EIR. EstePproyecto presenta grandes cambios en el plan general, zonificación, altura y exenciones de retroceso que se requerirían para acomodarlo en este sitio. Este proyecto está completamente fuera de escala para el adyacente Elysian Park y nuestro vecindario Solano Canyon. No creo que este sitio deba estar exento de los requisitos generales de plano, zonificación, altura y retroceso.

-El impacto en las intersecciones de la avenida Solano y la calle Casanova en Broadway y la comunidad de Solano Canyon.

-El impacto de estacionamiento en la calle en el vecindario de Solano Canyon, incluyendo Solano Avenue, Casanova Street y Broadway.

-El impacto durante los eventos del Dodger Stadium, el LASHP y la comunidad de Solano Canyon.

-Impactos Históricos: es decir, Portola Trail, Zanja Madre y Rueda de Agua, los restos de la Casa González y otros sitios históricos.

-Los impactos a la vida silvestre deben incluirse en el EIR. Esto incluye el impacto en los hábitats, los patrones migratorios, las rutas de vuelo y las conexiones naturales entre los espacios abiertos de Elysian Park, LA River y Los Angeles State Historic Park.

-El proyecto privado beneficiará financieramente de su proximidad a servicios públicos como Elysian Park y Los Angeles State Historic Park y se debe reconocer cierto valor. Por favor, diríjase en el EIR.

- Impacto del número de "número total de Dormitorios" en relación a los espacios de estacionamiento propuestos para el proyecto.

-Impacto de pies cuadrados comerciales / comerciales en relación al estacionamiento propuesto para el proyecto. La entrada principal al edificio y al área comercial será Broadway y Solano. Incluya el impacto en nuestra comunidad y la falta actual de estacionamiento.

-Impactos acumulativos en nuestro cañón. Por favor, aborde los proyectos de construcción a gran escala ya aprobados y alrededor del área de Chinatown y el impacto acumulativo en Solano Canyon, como la vía principal hacia las autopistas. El proyecto se encuentra muy cerca de una serie de proyectos adicionales a gran escala, incluido el "Harmony" de 27 pisos ubicado en 942 North Broadway, frente a Chinatown Plaza, el hotel Pagoda, el complejo de apartamentos de 725 apartamentos- College Station, y el proyecto propuesto LA-Aerial Rapid Transit (góndola) que planea ser adyacente y cortar sobre el sitio del Proyecto.

-Impactos del Proyecto en las comunidades locales, incluido el potencial de aumento de concentraciones de población, desplazamiento de residentes y aumento de la carga sobre los servicios comunitarios existentes.

-Calidad del aire. La demolición de edificios existentes, la excavación y la construcción del Proyecto emitirán contaminantes del aire a la atmósfera. Incluya en el EIR.

Agradecería lo mencionado anteriormente en el EIR y espero revisarel reporte final de Impacto Ambiental sobre el proyesto Buena Vista.

Nombre: Juan Vargas Firma Juan Vargas

Domicilio: 4551/2 Solano AV L-A-C 90012 Solano Canyon, 90012

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

- That a "no project" alternative be considered. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.
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- Impact of Commercial/Business square footages in relation to the proposed parking for the project.

I would appreciate the above issues be included and addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Name: RENEÉ J PIZANA Date AUGUST 28 2021

Address: 748 SOLANO AVENUE

Email: oanngirl.rc@gmail.com

Phone: 213.292-1609

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

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Sincerely,

Name: David A Pizana Date 8-29-21

Address: 748 Solano Ave

Email: david pizana@att.net

Phone: 323-224-8595

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

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I would appreciate the above issues be included and addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Name: Maria Barragan Date 8/28/2021

Address: 745 Amador St

Email: Barragan745@gmail.com

Phone: 323.397.9778

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

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Sincerely,

Name: Lillian Barragan Date 08/28/21

Address: 745 Amador st

Email: Barragan745@gmail.com

Phone: 213-276-0504

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

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I would appreciate the above issues be included and addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Name: DANIEL BARRAGAN Date 8/27/21

Address: 745 AMADOR St.

Email: barragan745@gmail.com

Phone: N/A

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

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Sincerely,

Name: Nathaniel Barragan Date 8/27/21

Address: 745 Amador St, LA, CA

Email: Natebarragan745@gmail.com

Phone: _____

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

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Sincerely,

Name: William BARRAGAN Date 8/27/21

Address: 744 SOCORRO AVE

Email: WBARRAGAN@GMAIL.COM

Phone: _____

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

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Sincerely,

Name: Ngoc tu do Date 8/28/21

Address: 1827 ROUETT ST

Email: Kitty.tu.63@gmail.com

Phone: 213-973-7157

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

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Sincerely,

Name: ROBERT AGUILAR Date 8/28/21

Address: 1827 DOVE11 ST

Email: _____

Phone: 323-639 0262

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

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Sincerely,

Name: Olivia Perez Bieva Date Aug 28, 2021

Address: 662 Amador St.

Email: opb170@gmail.com

Phone: 213 272 4451

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

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Sincerely,

Name: RAQUEL MONGES-Torres Date Aug. 28, 2021

Address: 656 SOLANO Ave.

Email: raquelelisamonges@gmail.com

Phone: 323 282-1869

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

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Sincerely,

Name: JONATHAN BERMAN Date 8/28/21

Address: 741 SOLANO AVE 90012

Email: jberman@csusm.edu

Phone: 323-393-3445

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

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Sincerely,

Name: Carolyn Buchman Date 8/28/21

Address: 741 Solano Ave

Email: kbucky67@yahoo.com

Phone: 213 458 4457

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

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Sincerely,

Name: Tony D. Moreno Date 8-28-21

Address: 637 Solano Ave.

Email: _____

Phone: _____

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

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- Wildlife impacts must be included in the EIR. This includes the impact on habitats, migratory patterns, flight paths and natural connections between open spaces of Elysian Park, LA River and the Los Angeles State Historical Park.
- Project impact on the Solano Street and Casanova Street intersections on Broadway and the Solano Canyon Community.
- Project impact on street parking in the Solano Canyon neighborhood, including Solano Street, Casanova Street and Broadway.
- Impact of project during Dodger Stadium events and the Solano Community.
- Historical impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, the remains of the Gonzalez House, and other historic sites.
- That the EIR require the project to include a park and community benefit agreement (CBA). The private project will benefit financially from its adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized.
- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.
- Impact of Commercial/Business square footages in relation to the proposed parking for the project.

I would appreciate the above issues be included and addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Name: Elysia Mac Date 09/28/21

Address: 708 Solano Avenue

Email: esmac@uesd.edu

Phone: 323-681-1955

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

- That a "no project" alternative be considered. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.
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- Impact of Commercial/Business square footages in relation to the proposed parking for the project.

I would appreciate the above issues be included and addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Name: Jovita Pizana Date 8/28/2024

Address: 748 Solano Av

Email: NONE

Phone: (323) 224-8595

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

- That a "no project" alternative be considered. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.
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- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.
- Impact of Commercial/Business square footages in relation to the proposed parking for the project.

I would appreciate the above issues be included and addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Name: Lydia M. Garcia Date Aug 28, 2021

Address: 639 Solano Ave

Email: Lilagarcia@aol.com

Phone: 323 222-4052

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

- That a "no project" alternative be considered. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.
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- Impact of Commercial/Business square footages in relation to the proposed parking for the project.

I would appreciate the above issues be included and addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Name: Jade Barraza Date 8-28-21

Address: 744 Solano Ave

Email: _____

Phone: 323-227-5833

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

- That a "no project" alternative be considered. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.
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- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.
- Impact of Commercial/Business square footages in relation to the proposed parking for the project.

I would appreciate the above issues be included and addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Name: Virginia R. Pinedo Date 08/30/2021

Address: 136 Solano Ave

Email: virginiarpinedo@gmail.com

120 Phone: 323-221-1709

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

- That a "no project" alternative be considered. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.
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- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.
- Impact of Commercial/Business square footages in relation to the proposed parking for the project.

I would appreciate the above issues be included and addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Name: Tommy Torres Date August 28, 2021

Address: 656 Solano Avenue Los Angeles, Ca 90012

Email: raquelelisamonges@gmail.com

Phone: 323 221-1709

Polonia Majas <polonia.majas@lacity.org>

Public Comment re: ENV-2016-4064-EIR

1 message

LA Chinatown CLT <lachinatownclt@gmail.com> Tue, Aug 31, 2021 at 11:56 AM
To: polonia.majas@lacity.org

Dear Polonia,

We hope this email finds you well. We are submitting a public comment in regards to the Buena Vista Project. It is attached as a PDF. Please confirm receipt and let us know if you have any questions. Thank you.

Best,

LA Chinatown Community Land Trust

Buena Vista Public Comment.pdf
49K

August 22, 2021

LA Chinatown Community Land Trust
418 Bamboo Lane, Suite A
Los Angeles, CA 90012

Los Angeles City Planning
201 N. Figueroa Street, 4th Floor
Los Angeles, CA 90012

Reference Case Number: ENV-2016-4064-EIR

Dear Polonia Majas,

We are submitting a public comment in response to the Buena Vista project that has been proposed to City Planning for environmental review.

We do not support the project as planned. As a community land trust, one of our central missions is to facilitate community control of land and property in order to ensure the long-term affordability of housing. While this project claims that it will provide 200 “affordable” units, we are concerned with both the number of units and their affordability. 200 units is only roughly 20% of all the proposed units, which is an insufficient amount. The current housing and homelessness crisis has made clear that our community needs truly affordable housing now more than ever. We believe that if built, *all units* should be affordable for the community.

The developers claim this project will include 200 “affordable” units. However, they have not provided any details or guarantee for affordability. Typically developers will use the Low-Income category of 80% of Area Median Income (AMI) to measure income limits. However, this measure of affordability does not reflect the reality in the community. The average household income for the four main census tracts that make up Chinatown is $45,000. However, 80% of AMI ($77,300 in 2020 for LA County) is still $61,840 which is well above the means of the average household in Chinatown. All units should be rented at at least the Extremely Low-Income income thresholds.

These 200 “affordable” units are only possible at the cost of a vast expansion of the size of the project (now 22 and 26 story high towers versus previously 13 and 14 story high towers). The additional 786 market-rate units will only further increase the rents of Chinatown, reduce open space, increase congestion, and overall make the community less accessible and livable for current residents.

We are also concerned that this development will limit access to Los Angeles State Historic Park on the other side of Broadway. The park is already largely inaccessible to the elders and the seniors in the community. An additional barrier will prevent residents from reaping the health, environmental, and social benefits that parks provide.

Please prioritize the community’s needs when evaluating this project’s environmental and social impact.

Sincerely,

LA Chinatown Community Land Trust

Polonia Majas <polonia.majas@lacity.org>

NOP Scoping Comments - ENV-2016-4064-EIR - Buena Vista Project

1 message

LA Parks Alliance <laparksalliance2021@gmail.com> Thu, Aug 26, 2021 at 11:29 AM
To: polonia.majas@lacity.org

Please find the attached letter addressing concerns regarding the above-referenced project.

Laura Velkei
on Behalf of LA Parks Alliance

--

LA Parks Alliance is a *catalyst for community leaders, park advocates, and environmentalists* who seek to protect Los Angeles Historic State Park from private interest development efforts that would forever change the welcoming nature, historical significance, and dramatic, open vistas of the park.
laparksalliance.org

LA Parks Alliance Buena Vista Project NOP comment letter FINAL.pdf
118K



LA PARKS ALLIANCE

August 26, 2021

VIA EMAIL: polonia.majas@lacity.org

Polonia Majas
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

Re: ENV-2016-4064-EIR, Buena Vista Project

Dear Ms. Majas:

The LA Park Alliance is a consortium of community leaders, park advocates, and environmentalists who seek to protect Los Angeles Historic State Park (LASHP) from private interest development efforts that would forever change the welcoming nature, historical significance, and dramatic, open vistas of the park. We have reviewed the Notice of Preparation (NOP) for the Buena Vista Project and are writing to transmit some of our specific concerns, which are detailed below. We request that the issues we raise here be addressed in the Environmental Impact Report and other planning processes and future decisions for the project.

Los Angeles State Historic Park was created because the communities surrounding the park advocated for a park to meet the needs of the community for open space. The state took an interest in the site for its historic significance in the birth and growth of Los Angeles. The original Zanja Madre aqueduct brought water from the LA River to El Pueblo, enabling the city to grow and thrive. The visual connection of the park to downtown is a reminder of the linkage of this historic parkland to the core of the city.

Los Angeles State Historic Park is seen by many as the "Central Park" of Los Angeles. Taxpayers from across the entire state provided funding to support the development of this State Park, in recognition of the significance of this place. With this project, we are at a crucial decision-making point for the future of the park and the surrounding community. The integrity of the EIR and planning process for this project, and ultimately whatever happens on this site, will greatly determine the experiences people have at LASHP. We expect city decision makers to honor the history of the site as well as the investment the state has made to bring this park to life and ensure the integrity of the park for future generations.

Therefore, we request the following be considered in the Draft EIR and other planning processes and decisions for the project:

1) "No project" alternative and reasonable range of feasible alternatives. As is frequently the case, the "no project" alternative will undoubtedly be the environmentally superior alternative, and rejecting the proposed project entirely must be seriously considered as the appropriate end result of the completed environmental and planning process. We do not believe that this project merits the extraordinary changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. The range of reasonable alternatives must include those that will achieve some of the main project goals without dominating LASHP and devastating park views to the west and northwest.

2) Reduction in footprint. The project is completely inconsistent with the proposed community plan update. The community plan update is itself inadequate in that it provides no density buffer around the park. This project proposal - specifically the South Parcel part of the project - is greatly in excess of the proposed building height for the new community plan update. Whereas the new zoning code would allow base 12 stories and maximum 15 stories with bonuses, this proposal on the South Parcel proposes 26 stories in at least one of the two towers in that part of the project. This project takes an already inadequate level of protection and destroys the sense of place of the park. If built as designed, the overwhelming development would dominate LASHP and much of the community from the bluff above the park. We request that alternative designs be considered in the EIR and planning processes that better fit the development's context adjacent to LASHP and the historic communities surrounding the park.

3) Cumulative Impacts. The EIR must include a thorough, rigorous, and objective analysis of the development project's cumulative impact on LASHP. The project as proposed will restrict views of downtown and other views from the park that are important for the park's central place in downtown Los Angeles. The project with its high building density has the potential to throw shadows on the park. Therefore, the EIR must include a study of views of the development from all angles in the park, as well as from the community on all sides of the park. The EIR should include a study of shadows that would be cast on the park by the development. Furthermore, the planning process should employ a "story pole" installation or similar method on site as soon as practicable and during the EIR comment process so that the public can have a clear sense of the scale and visual impact of the project.

   In addition, the cumulative impacts of this project and other nearby developments, especially the L.A. Aerial Rapid Transit project that is planned for the same location, should be studied in the EIR.

4) Traffic Impact Analysis needed. The EIR must include a rigorous, objective analysis of the project's impact on traffic to and from the park and in the surrounding community as well as safety for visitors and residents. Increased traffic from the project at its proposed scale could negatively affect access to the park by vehicles, pedestrians,

5) public transit, and bicycle riders. Increased traffic could conflict with other adopted plans, policies, and programs for public transit, bicycle, and pedestrian facilities in the area. Excess traffic from the project could compromise the safety of visitors to the park and residents in the community, particularly schoolchildren, and their safe access to the park. The range of reasonable alternatives studied in the EIR must include alternative scales of numbers of residential units, amount of retail space, offices, and parking spaces, and the different impacts those alternatives would have on traffic and safety.

6) Public Access not addressed. The NOP does not contain any notice of the project's impact, either negative or positive, on future access to the park. The EIR must consider the negative impact the project could have on access to the park and consider alternatives, including potential public access to the park through the property.

7) Community Benefit Agreement. The EIR and planning process must consider an appropriate community benefit agreement (CBA) as mitigation for the significant environmental and other impacts the project will bring to LASHP. Millions of dollars and countless hours of state taxpayer funds, as well as park staff and volunteer time, have been invested to create, build, and maintain LASHP. The surrounding communities were instrumental in creating the park and continue to support it. The financial benefit to this private project's adjacency to this public amenity will be immense. Therefore, the project must include creation of a CBA to share a fair portion of the value added to the development as a mitigation for its significant impacts on the park and community.

We welcome the opportunity to meet with you remotely or in person to discuss our concerns and requests. We look forward to working constructively with you and the developers throughout this public process.

Sincerely



Laura Velkei
on behalf of LA Parks Alliance

Polonia Majas <polonia.majas@lacity.org>

LA River State Park Partner's Comments regarding the Buena Vista Project Notice of Preparation

1 message

Patricia Pérez <patricia@vpepr.com> Mon, Aug 23, 2021 at 12:53 PM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>
Cc: "jon.a.christensen@gmail.com" <jon.a.christensen@gmail.com>, "Andy Vought (avought1954@gmail.com)" <avought1954@gmail.com>, Sean Woods <woodsinla@yahoo.com>, Ruth Coleman <rdgcoleman@gmail.com>

Dear Ms. Majas:

The Los Angeles River State Park Partners, a nonprofit organization dedicated to supporting the three state parks along the Los Angeles River which are the Los Angeles State Historic Park, Río de Los Angeles State Park, and the Bowtie Parcel, has reviewed the Notice of Preparation for the Buena Vista Project. And are writing to transmit some of our specific concerns, which are detailed below. We request that the issues we raise here be addressed in the Environmental Impact Review and other planning processes and future decisions for the project.

As background, we support the development of housing and particularly the protection of existing affordable housing and development of new affordable housing, as well as increased housing density near transit, in the neighborhoods around Los Angeles State Historic Park (LASHP). We believe parks exist and thrive within vibrant communities. The State Historic Park was created because the communities surrounding the park advocated for a park. That is why we, as a park support organization, take a holistic view of the parks we serve and their communities.

LASHP is seen by many as the “Central Park” of Los Angeles. With this project, we are at a crucial decision-making point for the future of the park and the surrounding community. The integrity of the EIR and planning process for this project, and ultimately whatever happens on this site, will greatly determine the experiences people have at LASHP.

Therefore, we request the following be considered in the Draft EIR and other planning processes and decisions for the project:

1) That a “no project” alternative be considered in the DEIR. We do not believe that this project merits the extraordinary changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. We are not opposed to appropriate development of this site. But we do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

2) That the project be required to maintain and preserve a sense of place in the park and surrounding community. The context for LASHP is, as its name indicates, historic. Millions of dollars have been invested in protecting that historic sense of place which is not reflected in the current proposal’s design. If built as designed, the overwhelming development would dominate LASHP and much of the community from the bluff above the park. We request that alternative designs be considered in the EIR and planning processes that better fit the development’s context adjacent to LASHP and the historic communities surrounding the park.

3) That the EIR include a thorough, rigorous, and objective analysis of the development project's cumulative impact on LASHP. Specifically, we are concerned that the project restricts views of downtown and other views from the park that are important for the park's central place in downtown Los Angeles. We are also concerned about shadows that could be cast by the buildings on to the park. Therefore, we request that the EIR include a study of views of the development from all angles in the park, as well as from the community on all sides of the park. We also request that the EIR include a study of shadows that would be cast on the park by the development. And we request that the EIR require a "story pole" installation or similar method on site during the EIR comment process so that the public can have a clear sense of the scale and visual impact of the project.

4) That the EIR include a rigorous, objective analysis of the project's impact on traffic to and from the park and in the surrounding community as well as safety for visitors and residents. We are concerned that increased traffic from the project at its proposed scale could negatively affect access to the park by vehicles, pedestrians, public transit, and bicycle riders. We are also concerned that increased traffic could conflict with other adopted plans, policies, and programs for public transit, bicycle, and pedestrian facilities in the area. We are concerned about the safety of visitors to the park and residents in the community, particularly schoolchildren, and their safe access to the park. We request that the EIR require the project to consider alternative scales of numbers of residential units, amount of retail space, offices, and parking spaces, and the different impacts those alternatives would have on traffic and safety.

5) That the EIR specifically require the project to consider access to LASHP. The NOP does not contain any notice of the project's impact, either negative or positive, on future access to the park. We request that the EIR consider the negative impact the project could have on access to the park. We also request that the EIR consider alternatives, including potential public access to the park through the property.

6) That the EIR require the project to consider a park and community benefit agreement (CBA). Millions of dollars and countless hours of state park staff and volunteer time have been invested in creating LASHP. The surrounding communities were instrumental in creating the park and continue to support it. The private project will benefit financially from its adjacency to this public amenity. Therefore, we request that the project consider, among the alternatives studied in the EIR, the creation of a CBA that will share with the park and community some fair portion of the value added to the development by the park.

7) That the EIR include analysis of alternatives for affordable housing units in the project and protecting affordable housing in the surrounding community. Currently, the NOP includes 200 units of affordable housing. However, there is no indication of the level of affordability of those units. This project as currently proposed will exacerbate gentrification and displacement of local residents. It is crucial that those affordable units match the needs of the community. Therefore, we request that the EIR include alternatives different levels of affordability for those units in the project, as well as alternatives for protecting existing affordable housing in the surrounding community, through a CBA or other mechanisms.

8) That the EIR include analysis of the impact of the commercial businesses planned as part of the development and alternatives for local community-serving businesses.

We welcome the opportunity to meet with you remotely or in person to discuss our concerns and requests. We look forward to working constructively with you and the developers throughout this public process.

Sincerely

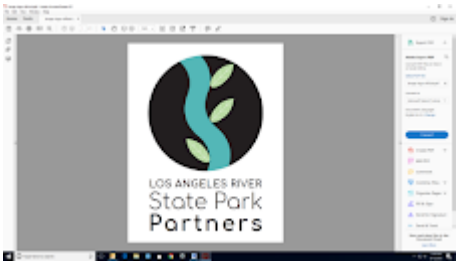
Patricia Pérez

Chair

patricia@vpepr.com

(626) 390-6444

2 attachments



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LARSPP Buenva Vista Project NOP comment letter 082221.pdf
96K

August 19, 2021

Polonia Majas
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
E-mail: polonia.majas@lacity.org

Re: ENV-2016-4064-EIR, Buena Vista Project

Dear Ms. Majas:

The Los Angeles River State Park Partners, a nonprofit organization dedicated to supporting the three state parks along the Los Angeles River which are the Los Angeles State Historic Park, Río de Los Angeles State Park, and the Bowtie Parcel, has reviewed the Notice of Preparation for the Buena Vista Project. And are writing to transmit some of our specific concerns, which are detailed below. We request that the issues we raise here be addressed in the Environmental Impact Review and other planning processes and future decisions for the project.

As background, we support the development of housing and particularly the protection of existing affordable housing and development of new affordable housing, as well as increased housing density near transit, in the neighborhoods around Los Angeles State Historic Park (LASHP). We believe parks exist and thrive within vibrant communities. The State Historic Park was created because the communities surrounding the park advocated for a park. That is why we, as a park support organization, take a holistic view of the parks we serve and their communities.

LASHP is seen by many as the "Central Park" of Los Angeles. With this project, we are at a crucial decision-making point for the future of the park and the surrounding community. The integrity of the EIR and planning process for this project, and ultimately whatever happens on this site, will greatly determine the experiences people have at LASHP.

Therefore, we request the following be considered in the Draft EIR and other planning processes and decisions for the project:

1) That a "no project" alternative be considered in the DEIR. We do not believe that this project merits the extraordinary changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. We are not opposed to appropriate development of this site. But we do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

2) That the project be required to maintain and preserve a sense of place in the park and surrounding community. The context for LASHP is, as its name indicates, historic. Millions of dollars have been invested in protecting that historic sense of place which is

not reflected in the current proposal's design. If built as designed, the overwhelming development would dominate LASHP and much of the community from the bluff above the park. We request that alternative designs be considered in the EIR and planning processes that better fit the development's context adjacent to LASHP and the historic communities surrounding the park.

3) That the EIR include a thorough, rigorous, and objective analysis of the development project's cumulative impact on LASHP. Specifically, we are concerned that the project restricts views of downtown and other views from the park that are important for the park's central place in downtown Los Angeles. We are also concerned about shadows that could be cast by the buildings on to the park. Therefore, we request that the EIR include a study of views of the development from all angles in the park, as well as from the community on all sides of the park. We also request that the EIR include a study of shadows that would be cast on the park by the development. And we request that the EIR require a "story pole" installation or similar method on site during the EIR comment process so that the public can have a clear sense of the scale and visual impact of the project.

4) That the EIR include a rigorous, objective analysis of the project's impact on traffic to and from the park and in the surrounding community as well as safety for visitors and residents. We are concerned that increased traffic from the project at its proposed scale could negatively affect access to the park by vehicles, pedestrians, public transit, and bicycle riders. We are also concerned that increased traffic could conflict with other adopted plans, policies, and programs for public transit, bicycle, and pedestrian facilities in the area. We are concerned about the safety of visitors to the park and residents in the community, particularly schoolchildren, and their safe access to the park. We request that the EIR require the project to consider alternative scales of numbers of residential units, amount of retail space, offices, and parking spaces, and the different impacts those alternatives would have on traffic and safety.

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6) That the EIR require the project to consider a park and community benefit agreement (CBA). Millions of dollars and countless hours of state park staff and volunteer time have been invested in creating LASHP. The surrounding communities were instrumental in creating the park and continue to support it. The private project will benefit financially from its adjacency to this public amenity. Therefore, we request that the project consider, among the alternatives studied in the EIR, the creation of a CBA that will share with the park and community some fair portion of the value added to the development by the park.

7) That the EIR include analysis of alternatives for affordable housing units in the project and protecting affordable housing in the surrounding community. Currently, the NOP includes 200 units of affordable housing. However, there is no indication of the level of

affordability of those units. This project as currently proposed will exacerbate gentrification and displacement of local residents. It is crucial that those affordable units match the needs of the community. Therefore, we request that the EIR include alternatives different levels of affordability for those units in the project, as well as alternatives for protecting existing affordable housing in the surrounding community, through a CBA or other mechanisms.

8) That the EIR include analysis of the impact of the commercial businesses planned as part of the development and alternatives for local community-serving businesses.

We welcome the opportunity to meet with you remotely or in person to discuss our concerns and requests. We look forward to working constructively with you and the developers throughout this public process.

Sincerely



Patricia Pérez, Board Chair
Los Angeles River State Park Partners

Polonia Majas <polonia.majas@lacity.org>

ENV - 2016 - 4064 - EIR, Buena Vista Project

1 message

chel2203@aol.com <chel2203@aol.com> Mon, Aug 30, 2021 at 3:46 PM
Reply-To: chel2203@aol.com
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>

Dear Ms. Majas:

I am writing to second the concerns regarding the Buena Vista Project as outlined in the attached letter from the Los Angeles River State Park Partners (LARSPP), and request that utmost care for the area's natural and historical resources be upheld. I have volunteered with Los Angeles State Historic Park (LASHP) in habit restoration since prior to its reopening to the public in April 2017. I visit the park regularly, and run there weekly with the Chinatown Fit Club and Asian Pacific Islander (API) Forward Movement. Along with the growth of the native plants I have stewarded, I have witnessed rapid growth and change in the neighborhood around the park over the past few years, particularly with the large-scale development of the Llewelyn housing complex to the southeast of the park. While I recognize that development brings economic opportunity to the City and its residents, I encourage all due caution be exercised, especially around such a historically significant site. This park can be considered the cradle of Los Angeles, where many people first glimpsed their new home in the City, as the Southern Pacific Railroad brought thousands west in the late 1800s.

As 32 acres of open, green space in downtown LA, LASHP is truly unique, without comparison in the park-poor vicinity. Countless studies cite the benefits of urban green space for community health, such as:
https://www.fs.usda.gov/features/improving-urban-health-through-green-space
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2566234/
Accordingly, the current park space, complete with open views of the downtown skyline and expanses of sky, holds immeasurable value for the residents of the City of Los Angeles. The proposed Buena Vista Project would block views of the park from some residents of Solano Canyon, many of whom advocated for the park to exist, rather than this former brownfield becoming one million square feet of industrial development.

In addition to the views expressed in the attached letter from LARSPP, my request is that any designs for this site integrate with the surroundings as seamlessly as possible so as not to cast shadows, block views, impede access, exacerbate traffic, or otherwise dwarf the park that is enjoyed by thousands of LA residents and visitors. This park is a significant asset to the community and its health. From the legacy of the Tongva people who lived on this site prior to European settlers, to the many communities of color surrounding the park and those who fought for the park to exist in the first place, this site is priceless within LA. Any development should reflect and honor the singular history, nature and culture that makes this space unique, and complement the surrounding neighborhood and park, rather than simply trying to maximize square footage.

Many thanks for your facilitation of this public process.

Michelle White
Volunteer, LA State Historic Park and California State Parks Foundation

LARSPP Buenva Vista Project NOP comment letter 082221.pdf
96K

August 19, 2021

Polonia Majas
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
E-mail: polonia.majas@lacity.org

Re: ENV-2016-4064-EIR, Buena Vista Project

Dear Ms. Majas:

The Los Angeles River State Park Partners, a nonprofit organization dedicated to supporting the three state parks along the Los Angeles River which are the Los Angeles State Historic Park, Río de Los Angeles State Park, and the Bowtie Parcel, has reviewed the Notice of Preparation for the Buena Vista Project. And are writing to transmit some of our specific concerns, which are detailed below. We request that the issues we raise here be addressed in the Environmental Impact Review and other planning processes and future decisions for the project.

As background, we support the development of housing and particularly the protection of existing affordable housing and development of new affordable housing, as well as increased housing density near transit, in the neighborhoods around Los Angeles State Historic Park (LASHP). We believe parks exist and thrive within vibrant communities. The State Historic Park was created because the communities surrounding the park advocated for a park. That is why we, as a park support organization, take a holistic view of the parks we serve and their communities.

LASHP is seen by many as the "Central Park" of Los Angeles. With this project, we are at a crucial decision-making point for the future of the park and the surrounding community. The integrity of the EIR and planning process for this project, and ultimately whatever happens on this site, will greatly determine the experiences people have at LASHP.

Therefore, we request the following be considered in the Draft EIR and other planning processes and decisions for the project:

1) That a "no project" alternative be considered in the DEIR. We do not believe that this project merits the extraordinary changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. We are not opposed to appropriate development of this site. But we do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

2) That the project be required to maintain and preserve a sense of place in the park and surrounding community. The context for LASHP is, as its name indicates, historic. Millions of dollars have been invested in protecting that historic sense of place which is

not reflected in the current proposal's design. If built as designed, the overwhelming development would dominate LASHP and much of the community from the bluff above the park. We request that alternative designs be considered in the EIR and planning processes that better fit the development's context adjacent to LASHP and the historic communities surrounding the park.

3) That the EIR include a thorough, rigorous, and objective analysis of the development project's cumulative impact on LASHP. Specifically, we are concerned that the project restricts views of downtown and other views from the park that are important for the park's central place in downtown Los Angeles. We are also concerned about shadows that could be cast by the buildings on to the park. Therefore, we request that the EIR include a study of views of the development from all angles in the park, as well as from the community on all sides of the park. We also request that the EIR include a study of shadows that would be cast on the park by the development. And we request that the EIR require a "story pole" installation or similar method on site during the EIR comment process so that the public can have a clear sense of the scale and visual impact of the project.

4) That the EIR include a rigorous, objective analysis of the project's impact on traffic to and from the park and in the surrounding community as well as safety for visitors and residents. We are concerned that increased traffic from the project at its proposed scale could negatively affect access to the park by vehicles, pedestrians, public transit, and bicycle riders. We are also concerned that increased traffic could conflict with other adopted plans, policies, and programs for public transit, bicycle, and pedestrian facilities in the area. We are concerned about the safety of visitors to the park and residents in the community, particularly schoolchildren, and their safe access to the park. We request that the EIR require the project to consider alternative scales of numbers of residential units, amount of retail space, offices, and parking spaces, and the different impacts those alternatives would have on traffic and safety.

5) That the EIR specifically require the project to consider access to LASHP. The NOP does not contain any notice of the project's impact, either negative or positive, on future access to the park. We request that the EIR consider the negative impact the project could have on access to the park. We also request that the EIR consider alternatives, including potential public access to the park through the property.

6) That the EIR require the project to consider a park and community benefit agreement (CBA). Millions of dollars and countless hours of state park staff and volunteer time have been invested in creating LASHP. The surrounding communities were instrumental in creating the park and continue to support it. The private project will benefit financially from its adjacency to this public amenity. Therefore, we request that the project consider, among the alternatives studied in the EIR, the creation of a CBA that will share with the park and community some fair portion of the value added to the development by the park.

7) That the EIR include analysis of alternatives for affordable housing units in the project and protecting affordable housing in the surrounding community. Currently, the NOP includes 200 units of affordable housing. However, there is no indication of the level of

affordability of those units. This project as currently proposed will exacerbate gentrification and displacement of local residents. It is crucial that those affordable units match the needs of the community. Therefore, we request that the EIR include alternatives different levels of affordability for those units in the project, as well as alternatives for protecting existing affordable housing in the surrounding community, through a CBA or other mechanisms.

8) That the EIR include analysis of the impact of the commercial businesses planned as part of the development and alternatives for local community-serving businesses.

We welcome the opportunity to meet with you remotely or in person to discuss our concerns and requests. We look forward to working constructively with you and the developers throughout this public process.

Sincerely



Patricia Pérez, Board Chair
Los Angeles River State Park Partners

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Scoping Comments on Proposed Buena Vista Project (Case No. ENV-2016-4064-EIR)

1 message

Nagami, Damon <dnagami@nrdc.org> Tue, Aug 31, 2021 at 2:33 PM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>
Cc: "gilbert.cedillo@lacity.org" <gilbert.cedillo@lacity.org>, "Gerald.Gubatan@lacity.org" <Gerald.Gubatan@lacity.org>, "Rehman, Waqas" <WRehman@bos.lacounty.gov>, "Duran-Medina, Guadalupe" <GDuran-Medina@bos.lacounty.gov>, "Reyes, Martin" <MReyes@bos.lacounty.gov>, "baysdar.thomasian@sen.ca.gov" <baysdar.thomasian@sen.ca.gov>, "Unai.Montes@asm.ca.gov" <Unai.Montes@asm.ca.gov>

Dear Ms. Majas:

On behalf of the Natural Resources Defense Council (NRDC), Southeast Asian Community Alliance (SEACA), and several other environmental, community, and social justice organizations and individuals, attached please find our comments on the Notice of Preparation of an Environmental Impact Report (EIR) for the proposed Buena Vista mixed-use residential and commercial retail project (Project) that would be located adjacent to Los Angeles State Historic Park.

Thank you for considering our comments, and please notify us as soon as the draft EIR is available for review. In the meantime, we look forward to additional dialogue and opportunities for public involvement and input as part of the formal environmental review process.

Best regards,

DAMON NAGAMI

Senior Attorney, Nature Program
Director, Southern California Ecosystems Project

NATURAL RESOURCES

DEFENSE COUNCIL

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Please save paper.
Think before printing.

FINAL Buena Vista NOP comment letter 8.31.21.pdf
676K

August 31, 2021

Via Email (polonia.majas@lacity.org)

Polonia Majas
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

Re: Scoping Comments on Proposed Buena Vista Project (Case No. ENV-2016-4064-EIR)

Dear Ms. Majas,

On behalf of the Natural Resources Defense Council (NRDC), Southeast Asian Community Alliance (SEACA), and the other undersigned environmental, community, parks, and social justice organizations and individuals, we respectfully submit our comments on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Buena Vista mixed-use residential and commercial retail project (Project) that would be located adjacent to Los Angeles State Historic Park (LASHP).

The Project proposes a construction of 986 housing units with 38,800 square feet of commercial space and 1,417 parking spaces located in three high-rise towers, a three-story retail block, a six-story courtyard building, and a connecting podium, atop a three-story garage structure. The construction would top out at 347.6 feet on the south portion of the project and at 212 feet at the north end. Such a massive project could have wide-ranging impacts to surrounding neighborhoods and the adjacent LASHP. It is, therefore, of utmost importance that community members and stakeholders are well informed about the project and its effects, and are able to provide feedback, and that the feedback is meaningfully incorporated into the forthcoming environmental review and Project approval process.

To this end, both the Department of City Planning (DCP) and the development team are failing the community. The community surrounding the project is home to low-income residents,

many of whom are immigrant and refugee families who face significant language and technology barriers. In addition, the community has been heavily impacted by past racist planning policies disproportionately affecting communities of color and immigrant populations, as well as by the current severe housing crisis forcing long-time residents to leave their communities or face homelessness. The area has also been one of the hardest hit by the health and economic devastation brought on by the COVID-19 pandemic.

In light of these compounding hardships, special consideration must be given to community engagement efforts. Disappointingly, instead of ensuring maximum participation by the Chinese-speaking residents, the Project scoping meeting held on August 18, 2021 was translated into Mandarin and not Cantonese, preventing the largely Cantonese-speaking Chinese-American community from participating. It is vital that notices and engagement be provided in a timely manner, and be circulated in the various languages represented in the community, specifically Vietnamese, Spanish, and the following Chinese dialects: Cantonese, Chiu Chow, and Toisan, and not just in Spanish and Mandarin as during the scoping meeting.

The Project raises significant concerns related to displacement of local residents. Residents and community partners have reported a significant increase in landlord harassment and evictions of long-term residents as development activity has increased in the area. As two of the lowest income neighborhoods in Los Angeles, Chinatown and Solano Canyon are home to residents at high risk for displacement and homelessness. Given that the majority of residents are transit-dependent, and in fact many even walk to work, the Project's displacement impacts will have a demonstrable effect on the environment. Several studies have shown that greenhouse gas emissions increase when low-income, transit-dependent residents are supplanted by wealthier, car-owning residents in transit-rich neighborhoods. Many of these concerns were brought up by the community in 2018 at the scoping meeting for an earlier version of this Project. Although the Project has been redesigned and is undergoing an entirely new environmental review process, the issues brought up by the community remain, and little information to address these issues was incorporated into the staff's presentation at the scoping meeting. It is objectionable that three full years after raising specific issues, the planning staff and the Project team still had so little information to provide to the community members.

The Project also raises concerns over its potential impacts on LASHP. Known locally as the "Cornfields," this jewel of an urban park is the result of relentless efforts by a diverse coalition of local community members, activists, and environmental justice advocates to prevent the development of the 32-acre site into industrial warehouses. The acquisition of the land and creation of an urban state park on the site are renowned as two of the most significant environmental justice victories in Los Angeles and have been regarded as a catalyst for the revitalization of the Los Angeles River greenway.

Our concerns about the proposed Project's impacts on the environment and local communities and our recommendations for what issues should be addressed in the EIR are provided in greater detail below.

Development Impacts on Local Communities

We are concerned about the potential development impacts on local communities, including the potential for increased population concentrations, altered population distribution and displacement of local residents, and increased burdens on existing community services. CEQA requires the EIR to "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." This analysis should look at the potential impacts of the Project on existing community services and discuss whether the project will "encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively."[1]

In order to address the potential impacts the Project may have on population distribution and the displacement of local residents, the EIR should analyze and consider mitigation measures, such as requiring affordable housing *at levels that are actually affordable to the extremely low-income residents in the neighborhood*. While the revised Project states that it includes 200 "affordable" units, it makes no mention of the level of affordability. Given the City's deep housing affordability crisis and the income levels of current residents, the EIR must study more and deeper residential affordability.

Greenhouse Gas Emissions

We are concerned about the proposed Project's potential to emit significant quantities of greenhouse gases. The construction of the Project, notably the use of fossil-fuel powered construction equipment and the transportation of construction materials, will emit greenhouse gases. Additionally, the Project design includes 1,417 parking spots, which indicates the project applicants are anticipating many people will be driving to the Project site. Driving to and from the Project will also produce greenhouse gas emissions. Furthermore, the Project is located on a major bus thoroughfare on which many local residents, students, and workers rely. The Project is likely to impede access to the bus stops, discouraging ridership and decreasing rider safety.

Consistent with CEQA Guideline §15126.4, "lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions."[2] Therefore, the EIR should discuss the effects of the Project's greenhouse gas emissions and include measures to mitigate significant effects. The EIR should address whether installing electric vehicle charging stations, increasing public transportation infrastructure, pedestrian walkways, and bus and bike lanes, and other measures could help mitigate the effects of the greenhouse gas emissions produced by vehicles driving to and from the site and to address traffic impacts.

Air Quality

We are concerned about the Project's potential impacts on air quality. Demolition of existing buildings, excavation, and the construction of the Project will emit air pollutants into the

[1] Cal. Code Regs. tit. 14, § 15126.2.
[2] Cal. Code Regs. tit. 14, § 15126.4.

atmosphere. The LA Basin is a nonattainment area for lead, PM 2.5, and ozone.[3] Moreover, Chinatown is already in the 98th percentile for diesel emissions and the 99th percentile for Pollution Burden according to CalEnviroScreen.[4] The adjacent community is home to the region's most vulnerable population of low-income immigrants and refugees, including a disproportionate number of seniors.[5] The EIR should discuss how the Project will impact air quality and the Project's effects on the neighborhood and sensitive receptors in an already overburdened community, as well as on the LA Basin's ability to achieve attainment for the lead, PM 2.5, and ozone National Ambient Air Quality Standards.

Light and Noise Pollution

We are concerned about the impacts of noise and light pollution on the neighboring communities and the animals that live in the adjacent park. Construction of the Project, as well as the residential and commercial use of the Project site, has the potential to cause light and noise pollution that may disrupt residents and interfere with wildlife behavior. The EIR should discuss the Project's light and noise pollution impacts. Additionally, the Project proposes outdoor and rooftop amenities, such as pools and gathering areas, that could potentially generate noise effects on the surrounding community well after the initial construction impacts.

Energy Efficiency and Conservation

We are concerned about the Project's potential to use significant quantities of energy. CEQA states that an EIR "shall describe feasible measures, which could minimize significant adverse impacts, including where relevant, inefficient and unnecessary consumption of energy," and requires that "[e]nergy conservation measures, as well as other appropriate mitigation measures, shall be discussed when relevant."[6] The large residential and commercial buildings have the potential to use and waste significant quantities of electricity. The EIR should discuss how energy conservation equipment and design features could be implemented. The EIR should discuss the use of energy-efficient light bulbs in all of the Project's buildings and motion-activated lighting in common and public areas, the installation of solar panels, and other energy-efficient building features.

Increased Vehicle Miles Traveled and Inconsistency with Local and State Policies Promoting Walking, Biking, and Public Transportation

The EIR should discuss how the construction of 986 new residential units and over 23,800 square feet of commercial space will impact vehicle-miles traveled and traffic around the site. The Project proposes to include 1,417 parking spots, which is almost 1.5 spots per residential unit. What impact will over a thousand vehicles driving to and from the Project site have on the surrounding community? Additionally, the Project is located on a key bus thoroughfare that connects Chinatown and Solano Canyon with Lincoln Heights and the LA County-USC Medical Center. How will construction impact bus access and pedestrian safety for

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[3] U.S. EPA, *Current Nonattainment Counties for All Criteria Pollutants*, (Sept. 30, 2017) https://www3.epa.gov/airquality/greenbook/ancl.html.

[4] https://oehha.ca.gov/calenviroscreen/maps-data.

[5] http://maps.latimes.com/neighborhoods/neighborhood/chinatown.

[6] Cal. Code Regs. tit. 14, § 15126.4.

the local residents, workers, and students who rely on the bus stops located immediately in front of the Project?

The EIR should also discuss whether the proposed parking spots are necessary and appropriate in light of the Project's close proximity to public transportation and local and state policies that support the use of public transportation. For example, California's Sustainable Communities and Climate Protection Act requires the Air Resources Board to set regional targets for GHG emissions reductions from passenger vehicle use.[7] LA is in the Southern California Association of Governments region, which is supposed to reduce its regional greenhouse gas emissions by 13% by 2025. Additionally, Los Angeles' Mobility Plan 2035, Metro First Last Mile Strategic Plan, and Measure JJJ (Transit-Oriented Communities) all promote walking, bicycling, and public transportation and increasing mobility and access for individuals who do not have cars.

The EIR should include an evaluation of transportation demand management strategies in lieu of parking, such as enhanced bicycle and pedestrian access, secure bike parking and bikeshare programs, carshare, and transit passes in order to decrease vehicle miles traveled to and from the Project site and align with state and local pedestrian and public transportation policies.[8]

The EIR should include an evaluation of the Project's impacts on pedestrian safety and access to public transit infrastructure.

Inconsistencies with the City of Los Angeles General Plan

CEQA Guidelines § 15125(d) states, "The EIR shall discuss any inconsistencies between the proposed project and applicable general plans, specific plans and regional plans."[9] The Project will require several permits and approvals from the City of Los Angeles, including a General Plan Amendment to change the land use designation of the Project site from Light Industrial to Regional Commercial, a Zone Change, a height district change, and the approval of a Site Plan Review. The EIR should analyze and mitigate potential inconsistencies between the proposed Project and the City of Los Angeles General Plan and any other applicable specific and regional plans.

Application of Local Planning Ordinances and Initiatives

The City of Los Angeles's Central City North Community Plan (Community Plan),[10] Cornfield-Arroyo Seco Specific Plan (CASP) Ordinance, and Transit Oriented Communities Incentive Program are intended to promote the construction of affordable housing in Los Angeles. CASP created zoning regulations that "provide areas where residential, commercial, and light industrial uses can co-locate horizontally and/or vertically; facilitate the development of

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[7] SB 375 http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080930_chaptered.pdf.

[8] SB 743 http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743.

[9] Cal. Code Regs. tit. 14, § 15125.

[10] https://planning.lacity.org/odocument/e06434a6-341a-48ed-97dc-8f6a85780951/Central_City_North_Community_Plan.pdf

mixed-use and affordable housing projects; and ensure the continued provision of housing for extremely low and very low-income populations."[11] The TOC Program creates incentives for building affordable housing near public transit.[12] We ask that the Department apply the provisions of CASP and the TOC Program to the Project. These embody important efforts by the City of Los Angeles to address the lack of affordable housing in Los Angeles, and the application of these programs could help make the Project consistent with the needs of adjacent communities.

Neighborhood-Serving Retail Uses

The Notice of Preparation mentions the Project will include approximately 15,000 square feet of "neighborhood-serving retail uses." The EIR should address what types of retail uses will be built and how these uses will serve the neighborhood. For example, will the shops and restaurants be accessible and affordable for members of the neighboring communities? The EIR should include a mitigation measure that promotes local and small business development in the Project's retail spaces by offering reduced rental rates for local businesses.

The Project's Public Spaces

The information in the Notice of Preparation about the Project's public spaces is unclear and hard to understand or calculate, and should be clarified and expanded. The Project description mentions 31,288 sf (0.72 acres) of proposed public open space located within the South Parcel, and 37,776 sf (0.87 acres) within the North Parcel, as well as a public walkway and a "public amenity" of unspecified size that would link the two parcels. This is not enough information to evaluate how much public open space is being incorporated into the Project compared to non-public areas, or compared to the 2.22 acres of public open space that were proposed in the previous iteration of the Project. The EIR should discuss the design of these outdoor spaces, and incorporate measures to ensure that the areas and amenities are truly open to public use, including maximization of public space at ground floor level and making it accessible from the street, installing amenities such as water fountains, charging stations, and public toilets, and ensuring that the spaces are welcoming and inclusive of all community members. Community input should be considered, and the outdoor spaces should be designed to best fit the needs of the local residents.

Additionally, the EIR should discuss how the project will deal with waste generated by the Project (trash, recycling, and compost collection) and address water usage for landscaping and irrigation of the Project's parks and plazas.

Impacts on Los Angeles State Historic Park

We are deeply concerned about the Project's potential to interfere with the public's use and enjoyment of LASHP. The EIR should address the Project's impacts on the scenic and aesthetic value of the park, the public's ability to access and use the park, and the Project's impacts on the park as a cultural and historical resource. The Project will derive a great deal of

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[11] LA Dept. of City Planning, *CASSP Zoning and Standards*, https://planning.lacity.org/EIR/CornfieldArroyo/Ord_Adopt/Web02_CASP.pdf.

[12] https://planning.lacity.org/odocument/39fae0ef-f41d-49cc-9bd2-4e7a2eb528dd/TOCGuidelines.pdf

scenic and aesthetic value from the park, but no attention has been given to how the park will be impacted by the Project.

Scenic and Aesthetic Value

The proposed Project will include seven buildings, including three that would be fifteen (15), twenty-two (22), and twenty-six (26) stories tall -- all taller than the tallest building in the Project's prior iteration, and in the case of the 26-story building, almost twice as tall. The EIR should discuss and analyze the effects these extremely tall buildings will have on the scenic and aesthetic value of the park. Will these buildings obstruct views of or from the park? Will the buildings create shadows on or shade the park, and if so, how might this affect the usability and aesthetics of the park?

Public Access and Use

The EIR should discuss and analyze how the Project will impact public access and use of the park. Will the Project allow community members and pedestrians north of Broadway to cross through the Project site to access the park? Will the Project include other public accessways? Will the Project interfere with the public's ability to use the park for recreational, social, and cultural events? The EIR should include mitigation measures and project alternatives that will ensure the Project does not interfere with the public's use of the park. For example, the EIR should explore a mitigation measure that would require the construction of a bridge to connect the surrounding communities to the park.

Cultural and Historic Resources

The park is a historic resource, and it is known to contain Native American cultural resources, notably the remnants of the Zanja Madre. The EIR should discuss whether the Project will disturb the park's historic and cultural resources and include project alternatives and mitigation measures that address significant effects on these resources. The EIR's discussion should be consistent with CEQA Guidelines sections 15064.5 and 15126.4(b).

Alternatives

In light of the numerous concerns regarding the Project that are outlined above, we urge DCP to discuss and analyze in the EIR a range of alternatives that would attempt to address and mitigate the impacts we have described. Such alternatives should include, in addition to the no-project alternative, an alternative with a much smaller development footprint, and an alternative consisting of 100% (or close to 100%) deeply affordable housing.

Cumulative Impacts

In addition to analyzing the above listed potential impacts, the EIR must analyze the project within its cumulative context. The project is in close proximity to a number of additional large-scale projects including, but not limited to, the 27-story mixed-use "Harmony" development located at 942 North Broadway, the Pagoda hotel redevelopment located at 995 North Broadway, and the proposed LA-Aerial Rapid Transit (gondola) project that plans to be adjacent to and cut over the project site. All of these projects, and others, should be analyzed in the EIR especially with respect to sensitive receptors, such as schools, houses of worship, and recreation areas for senior citizens.

Conclusion

Thank you for considering our comments, and please notify us of the availability of the draft EIR. In the meantime, we look forward to additional dialogue and opportunities for public involvement and input as part of the formal environmental review process.

Very truly yours,

Damon Nagami
Senior Attorney
Natural Resources Defense Council

Sissy Trinh
Executive Director
Southeast Asian Community Alliance

Julia Meltzer
Executive Director
Clockshop

Bruce Reznik
Executive Director
Los Angeles Waterkeeper

Marissa Christiansen
President/CEO
Friends of the LA River

Elva Yañez
Director of Health Equity
Prevention Institute

Sara R. Harris
Co-founder/President
1866 (in Historic Solano Canyon)

Heng Lam Foong
Program Director
Asian Pacific Islander Forward Movement

Mark Kenyon
Executive Director
North East Trees

Individual signer (titles and organizations for identification purposes only):

Jon Christensen, Adjunct Assistant Professor
UCLA Institute of the Environment and Sustainability and Luskin Center for Innovation

Cc: Honorable Gil Cedillo, Los Angeles City Council, 1st District
Gerald Gubatan, Senior Planning Director, Office of Councilmember Gil Cedillo
Honorable Hilda Solis, Los Angeles County Board of Supervisors, 1st District
Waqas Rehman, Director of Planning and Development, Office of Supervisor Hilda Solis
Guadalupe Duran-Medina, Planning Deputy, Office of Supervisor Hilda Solis
Martin Reyes, Transportation Deputy, Office of Supervisor Hilda Solis
Honorable María Elena Durazo, California Senate District 24
Baysdar Thomasian, District Consultant, Office of Senator María Elena Durazo
Honorable Wendy Carrillo, California Assembly District 51
Unai Irueste-Montes, Communications Deputy, Office of Assembly Member Wendy Carrillo

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Comments (ENV-2016-4064-EIR)

1 message

Diane Valencia <diane@seaca-la.org> Tue, Aug 31, 2021 at 3:25 PM
To: polonia.majas@lacity.org
Cc: Gilbert.Cedillo@lacity.org, Gerald.Gubatan@lacity.org

Dear Ms. Majas and to Whom Will Take These Housing Issues Seriously,

My name is Diane Valencia, a Youth Trainer from the SD1 community of Chinatown with the youth based community organization, the Southeast Asian Community Alliance (SEACA). Alongside many other communities I strongly **OPPOSE the construction of Buena Vista development**. Many of our youth & our families are at risk & need your support to protect each other. Intensified by the pandemic--Many of our families have lost jobs& income making it hard to keep up with rent. Many small businesses & restaurants in Chinatown have had significant drop in business & been struggling long or all together have been closed shut their business from the impact of covid economic distress. Rent is a struggle for both residential and commercial. Not just for our community, but all across Los Angeles. Despite Buena Vista having several years to figure things out, during the recent city's public meeting around Buena Vista-- they have not given any direct answers on true levels of affordability for their housing or commercial units.

Now more than ever, here are some messages of what some of our SEACA youth members have to say to prioritize our needs in this development:

If I sell something for a penny less than the normal price, is that really a "discount"? And if I charge for affordable housing near market rate, is that really "affordable"? These are some of the poorest neighborhoods in Los Angeles, we have a homelessness epidemic, and you don't want to provide them with housing they can afford. What good is Buena Vista going to bring to the residents? All it seems to be able to do get in the way of residents trying to go to the park and bring in richer outsiders who have nothing in common with the old residents. Other people get to benefit while the residents have to deal with the negative effects of Buena Vista, such as the burden of the pollution from construction, the traffic, and risk of displacement. Don't build this, build something actually useful to the community like extremely-low income housing or work on the public transportation system.
From Cindy Lei

How much will the restaurant/ retail area cost to rent? Will local business owners afford to rent it? The shops across the metro goldline station has closed, as well as some other mom & pop legacy shops in Chinatown. Many residents own/ work in these businesses that have closed, if you developers wanted to help the community- the rent for these shops are important to be affordable aswell.
From Jaden Murray

--
Diane Valencia
Youth Trainer
SouthEast Asian Community Alliance

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Comments (ENV-2016-4064-EIR)

1 message

Sophanarot Sam <sophannarot@seaca-la.org> Tue, Aug 31, 2021 at 11:50 AM
To: polonia.majas@lacity.org
Cc: Gilbert.Cedillo@lacity.org, Gerald.Gubatan@lacity.org

Hi there,

My name is Sophanarot Sam, I've been a Youth Trainer at the Southeast Asian Community Alliance for the past six years and have witnessed the rapid changes in Chinatown. Working directly with extremely low income youth in the neighborhood, we've assessed that a luxury development like Buena Vista is not what our families want to come into Chinatown. One youth even mentioned, "Why does Chinatown have more boba shops than laundromats." We want more affordable housing and community serving businesses such as a culturally appropriate grocery store, laundromats, and the businesses that already exist need to be preserved.

It's unacceptable that you have a community meeting knowing that the affordability issue came up last time and is VERY important to the community, and have no information about the affordability levels. You've had 3 years to figure this out. Chinatown is a low income community in desperate need of more DEEPLY affordable housing, for folks that are losing their homes as a result of gentrification and the pandemic. We need to protect working families and seniors that live in Chinatown and Solano Canyon.

Please carefully consider what the community is demanding! It is clear that 100% of the public comments you all sat through oppose this development plan, which is obviously a red flag.

--
Sophanarot Sam
(They/ Them)
Youth Trainer
Southeast Asian Community Alliance
840 N Broadway #203E LA, Ca 90012
323.287.6518
seaca-la.org

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Project

1 message

Eika Aoshima <eaoshima@me.com> Mon, Aug 30, 2021 at 12:26 PM
To: polonia.majas@lacity.org

Dear Ms. Polonia Majas,

I am a long time resident of Solano Canyon and I am writing this letter to protest against the construction of Buena Vista Project.

I must first mention that it took me a lot of courage to write this letter. Like many residents in our community surrounding the proposed Buena Vista Project, I am an immigrant and English is not my first language. There are many people in our diverse neighborhood who wish to voice their opinions but are unable to out of fear of writing in English. Thankfully, I know that in this wonderful country, everyone has the right to voice their opinion so I decided to take up the courage to write this letter even though I may make many grammatical errors. So please be patient and hear me out.

I am against the Buena Vista Project for various reasons.

1) The Los Angeles State Historic Park is a beautiful park that belongs to our community. The uniqueness and the very asset of this park is that it is open on all sides, giving us park visitors sense of spaciousness and freedom. There are not many parks quite like this in LA. It is a fantastic park enjoyed by everyone. I've seen old people practice Taichi, mothers pushing strollers, families and friends getting together to picnic, joggers doing their rounds, many gather together to do outdoor Yoga sessions and many walking their dogs. This park is a sanctuary where people visit to enjoy the vastness of the sky and nature and take a moment off from hectic life.

Please agree with me that LA Historic Park is not a private park owned by the Buena Vista Project. Once this massive high-rise is built, I believe this beautiful park will not be appreciated the same way any more. Park users will no longer be able to relish the openness that it offers, instead this wall of a monstrous building will create a sense of claustrophobia. Besides, who would want to go to the park and feel being watched by the residents of the building towering next to you?

It is my understanding that the Buena Vista Project is initiated by the Riboli family of the San Antonio Winery. I want them to understand that the LA Historic Park is to us equivalent to that of the vast estate of vineyards are to the Riboli's. They won't like it if a high-rise was built right next to their estate. Please don't let this project go through to save the strength and attraction of the landscape of our unique historic park.

2) The property where Buena Vista Project is proposed to be constructed is very narrow. Even to my amateur eyes, the plan appears to be so massive compared to the size of the plot. How is it possible to build something of this magnitude safely on this land? How would the building department permit the construction this colossal in earthquake prone city of Los Angles? Something doesn't make any sense to me. In the wake of the collapse of Surfside condominium in Florida, I am especially concerned.

3) Has Buena Vista Project done some traffic study on Broadway and Solano especially during Dodger game days? It is already clogged up during normal weekday commuter hours. With Buena Vista Project going ahead, I can already foresee major traffic issue affecting our entire community.

For above mentioned reasons, I am adamantly against the construction of The Buena Vista Project.

Regards,

Eika Aoshima
Concerned long-time resident of Solano Canyon

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

RE: ENV-2016-4064-EIR Buena Vista Project

1 message

Isabelle Aspin <isabelleaspin@gmail.com> Mon, Aug 30, 2021 at 6:55 PM
To: polonia.majas@lacity.org

RE: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas,

I'm a resident of Solano Canyon reaching out to you about the Buena Vista Project. This project would have huge wide-ranging impacts on our small historical neighborhood where we are already affected by our proximity to Dodger Stadium and Elysian Park.

I have many concerns about this project and the EIR should address the following issues:

-Please include a "no project" in the EIR. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

-Project impact on the Solano Avenue and Casanova Street intersections on Broadway and the Solano Canyon Community.

-Project impact on street parking in the Solano Canyon neighborhood, including Solano Avenue, Casanova Street and Broadway.

-Project impact during Dodger Stadium and State Park events and the Solano Community.

-Historical Impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, the remains of the Gonzalez House, and other historic sites.

-Wildlife impacts must be included in the EIR. This includes the impact on habitats, migratory patterns, flight paths and natural connections between open spaces of Elysian Park, LA River and the Los Angeles State Historic Park.

-The private Project will benefit financially from it's adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized. Please address in the EIR.

- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.

-Impact of Commercial/Business square footage in relation to the proposed parking for the project. The main entrance to the building and the commercial area will be Broadway and Solano. Please include the impact on our community and the current lack of parking.

-Cumulative impacts on our canyon. Please address the already approved large scale construction projects in and around the area of Chinatown and the cumulative impact on Solano Canyon, as the main thoroughfare to the freeways. The project is in close proximity to a number of additional large-scale projects including, but not limited to, the 27-story mixed-use "Harmony" development located at 942 North Broadway, across from Chinatown Plaza, the Pagoda hotel redevelopment located at 995 North Broadway, the College Station project, a 725-apartment complex, and the proposed LA-Aerial Rapid Transit (gondola) project that plans to be adjacent to and cut over the project site.

-Include the Project's impacts on local communities, including the potential for increased population concentrations, displacement of residents, and increased burdens on existing community services.

-Air Quality. Demolition of existing buildings, excavation, and the construction of the Project will emit air pollutants into the atmosphere. Please include in the EIR.

I would appreciate the above addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Isabelle Aspin

Resident of Solano Canyon

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

NO to the Buena (Mala) Vista Project

1 message

Dana B <dgpkb46@gmail.com> Mon, Aug 30, 2021 at 7:02 PM
To: polonia.majas@lacity.org

To whom it may concern:

Buena Vista will have negative impacts on traffic, air quality, and noise in our community. We don't want more traffic, we want clean air and safe streets. Based on the Initial Study, the Project is said to have **potentially significant** environmental impacts in the following topic areas: Air Quality; Cultural Resources, Energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems.

Solano Canyon is the forever home of several polluting sources that contribute to our health and contribute to our deep and profound disappointment with the status of our wellbeing, anger over the unresponsiveness of our corporate neighbors complacent with the adequacy of their regulatory obligations and unresponsive to the environmental and health risk we face, and bewilderment at the government's failure to correct these shortcomings.

Our community was divided for a freeway, our neighbors in the ravines and Solano were evicted to build a sham low income project, only to sell their land and build a stadium. Our park was used as a landfill for years, then covered and topped with a little league baseball field. The dangers of methane gas are still here.

Solano is already disadvantaged, underserved, and environmentally overburdened. We don't need more vehicles and more pollution on our streets and air.

--
Dana Benton (she/her/hers)

Polonia Majas <polonia.majas@lacity.org>

Commentary on proposed Buena Vista Project at 1251 N. Spring St and 1030-1380 N. Broadway

1 message

Mike Blockstein <mblockstein@gmail.com> Fri, Aug 27, 2021 at 5:00 PM
To: polonia.majas@lacity.org

Dear Ms. Majas,

I have had the pleasure of working with community members, organizations and with State Parks on projects connected with the LA State Historic Park (LASHP) over the past 15 years. The park was built thanks to the efforts of the surrounding neighborhoods and communities who successfully fought against a proposal that would have been harmful to them and instead successfully helped create a unique park. In one of the most park poor neighborhoods in the City, LASHP is used by people from all walks of life, but primarily by members of the working class communities of color who suffer the most from the lack of access to green spaces.

The proposed Buena Vista would have harmful effects on these communities, their health, and their quality of life. More so, they will likely kick a process of "green gentrification" into high gear, pushing those who advocated for park access out of the area as rents and property values would no doubt skyrocket.

I urge you to consider the adverse effects of this proposal in the EIR review. Los Angeles desperately needs AFFORDABLE housing for those who live in areas, not market rate towers that will draw people from other areas.

LASHP is also a historic park. Preserving and celebrating the character, history and communities that surround it are part of its mission, and part of what makes it unique as an urban state park. The Buena Vista Project does not all reflect, nor welcome, the community, their history, or their values. It's scale and design do not at all reflect these critical factors.

I strongly urge that a “no project” alternative be considered in the DEIR. This project is a slap in the face to the surrounding neighborhoods, to the park, to community well-being, and to all that they've fought for. Nothing merits the extraordinary changes to the general plan, zoning, height, and set back exemptions that would be required to accommodate it on this site.

While housing is needed, this isn't the right answer. The proposal and site should not be exempted from general plan, zoning, height, and setback requirements.

Thank you for your time and consideration.

Sincerely,

Mike Blockstein

Polonia Majas <polonia.majas@lacity.org>

RE: ENV-2016-4064-EIR Buena Vista Project

1 message

Gary Bozick <garybozick@hotmail.com> Sun, Aug 29, 2021 at 12:34 PM
To: polonia.majas@lacity.org

This is way too big. As my family has own our Solano canyon home for over a hundred years I beg you to scale this project down. Keep our special canyon Special. Thank you Garybozick, 720 Solano

Sent via iPhone

Polonia Majas <polonia.majas@lacity.org>

ENV-2016-4064-EIR, Buena Vista Project – Public Comment

1 message

Amanda Carlson <aldhcarlson@gmail.com> Mon, Aug 30, 2021 at 11:29 AM
To: polonia.majas@lacity.org

August 30, 2021

Polonia Majas
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
E-mail: polonia.majas@lacity.org

Re: ENV-2016-4064-EIR, Buena Vista Project

Dear Ms. Majas:

My name is Amanda Carlson and I am a resident of Los Angeles committed to the careful, considered, and resident-led evolution of our city. I am writing to communicate specific concerns regarding the proposed Buena Vista project, and ask that they be addressed in the Environmental Impact Review (EIR) and through sustained coordination, outreach, and collaboration with committed community-based organizations in Chinatown and State Park-adjacent neighborhoods as the Buena Vista Project continues.

As the City of Los Angeles continues to address priorities of diversity, equity and inclusion (e.g., Executive Directive No. 27), it is imperative that the city's most fundamental processes and systems – including that of the EIR process – address how local histories of displacement and gentrification ripple through developments such as the proposed project. In particular, I encourage the City to coordinate with the stakeholders behind the Los Angeles State Historic Park, as the park was created, and continues to develop, through dedicated community advocacy and engagement with residents and community based organizations in the surrounding neighborhoods.

Within this context, I am in alignment with the development of accessible and affordable housing, and the protection of existing affordable housing, as well as increased housing density near transit.

I further request the following be considered in the Draft EIR and other planning processes and decisions for the project:

1. That the project be required to maintain and preserve a sense of place in the park and surrounding community. If built as designed, the overwhelming development would dominate the Los Angeles State Historic Park (LASHP) and much of the community from the bluff above the park. I request that alternative designs be considered in the EIR and that planning processes better fit the development's context adjacent to LASHP and the historic communities surrounding the park.

2. That the EIR include a thorough, rigorous, and objective analysis of the development project's cumulative impact on Chinatown and the LASHP. Specifically, the potential to restrict the feeling of connection to downtown and the park. Therefore, this is a request that the EIR include a study of views and access points of the development from all angles on the park, as well as from the community on all sides of the park.

3. That the EIR include a rigorous, objective analysis of the project's impact on traffic – particularly, cycling – to and from the park and in the surrounding community as well as safety for visitors and residents.

4. That the EIR include a rigorous, objective analysis on community air pollution – as the building process and lifespan of the buildings may affect short-term and long-term health outcomes for the existing residents of the project adjacent area, particularly area children and seniors.

5. That the EIR require the project to consider a park and community benefit agreement (CBA) and to create such a

CBA as the project advances. Millions of dollars and countless hours have been invested in creating the Los Angeles State Historic Park and advancing community-driven plans around Broadway. The surrounding communities were instrumental in creating the park and continue to support it and other initiatives. The private project will benefit financially from its adjacency to this public amenity and the work that has been done previously.

6. That the EIR include an analysis of expanding affordable housing units and protecting affordable housing in the surrounding community. Currently, the NOP includes 200 units of affordable housing. However, there is no indication of the level of affordability of those units. This project will exacerbate gentrification and displacement, even if no residential units are lost in the construction of this project.

7. That the EIR include an analysis of the impact of the commercial businesses and community organizations planned as part of the development, and alternatives for local community-serving businesses and organizations.

Thank you for your time and consideration. I hope that the Planning Department and the project partners advance with a community- and equity-led approach to addressing these and other concerns shared during this public input period.

Regards,

Amanda Carlson
City of Los Angeles Resident

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Public Comment -- Buena Vista, Case No. ENV-2016-4064-EIR

1 message

Brett C <brett.croxton@gmail.com> Tue, Aug 31, 2021 at 10:24 AM
To: polonia.majas@lacity.org
Cc: Sandra Maravilla <sandramaravilla08@gmail.com>

To whom it may concern,

In regards to the Buena Vista Project being proposed in the Central City North Community Planning Area, we have several comments as residents of nearby Casanova Street.

Chief among our reasons for objecting to this project is traffic in this area, especially as it pertains to North Broadway, Solano Avenue, and the 110 freeway's northbound Academy Road exit. All of these are jam-packed with cars during Dodger season as it is, and there is no capacity for all the additional cars the proposed mixed-use developments will bring with them. When is the traffic study being conducted? Because if it's any time other than baseball season, the data won't be worth the paper it's printed on.

Secondly, let's talk housing. Does this neighborhood need another shiny new apartment complex with wildly overpriced apartments no normal people can afford? Just across LA State Historic Park from where Buena Vista is proposing to break ground there is yet another such apartment complex, the "Llewellyn" apartments, many of which still sit empty today as their own website confirms. A 2 bedroom 2 bathroom apartment there costs nearly $3,500 per month. In an area where many take public transportation to and from work because they can't afford a car, precisely where are they supposed to come up with $3500 a month in rent? And that assumes there are two incomes in the household--let's look at Llewellyn's studio apartments: nearly $2500 per month! We pay less than that for a two bedroom apartment mere blocks from Llewellyn. Such apartment complexes are far from affordable, and I'm sure Buena Vista will only be worse.

All that to say nothing of the issue of the supposed "affordable housing units" Buena Vista intends to include. Though from the last meeting on this topic we still know zero about them, as the developer's representative Rob Kane continually ignored, deflected, or otherwise obfuscated the truth when confronted directly on this topic.

Finally, let's talk about the larger context of the area in which the project is proposed. Perched on the skinniest of parcels, tucked onto the edge of a State Historic Park, in an area where multiple historic neighborhoods converge, you want to immediately gentrify the entire area with an eyesore of a complex, with apartments on top commercial shops on the street level, obliterating the Park view for all of the Solano Canyon neighbors AND change the zoning laws in the process? Allow us to speak for all of our neighbors when we say, "No thank you!" Buena Vista? More like Fea Vista!

Sincerely concerned residents of Solano Canyon,
--Brett & Sandra Croxton

Polonia Majas <polonia.majas@lacity.org>

ENV-2016-4064-EIR Buena Vista Project

1 message

Ana Cubas <anaesmeraldacubas@gmail.com> Mon, Aug 30, 2021 at 12:22 PM
To: polonia.majas@lacity.org

August 30, 2021, 12;23 p.m.

Ms. Majas - As you informed the community: The City will consider all written comments regarding the potential environmental impacts of the proposed Project and issues to be addressed in the EIR. Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Majas - Please confirm receipt of this important email message. Thank you. Nancy D. Reza

=====

I am a long-time resident of Solano Canyon and am very concerned with the proposed Buena Vista construction and development. I believe it will have negative impacts on traffic, air quality, health, housing, and noise in our community and nearby Chinatown.

My concerns are many, and I request these concerns be added to the EIR:

1. What will be the impact of construction, and if completed, the project, on wildlife and birds?
2. This site is adjacent to and above the Los Angeles State Historic Park. What will the impact of the proposed construction be on those who now use and cherish the L.A. State Park? And for how long?
3. What is the impact the project would have on access to the park?
4. What is the impact the proposed construction and, if completed, the project, would have on the community's views of DTLA?
5. The proposed project's MAIN ENTRANCE will be on Solano and Broadway. That's hundreds more vehicles driving through Solano Canyon from the 110 on a narrow street to their paring structure. This is unacceptable. WHAT WILL BE EFFECT of the Main Entrance being located on Solano and Broadway to Broadway Avenue traffic, to Solano Canyon traffic, and to Chinatown traffic?

6. What is THE IMPACT OF THE MAIN ENTRANCE just off SOLANO AVENUE be to the HEALTH and Well-being to SOLANO CANYON RESIDENTS?
7. What will the impact be on our community of FRIENDS and OTHERS VISITING the COMPLEX and PARKING on the local streets?
8. WHY IS THIS DEVELOPMENT EVEN UNDER CONSIDERATION? THE LAST THING THE CITY NEEDS IS ANOTHER LUXURY APARTMENT COMPLEX. The community needs ALL AFFORDABLE HOUSING. What is 'affordable to the developers, will most likely not be affordable to our community members. And what exactly will the rent be? Who will control the rent increases?
9. What is the effect of development to FUTURE LOST OPPORTUNITIES for TRULY AFFORDABLE HOUSING in OUR COMMUNITY?
10. The Project site is included on a list of hazardous materials sites. WHAT IS THE effect of this construction and development on the health of our neighbors?
11. The proposed Project would require a General Plan Amendment to change the land use designation from Light Industrial to Regional Commercial, and a Zone Change to change the zoning from MR2 to C2. This would set a precedence in Solano and Broadway. WHAT IS THE ESTIMATED AND LONG-TERM EFFECT of construction and development of this ZONE CHANGE on OUR COMMUNITY?
12. Based on the Initial Study, the Project is said to have potentially significant environmental impacts in the following topic areas: Air Quality; Cultural Resources, Energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems. What is the environmental effect in these many areas of the construction and if completed, the project, on the nearby communities including Lincoln Heights, Solano Canyon, and Chinatown for air quality, cultural resources, energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems?

Ana E. Cubas, MBA, MPA-URP
President and CEO, Mariposa Community Outreach and Public Affairs
anaesmeraldacubas@gmail.com
Mobile: 213-220-4656

Polonia Majas <polonia.majas@lacity.org>

Re: Buena Vista Project / Request for Recorded Meeting Link

1 message

Nancy De Los Santos Reza <nancydlsr@gmail.com> Wed, Aug 18, 2021 at 8:36 PM
To: Polonia Majas <polonia.majas@lacity.org>

Ms. Majas - Please send me the link to the recording of tonight's meeting.

thank you.

Nancy D. Reza

On Mon, Aug 2, 2021 at 10:31 AM Polonia Majas <polonia.majas@lacity.org> wrote:

> Interested Parties please see attached Notice of Preparation for the Buena Vista Project.
>
> Thank you,
>
> --

Polonia Majas
Planning Assistant
Los Angeles City Planning

221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
Planning4LA.org
T: (213) 847-3625

E-NEWS

--

Nancy De Los Santos
213.926.4345 Cell
323.226.9256 Land Line

"2021 - Knowing the Best for the World"

Polonia Majas <polonia.majas@lacity.org>

ENV-2016-4064-EIR Buena Vista Project

1 message

Nancy De Los Santos Reza <nancydlsr@gmail.com> Tue, Aug 24, 2021 at 8:53 PM
To: Polonia Majas <polonia.majas@lacity.org>
Cc: Hugo Ortiz <Hugo.ortiz@lacity.org>, Ricardo Flores <ricardo.x.flores@lacity.org>

Ms. Majas - As you informed the community: The City will consider all written comments regarding the potential environmental impacts of the proposed Project and issues to be addressed in the EIR. Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Majas - Please confirm receipt of this important email message. Thank you. Nancy D. Reza

=====

I am a long-time resident of Solano Canyon and am very concerned with the proposed Buena Vista construction and development. I believe it will have negative impacts on traffic, air quality, health, housing, and noise in our community and nearby Chinatown.

My concerns are many, and I request these concerns be added to the EIR:

1. **What will be the impact of construction, and if completed, the project, on wildlife and birds?**
2. **This** site is adjacent **to and above the Los Angeles State Historic Park. What will the impact of the proposed construction be on those who now use and cherish the L.A. State Park? And for how long?**
3. **What is the impact the project would have on access to the park?**
4. **What is the impact the proposed construction and, if completed, the project, would have on the community's views of DTLA?**
5. **The proposed project's MAIN ENTRANCE will be on Solano and Broadway. That's hundreds more vehicles driving through Solano Canyon from the 110 on a narrow street to their** paring **structure. This is unacceptable. WHAT WILL BE EFFECT of the Main Entrance being located on Solano and Broadway to Broadway Avenue traffic, to Solano Canyon traffic, and to Chinatown traffic?**
6. **What is THE IMPACT OF THE MAIN ENTRANCE just off SOLANO AVENUE be to the HEALTH and Well-being to SOLANO CANYON RESIDENTS?**
7. **What will the impact be on our community of FRIENDS and OTHERS VISITING the COMPLEX and PARKING on the local streets?**
8. **WHY IS THIS DEVELOPMENT EVEN UNDER CONSIDERATION? THE LAST THING THE CITY NEEDS IS ANOTHER LUXURY APARTMENT COMPLEX.**

The community needs ALL AFFORDABLE HOUSING. What is 'affordable to the developers, will most likely not be affordable to our community members. And what exactly will the rent be? Who will control the rent increases?

9. **What is the effect of development to FUTURE LOST OPPORTUNITIES for TRULY AFFORDABLE HOUSING in OUR COMMUNITY?**
10. **The Project site is included on a list of hazardous materials sites. WHAT IS THE effect of this construction and development** on **the health of our neighbors?**
11. **The proposed Project would require a General Plan Amendment to change the land use designation from Light Industrial to Regional Commercial, and a Zone Change to change the zoning from MR2 to C2. This would set a precedence in Solano and Broadway. WHAT IS THE ESTIMATED AND LONG-TERM EFFECT of construction and development of this ZONE CHANGE on OUR COMMUNITY?**
12. **Based on the Initial Study, the Project is said to have potentially significant environmental impacts in the following topic areas: Air Quality; Cultural Resources, Energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems. What is the environmental effect in these many areas of the construction and if completed, the project, on the nearby communities including Lincoln Heights, Solano Canyon, and Chinatown for air quality, cultural resources, energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems?**

Respectfully submitted,

Nancy De Los Santos-Reza
1832 Bouett Street
Los Angeles, CA 90012

--
213.926.4345 Cell
323.226.9256 Land Line

"2021 - Knowing the Best for the World"

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Re: ENV-2016-4064-EIR Buena Vista Project - Addition

2 messages

Nancy De Los Santos Reza <nancydlsr@gmail.com> Tue, Aug 31, 2021 at 3:26 PM
To: Polonia Majas <polonia.majas@lacity.org>

Ms. Majas, I'd like to add to my letter addressing the EIR for this project, that I feel it's very important to also have a **"No Project Alternative"** added to the EIR as this proposed project presents great challenges to the zoning, heights, and setback exemptions, as well as the major negative effects it will have on the well-being of community members.

Nancy De Los Santos Reza

On Wed, Aug 25, 2021 at 9:50 AM Nancy De Los Santos Reza <nancydlsr@gmail.com> wrote:

> Thank you.
>
> Nancy D. Reza
>
> On Wed, Aug 25, 2021 at 8:19 AM Polonia Majas <polonia.majas@lacity.org> wrote:
>
> > Good morning,
> >
> > I received the written concerns for the Buena Vista Project which will be included within the Project's administrative record.
> >
> > Thank you,
> >
> > On Tue, Aug 24, 2021 at 8:54 PM Nancy De Los Santos Reza <nancydlsr@gmail.com> wrote:
> >
> > > Ms. Majas - As you informed the community: The City will consider all written comments regarding the potential environmental impacts of the proposed Project and issues to be addressed in the EIR. Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project
> > >
> > > **Ms. Majas - Please confirm receipt of this important email message. Thank you. Nancy D. Reza**
> > >
> > > **=====**
> > >
> > > **I am a long-time resident of Solano Canyon and am very concerned with the proposed Buena Vista construction and development. I believe it will have negative impacts on traffic, air quality, health, housing, and noise in our community and nearby Chinatown.**

My concerns are many, and I request these concerns be added to the EIR:

1. **What will be the impact of construction, and if completed, the project, on wildlife and birds?**
2. **This** site is adjacent **to and above the Los Angeles State Historic Park. What will the impact of the proposed construction be on those who now use and cherish the L.A. State Park? And for how long?**
3. **What is the impact the project would have on access to the park?**
4. **What is the impact the proposed construction and, if completed, the project, would have on the community's views of DTLA?**
5. **The proposed project's MAIN ENTRANCE will be on Solano and Broadway. That's hundreds more vehicles driving through Solano Canyon from the 110 on a narrow street to their** paring **structure. This is unacceptable. WHAT WILL BE EFFECT of the Main Entrance being located on Solano and Broadway to Broadway Avenue traffic, to Solano Canyon traffic, and to Chinatown traffic?**
6. **What is THE IMPACT OF THE MAIN ENTRANCE just off SOLANO AVENUE be to the HEALTH and Well-being to SOLANO CANYON RESIDENTS?**
7. **What will the impact be on our community of FRIENDS and OTHERS VISITING the COMPLEX and PARKING on the local streets?**
8. **WHY IS THIS DEVELOPMENT EVEN UNDER CONSIDERATION? THE LAST THING THE CITY NEEDS IS ANOTHER LUXURY APARTMENT COMPLEX. The community needs ALL AFFORDABLE HOUSING. What is 'affordable to the developers, will most likely not be affordable to our community members. And what exactly will the rent be? Who will control the rent increases?**
9. **What is the effect of development to FUTURE LOST OPPORTUNITIES for TRULY AFFORDABLE HOUSING in OUR COMMUNITY?**
10. **The Project site is included on a list of hazardous materials sites. WHAT IS THE effect of this construction and development** on **the health of our neighbors?**
11. **The proposed Project would require a General Plan Amendment to change the land use designation from Light Industrial to Regional Commercial, and a Zone Change to change the zoning from MR2 to C2. This would set a precedence in Solano and Broadway. WHAT IS THE ESTIMATED AND LONG-TERM EFFECT of construction and development of this ZONE CHANGE on OUR COMMUNITY?**
12. **Based on the Initial Study, the Project is said to have potentially significant environmental impacts in the following topic areas: Air Quality; Cultural Resources, Energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and**

Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems. What is the environmental effect in these many areas of the construction and if completed, the project, on the nearby communities including Lincoln Heights, Solano Canyon, and Chinatown for air quality, cultural resources, energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems?

Respectfully submitted,

Nancy De Los Santos-Reza
1832 Bouett Street
Los Angeles, CA 90012

--
213.926.4345 Cell
323.226.9256 Land Line

"2021 - Knowing the Best for the World"

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Polonia Majas
Planning Assistant
Los Angeles City Planning

221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
Planning4LA.org
T: (213) 847-3625



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"2021 - Knowing the Best for the World"

Polonia Majas <polonia.majas@lacity.org> Wed, Sep 1, 2021 at 10:37 AM
To: Nancy De Los Santos Reza <nancydlsr@gmail.com>

Good morning,

Your comments concerning the Buena Vista Project were received and included within the Project's administrative records.

Best regards,
[Quoted text hidden]

Polonia Majas <polonia.majas@lacity.org>

RE: ENV-2016-4064-EIR Buena Vista Project

1 message

matthew driggs <matthewowendriggs@gmail.com> Mon, Aug 30, 2021 at 10:35 PM
To: polonia.majas@lacity.org

Dear Ms. Majas,

I have multiple concerns regarding this project. The EIR should definitely address the following issues:

- Include a “no project” in the EIR. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

- Address project impact on the Solano Avenue and Casanova Street intersections on Broadway and the Solano Canyon Community.

- Address project impact on street parking in the Solano Canyon neighborhood, including Solano Avenue, Casanova Street, and Broadway.

- Address project impact during Dodger Stadium, State Park, Cathedral High School, St. Peter's Italian Church events, and the Solano Community.

- Address Historical Impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, the remains of the Gonzalez House, and other historic sites.

-Wildlife impacts MUST be included in the EIR. This includes the impact on habitats, migratory patterns, flight paths and natural connections between open spaces of Elysian Park, LA River and the Los Angeles State Historic Park.

-The private Project will benefit financially from it's adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized. Please address in the EIR.

- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.

-Impact the increase of children that will attend Solano Elementary School

-Impact of Commercial/Business square footage in relation to the proposed parking for the project. The main entrance to the building and the commercial area will be Broadway and Solano. Please include the impact on our community and the current lack of parking.

-Cumulative impacts on our canyon. Please address the already approved large scale construction projects in and around the area of Chinatown and the cumulative impact on Solano Canyon, as the main thoroughfare to the freeways. The project is in close proximity to a number of additional large-scale projects including, but not limited to, the 27-story mixed-use “Harmony” development located at 942 North Broadway, across from Chinatown Plaza, the Pagoda hotel redevelopment located at 995 North Broadway, the College Station project, a 725-apartment complex, and the proposed LA-Aerial Rapid Transit (gondola) project that plans to be adjacent to and cut over the project site.

-Include the Project's impacts on local communities, including the potential for increased population concentrations, displacement of residents, and increased burdens on existing community services.

-Air Quality. Demolition of existing buildings, excavation and the construction of the Project will emit air pollutants into the atmosphere. Please include in the EIR.

I would appreciate the above addressed in the EIR and look forward to reviewing the Draft EIR.

Please confirm receipt of this email when you receive it,

Regards

Matthew Driggs

514 Casanova Street, Solano Canyon

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Proposed Buena Vista project

1 message

noemibg <noemibg@sbcglobal.net> Thu, Aug 26, 2021 at 3:35 PM
To: polonia.majas@lacity.org

I am a LA native and live about 5-10 mins from proposed site. When this park, LASHP became a reality, it was very uplifting to see the beautiful end result. I come often to walk and currently doing a Free Yoga class there. It really feels refreshing to have this natural area to enjoy.
Also, for 8 yrs I was at the same area while my 2 sons attended Cathedral High, at Broadway/Bishops Rd. The parking situation on Broadway gets tough, especially on Dodger game days and school game nights. School has NO prkg. So ALL along Broadway, Bishops Rd is parking area.
After learning about the two 20+ story buildings being proposed, I want to express my disatisfaction to something this size... 2 high rise buildings would ruin this atmosphere.
Why not just 4-5 stories in 5 smaller bldgs. 1 bldg only for prkg. Lower level of each bldg nice retail, restaurant. And each be topped with outdoor seating, view deck... A 'mirador' overlooking the park, while viewing the DTLA skyline.... nice ambiance with local artwork, mellow music, covered patios for rainy days, beautiful plants...Can this be possible? I think it can...

Sincerely, Noemi Garcia
Resident of LA

Sent from my Galaxy

Polonia Majas <polonia.majas@lacity.org>

ENV-2016-4064-EIR

1 message

Dara G <dara1635@gmail.com> Tue, Aug 31, 2021 at 3:22 PM
To: polonia.majas@lacity.org

Hello,
Please find attached 2 letters for the record, strongly AGAINST this project.
Kind regards,
dara gelof
PS - could you please confirm receipt? THNX

Polonia Majas City of Los Angeles, Department of City Planning 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012 E-mail: polonia.majas@lacity.org

CASE NO.: ENV-2016-4064-EIR PROJECT NAME: Buena Vista Project PROJECT APPLICANT: S & R Partners, LLC PROJECT ADDRESS: 1251 North Spring St., 1030 – 1380 North Broadway Los Angeles, CA 90012 COMUNITY PLANNING AREA: Central City North COUNCIL DISTRICT: 1 - Cedillo

2 attachments

ElysianLoftLetter.pdf
164K

Buena-VistaElysianLoftLetter.pdf
348K

Dara M Gelof, Little Water LLC
1635 North Spring St
Los Angeles CA 90012
dara1635@gmail.com

January 31, 2018

Erin Strelich
City of Los Angeles Dept. of City Planning
200 N Spring ST, Room 750
Los Angeles CA 90012
erin.strelich@lacity.org

CASE NO. ENV-2016-4064-EIR (SCH NO. 2017111011)
PROJECT NAME: The Elysian Park Lofts
SITE LOCATION: 1251 N. SPRING ST, 1310, 1322, 1380, 1030, 1040, 1050 N. BROADWAY
Los Angeles, CA 90012

Dear Ms. Strelich,
I am writing regarding the above mentioned project, the Elysian Park Lofts. This project requests a series of entitlements which I strongly urge the city to deny in entirety and in all forms. Not all development is good, however this is an example of a project that would be so detrimental to so many people that it should be unequivocally cut short now.

As a businessperson owning property in the area since 2003 I have witnessed a great part of the recent transformation here and in downtown. I have a well-balanced perspective 'from the trenches' of the different aspects to consider with this proposal. I cannot state it more strongly – this proposal must be squashed.

I also will not take the politically correct stance of advocating for a reduced project in order to provide some housing units. Los Angeles's housing problem will not be solved by grossly disfiguring one of the most exciting, well-realized public projects in the last two decades. The combination of the LASHP (Los Angeles State Historic Park) and the CASP (Cornfield Arroyo Seco Specific Plan) has charted a vision for Los Angeles in this area of embracing history and simultaneously evoking a sustainable future. We citizens of LA have an opportunity. This project and this type of project in this very spot would be a degradation of the public good for the profit of a very few. Los Angeles has done this type of thing before but we are not obligated to repeat our mistakes. We have the power to change.

The communities surrounding the current LASHP worked together to create this amazing asset. The diverse groups recognized the potential and value to the area, not as industrial land but as an amazing cultural asset. In this case the communities apparently won and the public agency recognized the value.

The state park was created on a platform of civic change. Previously, the relatively short trajectory of Los Angeles' growth has been consistent in the near-complete denial or ignorance of a past. Recently at least in our micro-climate of the downtown area the dialogue that has emerged is one of conservation, and smart development and redevelopment as a path to modernity. Old buildings are being put back into use, complemented by the new. The history that lays beneath the neglect is re-valued and the people are coming in droves to participate.

Dara M Gelof, Little Water LLC
1635 North Spring St
Los Angeles CA 90012
dara1635@gmail.com

The LASHP does not exist today in order to provide luxury green space to just another 1000 residents. It exists to provide a tangible window to Los Angeles history, a connection to Los Angeles's future to the entire city and residents of the state of California. This is an asset fought for by the local communities and a victory for all citizens of California. This is why it is a STATE park. The LASHP an asset that has much more potential for good to ALL citizens of Los Angeles and California if it is nurtured and enriched.

Any construction on this parcel is unconditionally misguided. The lot is perfectly situated to serve as a connection between the bluff and the zanja madre and park below. It should be a public space that farther enhances the cultural cache of the LASHP and facilitates and complements use of both. In the planning stages of the park the winning group of architects had proposed a bridge from the LASHP to Elysian Park. Elysian is a gem of a park, beautiful, somewhat neglected, rich in history and potential. At its entrance on Broadway there is a marker for Portola's first camp site. This area is the birth of Los Angeles and the grounds of Native population before that. Today it is possible to envision an area of Los Angeles that unites these less-developed green spaces with another green space below, the parcel in question, akin to the High Line in Manhattan perhaps, at least in the cultural prominence.

The threat of this development is so great that it actually calls into question the victory as far as local residents are concerned. Having fought so hard and long to win, and then to wait through multiple periods of construction and alternate use, they now see how the most privileged people, the developers with money to throw at lawyers and connections to tap into are able to usurp the public asset exclusively for their own profit. If this monstrosity is built it will on the micro level absolutely destroy the nature of the neighborhood. The park will become a pyrrhic victory for those who championed it, as the rich grow richer. Los Angeles will have blackened the future of the people who made it possible and even worse, paved over another opportunity.

This project would eliminate any possibility of connections – physical or conceptual - between LASHP and Elysian park. Each would be isolated onto themselves and walled off by the structures. The historical importance of the passage through the area, of the river, the indigenous, the Spaniards would all be lost.

Also lost would be the transition of Los Angeles to a city of the future. Supposedly we learn. We will plan away from the car-oriented society and towards sustainability and health. For this reason the CASP was formed specifically for the area surrounding the LASHP and neighboring Lincoln Heights, an innovative step for LA. During the development of the CASP the owners of this parcel were able to get written out from the CASP even though the parcel was originally included. At the time this seemed to be a concession that allowed the CASP to move forward but also hinted at the situation today. These people want to make their money unrestrained by Los Angeles' goals or vision. Any development that dumps more cars on already-clogged Los Angeles streets is not only suspect, it is criminal. Our citizens need reason and means to use public transportation, bicycles, and our own feet.

This development not only disrespects all of the neighboring communities, residents, individuals, and families, it lacks respect for the very residents it purports to serve. Please remember, developers do not serve the community, they only serve profit. It is up to the city officials, listening to residents, envisioning the best possible future, to invest in that future.

Dara M Gelof, Little Water LLC
1635 North Spring St
Los Angeles CA 90012
dara1635@gmail.com

My building is a commercial property adjacent to the LASHP on Baker Street/North Spring. From here I look across the park to the proposed site. I am pretty sure that the value of my property would only increase were this atrocity to proceed. If my only interest were in personal gain I would not have written this letter. However having chosen Los Angeles a long time ago I feel responsible to my city and to a future beyond my own family's gain.

The density in this area is coming, naturally and quickly. It behooves us to place the new developments strategically and appropriately and not plop things down on every lot or parcel snatched up by developers privy to the latest trends. On the Spring street side of the LASHP the developers have been circling for a few years now and many of the industrial buildings have already changed hands. I point out that these buildings are actually ideal for higher density with residential and commercial uses. While we always enjoyed the quiet of the area after the daily rush, the area between N Spring and Main is exactly the place for these developments and redevelopments and it is happening – exactly as planned and as designated by the city after years of study and work (thank you, Claire Bowin!). I personally don't particularly welcome these changes but I accept them. Especially as they do not stomp on the needs of cast communities of people.

I also know personally that the city officials need to listen to the little voices, sometimes: We had purchased 1635 N Spring St just in advance of the current crush. The buildings and area here was discounted and ignored. This building was scheduled to be taken down in eminent domain, having 'no historic value'. We struggled and petitioned and it is now designated HCM 872. 15 years later people marvel at the story as the area has become one of the hottest little pockets of development in the city. The CASP determines the path this development takes and overall I believe the constraints are reasonable.

The LASHP was to be the 'front porch' to the city. The state parks team that has done a wonderful job leading its transition from field to fantastic. This proposal for the so-called Elysian Park Loft is an aggressive and oppressive threat to much of what has been achieved over the last 20 years in the area. We depend on our leaders to have vision – like the CASP – and to make that vision a reality and not relinquish it at pressure of those with the most resources.

At the recent meeting of a committee of the Historic Cultural Neighborhood Council, one of the council members pointed out that these projects present Los Angeles to the world and define the city. We have to decide how we want to present ourselves as a city and what type of city we will be. This project should not be LA's future.

Most sincerely,

Dara M Gelof

Dara M Gelof, Little Water LLC
1635 North Spring St
Los Angeles CA 90012
dara1635@gmail.com

August 31, 2021

Polonia Majas, City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
By E-mail to: polonia.majas@lacity.org With Attachment!

CASE NO.: ENV-2016-4064-EIR
PROJECT NAME: Buena Vista Project
PROJECT APPLICANT: S & R Partners, LLC
PROJECT ADDRESS: 1251 North Spring St., 1030–1380 North Broadway LA, CA 90012
COMUNITY PLANNING AREA: Central City North

Dear Ms Pajas,
I find myself in an unpleasant situation of having to once again strongly urge the city to deny in entirety the requests for entitlement for the above-mentioned project. This is a new iteration of a bad project proposed in 2018 and I am including my letter at that time as an additional attachment, please include it in the current record.
The project has NOT improved. The neighboring communities have a right to be heard. And the City should have the vision to deny development at ALL COST. In fact, the main change I see is the NAME of the project, an appropriate indication of the level of cynicism and bad faith by the developers and owners. In fact, the only citizens who would have a "Good View" as a result of this project are the lucky ones able to inhabit these units. ALL current members of the community would in contrast be pummeled with a horrible affront to their vision or VISTA every moment they look toward the location of this project. Its effect on the State Historic Park would be to continue to obliterate the geographical and historical asset that made Los Angeles. From the Los Angeles State Historic Park, instead of looking to the hills where Portola camped, to the valley where everything has passed – native peoples, trains and transportation, our River - in order to get to our downtown, we would see only concrete and glass, and surely rows of cars further adding to congestion on North Broadway.

Please, hold private property owners to some level of civic duty! All owners are not obligated to maximize profit at all cost to the community. They can be held to higher civic responsibility, creating decent, liveable spaces and increasing the bank of public wealth as part of their pursuit of the money. However, dreaming further, a City with true vision would acquire this parcel and use it to unite the communities surrounding the park (which the City has a history of destroying and owes a great debt). At the same time this would enhance the natural area surrounding our vibrant downtown area and help to protect the wildlife that shares our habitat and which we claim to value. Please, some vision, some thought of a Future LA that needs room to breath and a sense of History and Place.

Regards,



Dara M Gelof

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Objections to the Buena Vista Project

1 message

Theodore Gerike <tedgerike@me.com> Thu, Aug 19, 2021 at 4:03 PM
To: polonia.majas@lacity.org

To Whom It May Concern,

My name is Ted Gerike. I was born and raised in Los Angeles and live on the 400 block of Solano Avenue. I'm writing to comment on the Buena Vista Project. This project will fail to serve and will in fact adversely affect the surrounding neighborhoods of Solano Canyon and Chinatown.

Los Angeles is in a housing crisis. This development does not alleviate those issues – we want and need true affordable housing. A luxury development such as this does not serve the citizens of Chinatown and Solano Canyon, no matter how many "affordable" units they say will be included – the project has not been developed with the health of the city and working people in mind.

Outside of that, the project's entitlements in terms of height and redistricting will alter the landscape of Solano Canyon. The new height will alter our views and access to the park. We don't want this eye-sore of a development as part of our environment.

Furthermore, the negative impacts of traffic, air quality, and noise can't be ignored. The development does not have a requisite amount of parking spaces to accommodate its residents. Solano Canyon is already burdened by traffic going to Dodger Stadium and do not need to be further impacted by a development full of people who are not from the neighborhood or care about its future. The impact of construction on a hazardous materials site exposes the residents of Solano Canyon to undue health risk as well. I want clear air and safe streets, this offers me the opposite.

Moving forward with this development would permanently and negatively alter the health and character of a historic neighborhood and the residents who love and care for it. I hope you make the correct and moral decision to halt the Buena Vista Project development.

Sincerely,
Ted Gerike

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Buena Vista project comments

1 message

Yvette Grageda <y.grageda743@gmail.com> Wed, Aug 18, 2021 at 9:04 PM
To: polonia.majas@lacity.org

Hi Polonia,

My name is Yvette Grageda and I'm a long-time resident of Solano Canyon (over 25 years). This evening I just had to share my concerns about this project, even if speaking out against something is uncomfortable.

There was a Dodgers game being played this evening and the street I live on is horribly impacted by traffic to the stadium. Since about 4:30 PM there was a steady stream of bumper to bumper traffic up until I was actually speaking around 7:15-ish. I pointed this out because I know traffic to be much of the same on Broadway, where this project is proposed. Can these developers put their imaginations to work and try to envision what's to come should their project come to fruition? This neighborhood is old - it's historic, in fact. And when it comes to the streets, they simply weren't designed for such heavy impact. Traffic cannot and does not flow with ease on our streets. We simply do not need a monstrosity of a project here!

Another gripe I shared is my concern of how this community is being reached out to regarding such opportunities to share concerns. I've attended several meetings over the years and have always added my name to attendance lists/mailing lists. How was I not added to the list for this evening? I can only imagine the countless others who weren't notified. I just happened to be forwarded this notification by another neighbor who was willing to do some of the "leg work" that your office should be doing or that of the developers. Why is this so complicated?

Further, I want to add how disingenuous it is for the developers to refer people to the old renderings of the project to get an idea of how things are to look. First off, the project has changed so if they look at the old renderings, what good would that be? Second, I do remember clearly how unrealistic it looked. Mostly, there was a lack of cars. There were a few cars here and there on their artwork, but nowhere near what the traffic would be like should over 900 more units be added. The developers must be required to add the cars that will be on the streets should their project be given the green light. They should be required to give an honest look of their proposed project so community members can get a realistic image.

And lastly, my biggest concern is the environmental impact this project would have on the wildlife, including the trees and plants. My heart truly aches for all the dying trees in Elysian Park without the help of replanting new plants and trees. The impact on the birds have been devastating in recent years. I wish the Riboli family could imagine all the suffering all the wildlife in this area has been having to undergo. We do NOT need their selfish project, what we need is more open space and more beautification of the space that exists.

One of the last comments was by one of my neighborhood friends, Sara Harris. And I wish I thought of what she put forth - the idea for the Riboli family to consider their legacy. Wouldn't it be a gift to the community, that helped their family grow and thrive, to add more green space on that thin strip of land that is next to the LA Historic State Park? What if they helped build a bridge that would connect surrounding neighborhoods to the park instead of building a monstrosity of a project that will never lead to any kind of improvement for these unique and historic neighborhoods and their inhabitants (humans and wildlife). How do they want people in this neighborhood to remember them?

In closing, thank you for giving me this opportunity to share my deep concerns regarding this project.

Sincerely,
Yvette Grageda

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Project, NoP ENV-2016-4064-EIR

1 message

Holly Harper <urbanairconditioner@gmail.com> Tue, Aug 31, 2021 at 2:33 PM
To: polonia.majas@lacity.org

Polonia Majas-

Good afternoon. Please see attached my comments re: the Buena Vista Project's Notice of Preparation (ENV-2016-4064-EIR).

Among my other concerns, I would insist that the No Project option is well and fully explored and described in the draft EIR document.

Thank you for your attention in this case.

Holly Harper

2 attachments

2021-0831 Buena Vista comments.pdf
834K

2021-0831 Buena Vista comments.docx
15K

August 31, 2021, Los Angeles
Re: Buena Vista Project, NoP ENV-2016-4064-EIR
1251 N Spring Street and 1030-1380 N Broadway

Polonia Majas, Los Angeles City Planning
221 N Figueroa Street, Suite 1350
Los Angeles , California 90012

This project is disturbing on many levels. I would first defer to the tribal peoples' representatives, as the local peoples have been using these areas for thousands of years, between the Los Angeles River and leading up into the hillsides that are now named Chavez Ravine, Solano Canyon, Bishop Canyon, Elysian Park, etc. I believe that any potential impedance to the movements of small mammals, birds, insects and other pollinators should be held of equal importance as similar concerns of humans.

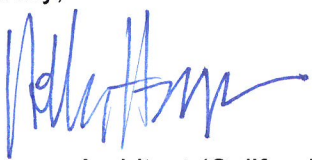
Within the more recent, European history I learned that there were covenants attached to the deeds requiring the railroad to maintain the passage from N Broadway down to N Spring Street—in perpetuity. Remember the old, wooden trestle pedestrian bridge that spanned all the tracks? This was the original concession granted by the railroad in order to obtain permission to develop the yard in the 19C.

I'm especially dismayed by the Buena Vista project when I look toward the future and with the perspective of preserving and supporting community resiliency. Trimming back the tower footprints to avoid the streets following the base of the canyons is a well-meaning gesture but this is not merely an issue of views. The daily movement of air from the level of the River as it warms and rises—and then drops as it cools--through the adjacent canyons will be *forever* impeded if the entrances of these canyons are blocked by the parking/retail podia proposed. As the air cools on most evenings it also pulls the hot air out of the buildings through open windows, whole-house fans and AC units.

In support of this concept I'll quote a passage from the recent IPCC report: "…The main problem driving the so-called *heat-island effect* is tall buildings. They create urban canyons, blocking winds from cooling things down and locking in heat…"

Finally, the *Trellis* element is *not* any substitute for a park on this site or other public space, no matter how attractively depicted in renderings produced by the design team. I want to strongly urge the Planning staff coordinating the draft EIR document to push for the *No Project* option to be fully and comprehensively explored by the applicants. The highest and best use of this very difficult and expensive site to develop would be for it to pass into public ownership, whether through voluntary sale by the Riboli family or eminent domain.

Respectfully,



Holly Harper, Architect (California C-31456)

August 31, 2021, Los Angeles
Re: Buena Vista Project, NoP ENV-2016-4064-EIR
1251 N Spring Street and 1030-1380 N Broadway

Polonia Majas, Los Angeles City Planning
221 N Figueroa Street, Suite 1350
Los Angeles , California 90012

This project is disturbing on many levels. I would first defer to the tribal peoples' representatives, as the local peoples have been using these areas for thousands of years, between the Los Angeles River and leading up into the hillsides that are now named Chavez Ravine, Solano Canyon, Bishop Canyon, Elysian Park, etc. I believe that any potential impedance to the movements of small mammals, birds, insects and other pollinators should be held of equal importance as similar concerns of humans.

Within the more recent, European history I learned that there were covenants attached to the deeds requiring the railroad to maintain the passage from N Broadway down to N Spring Street—in perpetuity. Remember the old, wooden trestle pedestrian bridge that spanned all the tracks? This was the original concession granted by the railroad in order to obtain permission to develop the yard in the 19C.

I'm especially dismayed by the Buena Vista project when I look toward the future and with the perspective of preserving and supporting community resiliency. Trimming back the tower footprints to avoid the streets following the base of the canyons is a well-meaning gesture but this is not merely an issue of views. The daily movement of air from the level of the River as it warms and rises—and then drops as it cools--through the adjacent canyons will be *forever* impeded if the entrances of these canyons are blocked by the parking/retail podia proposed. As the air cools on most evenings it also pulls the hot air out of the buildings through open windows, whole-house fans and AC units.

In support of this concept I'll quote a passage from the recent IPCC report: "…The main problem driving the so-called *heat-island effect* is tall buildings. They create urban canyons, blocking winds from cooling things down and locking in heat…"

Finally, the *Trellis* element is *not* any substitute for a park on this site or other public space, no matter how attractively depicted in renderings produced by the design team. I want to strongly urge the Planning staff coordinating the draft EIR document to push for the *No Project* option to be fully and comprehensively explored by the applicants. The highest and best use of this very difficult and expensive site to develop would be for it to pass into public ownership, whether through voluntary sale by the Riboli family or eminent domain.

Respectfully,

Holly Harper, Architect (California C-31456)

Polonia Majas <polonia.majas@lacity.org>

CASE NO. ENV-2016-4064-EIR (SCH NO. 2017111011)

1 message

Sara Harris <audiopostales@gmail.com> Tue, Aug 18, 2020 at 11:14 AM
To: polonia.majas@lacity.org

Hello Ms. Majas,

I am a long-time resident of Solano Canyon and have been involved, over the past three years, in informing my community and neighbors (in Spanish and Cantonese) about the public meetings and planning notices related to the Buena Vista Lofts (formerly Elysian Park Lofts) proposed development on North Broadway (1251 N. SPRING ST, 1310, 1322, 1380, 1030, 1040, 1050 N. BROADWAY: Los Angeles, CA 90012 **COMMUNITY PLAN AREA:** Central City North)

I am attaching the last public notice of comment period that I have on file, to which many in our community responded. At the time, Erin Strelich was the planning contact for the project.

Would you please let me know what the current status of the development proposal is AND what the site is being used for at this moment in time?

thanks in advance for your attention.

Sara Harris
(Casanova Street resident)

--
Sara Harris
audiopostales@gmail.com
www.hearinthecity.org
Certified Master Gardener
mobile: +323.547.2714
skype: audiopostales

NOP Extension Notice_Final.pdf
173K

Polonia Majas <polonia.majas@lacity.org>

resident comment CASE NO: ENV-2016-4064-EIR Buena Vista Project

1 message

Sara Harris <audiopostales@gmail.com> Tue, Aug 31, 2021 at 3:53 PM
To: Polonia Majas <polonia.majas@lacity.org>

Ms. Majas, please see my attached letter for public comment. Please confirm receipt. Thank you.

August 31st, 2021

To the Attention of:
Polonia Majas, City of Los Angeles
Department of City Planning
221 N Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: Buena Vista Lofts Notice of Preparation
CASE NUMBER: ENV-2016-4064-EIR

From: Sara R. Harris
438 Casanova Street
Los Angeles, CA 90012

Dear Ms. Majas,

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I will make this comment letter as pointed and brief as possible. Please read it carefully.
At the public Zoom- presentation of this proposal on August 18th. Many points of concern were presented at that meeting.
I took accurate notes at this meeting and *expect that all of the concerns raised during verbal public comment which are relevant to the EIR will be included in your review and assessment of this case.*

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RATHER, I would like to highlight three overlooked issues:

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2. There are significant omissions in the list of Environmental Factors Potentially Affected (p. 11 of the Initial Study). Your checked boxes, acknowledge the air, cultural, energy, geology, greenhouse gasses,

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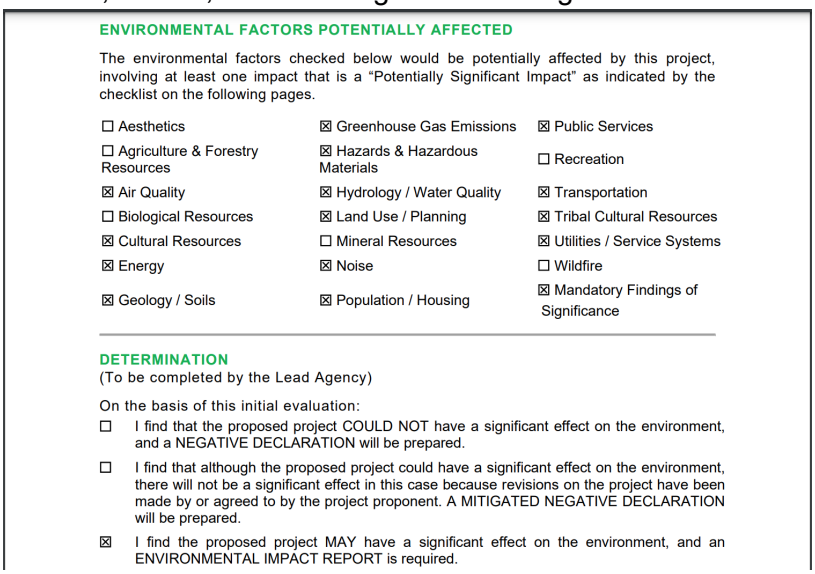

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DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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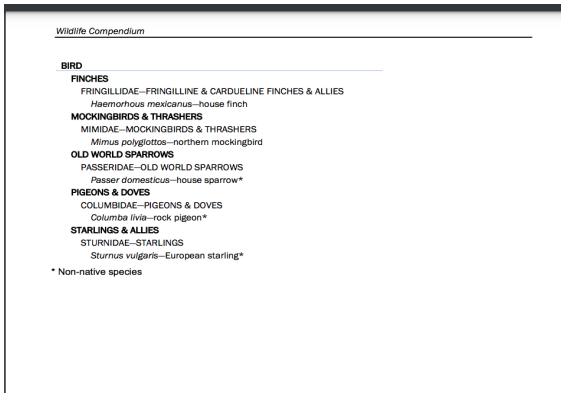

Wildlife Compendium

BIRD

FINCHES

FRINGILLIDAE--FRINGILLINE & CARDUELINE FINCHES & ALLIES

Haemorhous mexicanus--house finch

MOCKINGBIRDS & THRASHERS

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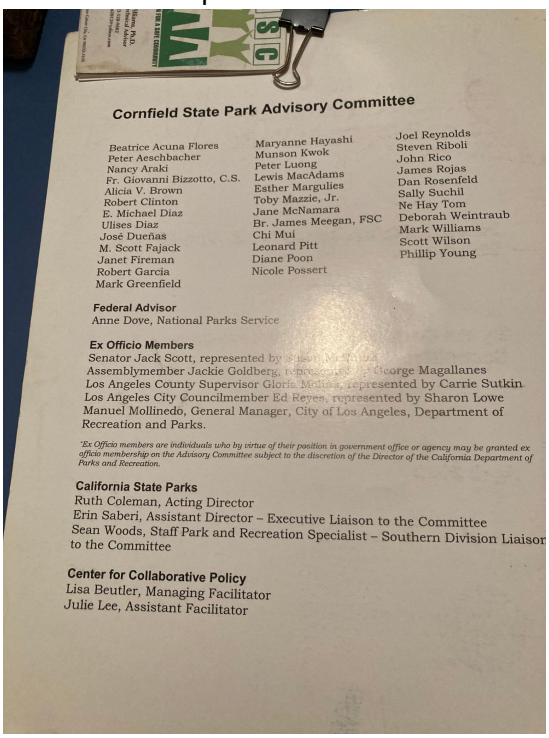
None of these birds are listed in this NOP. They must be in the EIR.

RECREATION:

I would remind City Planning of the documented recommendations from the good faith of the communities who supported the Los Angeles State Historic Park back in 2003. This proposed project is sited directly between the State Park and the Hills of Elysian Park and Solano Canyon. The community of Solano Canyon to this day, 16 years after the beginning of the development of the Los Angeles State Historic Park has no PUBLIC wheelchair, walking, biking, access to the State Park. This project would make private access the default. It is simply not negotiable. Connectivity is essential. The City should not grant any variance that blocks exclusively PUBLIC ACCESS from Solano Canyon to the State Park. The City cannot slice and dice jurisdiction. The health of Elysian Park depends on open airflow and healthy watersheds. The City is a steward of this park and must work with the State Park and surrounding communities.



Cornfield State Park Advisory Committee

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Maryanne Hayashi
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Esther Margulies
Toby Mazzie, Jr.
Jane McNamara
Br. James Meegan, FSC
Chi Mui
Leonard Pitt
Diane Poon
Nicole Possert

Joel Reynolds
Steven Riboli
John Rico
James Rojas
Dan Rosenfeld
Sally Suchil
Ne Hay Tom
Deborah Weintraub
Mark Williams
Scott Wilson
Phillip Young

Federal Advisor
Anne Dove, National Parks Service

Ex Officio Members
Senator Jack Scott, represented by [illegible]
Assemblymember Jackie Goldberg, represented by George Magallanes
Los Angeles County Supervisor Gloria Molina, represented by Carrie Sutkin
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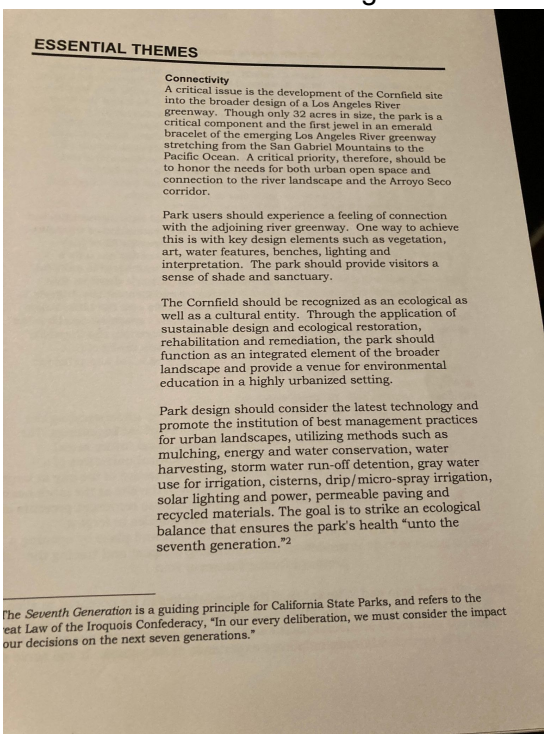

ESSENTIAL THEMES

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A critical issue is the development of the Cornfield site into the broader design of a Los Angeles River greenway. Though only 32 acres in size, the park is a critical component and the first jewel in an emerald bracelet of the emerging Los Angeles River greenway stretching from the San Gabriel Mountains to the Pacific Ocean. A critical priority, therefore, should be to honor the needs for both urban open space and connection to the river landscape and the Arroyo Seco corridor.

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Thank you.

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Resident. Solano Canyon

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Certified Master Gardener
mobile: +323.547.2714
skype: audiopostales

SRH_Resident_Comment_NOP_BuenaVistaLofts.pdf
1175K

August 31st, 2021

To the Attention of:
Polonia Majas, City of Los Angeles
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221 N Figueroa Street, Suite 1350
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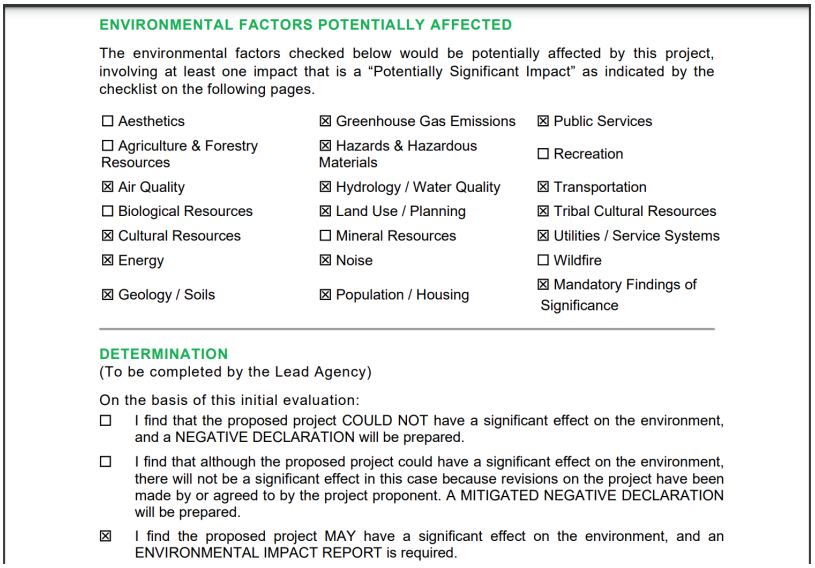

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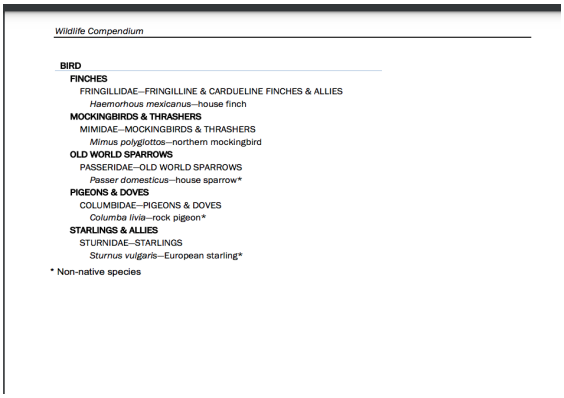

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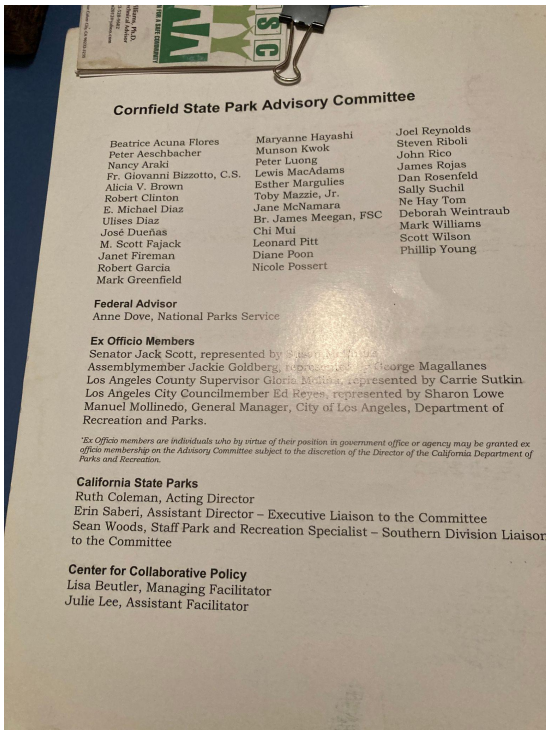

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Diane Poon
Nicole Possert
Joel Reynolds
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Ne Hay Tom
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Mark Williams
Scott Wilson
Phillip Young

Federal Advisor
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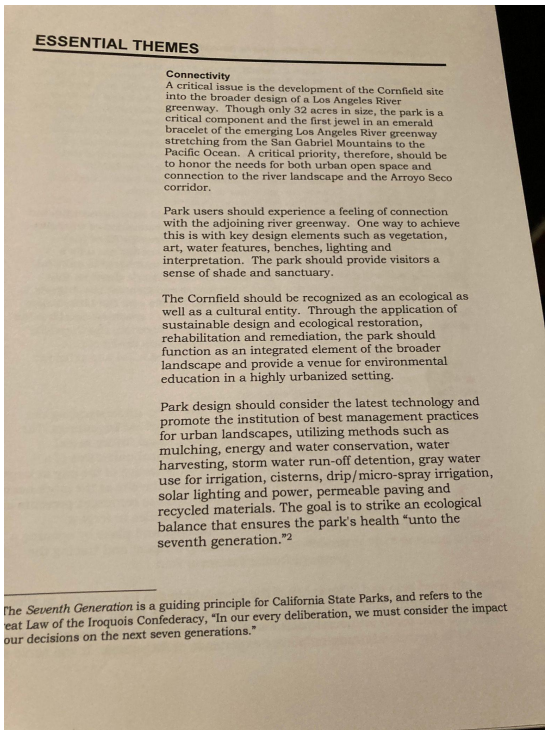

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Thank you.

Sara R. Harris
Resident. Solano Canyon

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

NO on Buena Vista project

1 message

Andrea Harrow <andreaharrow@me.com>
To: polonia.majas@lacity.org

Wed, Aug 25, 2021 at 6:23 PM

I don't support this project for these reasons:

- **Buena Vista will have negative impacts on traffic, air quality, and noise in our community. It will bring more traffic and affect busses traveling along Broadway. We don't want more traffic, we want clean air and safe streets.**
- **The Project site is included on a list of hazardous materials sites, how is developing here affect the health of our neighbors.**
- **This site adjacent and above the Los Angeles State Historic Park. The project could block access and have negative impacts on the Park use and our views.**
- **The community needs ALL AFFORDABLE HOUSING - not a small percentage. And what exactly will the rent be? What is 'affordable to the developers, will most likely not be affordable to our community members.**
- **What is the impact of construction and the project have on wildlife and birds?**
- **What will the impact of the proposed construction be on those who now use and cherish the L.A. State Park? And for how long?**
- **The proposed projects MAIN ENTRANCE will be on Solano and Broadway. That's hundreds more vehicles driving through Solano Canyon from the 110 on a narrow street to their paring structure. This is unacceptable. WHAT WILL THE IMPACT OF THE MAIN ENTRANCE just off SOLANO AVENUE be to OUR SOLANO CANYON RESIDENTS?**
- **WHY IS THIS DEVELOPMENT EVEN UNDER CONSIDERATION? THE LAST THING THE CITY NEEDS IS ANOTHER LUXURY APARTMENT COMPLEX.**
- **What will the impact be on our community of FRIENDS and OTHERS VISITING the COMPLEX?**
- **Based on the Initial Study, the Project is said to have potentially significant environmental impacts in the following topic areas: Air Quality; Cultural Resources, Energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems.**
- **The proposed Project would require a General Plan Amendment to change the land use designation from Light Industrial to Regional Commercial, and a Zone Change to change the zoning from MR2 to C2. This would set a precedence in Solano and Broadway.**
- **The Project Applicant is also requesting the following entitlements from the City of Los Angeles:**
  - **§ • A Height District change from Height District 1 to Height District 2D;**
  - **§ • A Zoning Administrator Determination to permit building height greater than the maximum height otherwise permitted under the Transitional Height provisions in LAMC Section 12.21.1.A.10 of 33 feet and 61 feet.**

Thank you,
Andrea Harrow
732 Amador St
Los Angeles, CA 90012

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Fwd: Buena Vista project comments

1 message

ROGER R J HERMAN <rherman@g.ucla.edu> Tue, Aug 31, 2021 at 6:56 AM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>

Dear Ms. Majas,

I am writing to provide comments on the proposed Buena Vista Project along North Broadway in Chinatown. I have several strong concerns about the project that I have noted below and should be addressed in the EIR.

1) I oppose the size of the building project. It is completely inappropriate for this neighborhood of about 100 houses.

2) The location on such a small sliver of land for high-rises of that scale is a very bad example of land use.

3) The park was build for the community, not as backdrop for a gigantic development. The project offers no access to the park.

4) I understand Los Angeles needs housing, especially low income housing. We have so any new luxury housing developments standing empty.

The promised proportion of low income units is very vague, with no concrete pricing or indication of how long the affordability is available.

5) Our neighborhood suffers from traffic congestions, commuter traffic and Dodger stadium traffic. The addition of more than 900 units will make the area unnavigable. Surrounded by 4 freeways, our canyon has one of the worst pollution records in the country.

Sincerely,
Roger Herman
Solano Canyon

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Comments (ENV-2016-4064-EIR)

1 message

Ivy Hong <ivy@seaca-la.org> Fri, Aug 27, 2021 at 9:45 AM
To: polonia.majas@lacity.org
Cc: Gilbert.Cedillo@lacity.org, Gerald.Gubatan@lacity.org

Dear Ms. Majas,

I am a community member of Chinatown and I am extremely concerned about the Buena Vista project being proposed next to the State Historic Park.

The project claims to include 200 affordable units (20% of total units), however the affordable housing that they are proposing could charge close to what is currently market rate and 3 times higher than what most working families and seniors in Chinatown and Solano Canyon can afford. We need to protect working families and seniors that live in Chinatown and Solano Canyon, and include units affordable to the current community residents.

There are low-income families who continue to bear the brunt of the COVID-19 pandemic and are at greatest risk of displacement and homelessness. Despite promising some vaguely affordable units, developments like this one cause rents to go up, and result in displacement of current residents and small businesses. These large luxury projects contribute to gentrification and displacement of Chinatown and Solano Canyon. They put the existing residents and small businesses at risk of being kicked out of our communities or onto the streets. The developers don't care about our community, they only care about making money.

Time and time again our communities are asked to bear the brunt of the negative effects of development: pollution, traffic, noise while being excluded from any supposed amenities and benefits they bring. If the developer wants to build here they need to address the needs of the community and commit to meaningful affordable housing to our friends and neighbors.

Best,

Ivy (they/them)

Polonia Majas <polonia.majas@lacity.org>

Comments for Buena Vista project ENV-2016-4064-EIR

1 message

Jon Huck <jonhuck@gmail.com> Thu, Aug 19, 2021 at 1:29 PM
To: polonia.majas@lacity.org

Hi,

I am a long time Solano Canyon resident.
I am fervently opposed to the Buena Vista project as proposed.
To keep it brief, I will just list a few of the more important objections.

1. That section of Broadway is already overcrowded with cars. It's packed every day at rush hour
and the introduction of 1,000 new cars that can only access the BV project via Broadway would be a disaster.
We are already impacted there by Dodger, commuter and school traffic. There is no other way in or out of BV except for Broadway and a building
of this size is totally inappropriate.

2. The size of the project is totally outsized for the area. The number of variances they are requesting only underscores that.

3. There are already lots of projects like this above, below and in Chinatown. We do not need another high rise, high priced structure like this one.
The community would be better served with almost anything else.

4. We waited years for the state park to be completed and these structures would cut us off completely from it. The project is essentially usurping the whole
park for it's backyard and residents would only be able to see this ugly skyscraper from Broadway.

5. There would be 6+ years of construction noise, dirt and traffic. I cannot believe that the only access via Broadway (2 lanes in each direction) would not
be severely taxed by it.

This project is completely wrong for our community and our city in so many ways. This are only a few that spring to mind now.
I have been to many meetings about this (since the days when it was called Elysian Lofts) and I have
never encountered a single resident or business owner from the area who is not vehemently opposed.
I hope you will deny this project and have some suitable put in it's place.

Thank you,

Jon Huck

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Public Comment for Case #ENV-2016-4064-EIR

1 message

Sabrina Im <imsabrinaa@gmail.com> Tue, Aug 31, 2021 at 11:30 AM
To: polonia.majas@lacity.org

Dear Ms Majas:

I am writing in response to Case #ENV-2016-4064-EIR, for the Buena Vista Project.

As a community member that has lived in Los Angeles for over 16 years, I am concerned that this project will negatively affect access to the LA State Historic Park, as well as the affordable housing units in the area (and the lack of it). Coupled with Los Angeles' already lack of green space, it's important that this park be accessible to all community members.

I know that the Los Angeles River State Park Partners have also written to you with similar concerns, and I echo everything that they have raised as well.

The rate of people experiencing homelessness has only skyrocketed in Los Angeles, especially in the last few years and during the COVID-19 pandemic. The City of Los Angeles needs to properly invest in communities of color, as part of collective care and preserving people's sense of home and community.

Please consider working with the community organizations and local residents to find alternatives that can be of benefit for all Angelenos, particularly around affordable housing.

With care,
Sabrina
--
Sabrina Im (she / they)
Artist | Poet | Organizer

Polonia Majas <polonia.majas@lacity.org>

No to the Elysian Lofts Project

1 message

Jenny <jhuuuynh@gmail.com> Mon, Aug 23, 2021 at 4:12 PM
To: polonia.majas@lacity.org

Hello,

I do not support the Elysian Lofts Commercial Development project that is proposed in the Solano Canyon community for the following reasons:

- Buena Vista will have negative impacts on traffic, air quality, and noise in our community. We don't want more traffic, we want clean air and safe streets.
- The Project site is included on a list of hazardous materials sites, how is developing here affecting the health of our neighbors?
- This site is adjacent to the Los Angeles State Historic Park. The project could block access and have negative impacts on the Park and our views.
- Based on the Initial Study, the Project is said to have **potentially significant** environmental impacts in the following topic areas: Air Quality; Cultural Resources, Energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems.
- The proposed project would require a General Plan Amendment to change the land use designation from Light Industrial to Regional Commercial, and a Zone Change to change the zoning from MR2 to C2.
- The Project Applicant is also requesting the following entitlements from the City of Los Angeles:
  - § • A Height District change from Height District 1 to Height District 2D;
  - § • A Zoning Administrator Determination to permit building height greater than the maximum height otherwise permitted under the Transitional Height provisions in LAMC Section 12.21.1.A.10 of 33 feet and 61 feet.
  - § and more.

Regards,
Jenny

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Buena Vista project comments

1 message

Judy Kameon <jk@elysianlandscapes.com> Sun, Aug 29, 2021 at 9:34 AM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>

Dear Ms. Majas,

I am writing to provide comments on the proposed Buena Vista Project along North Broadway in Chinatown. I have several concerns about the project that I would like to share:

Zoning Changes

Access to LASHP

Scale of Project

Traffic/Transportation

Low Income Housing

Environmental Impacts

1. The project requires an extraordinary number of zoning changes to allow for the size and scale of the project. Change of zoning can have serious widespread impacts and need to be of merit, and demonstrate, a genuine improvement for the entirety of the community, and not solely for the benefit of one developer. Does this project meets that standard?
2. The Los Angele State Historic Park was over a decade in the making and it is a highly valued asset to the surrounding communities. Los Angeles, as a city, has an unusually small number of parks and open green space, and as the city densifies, particularly in the areas adjacent to downtown, public green spaces are of a growing importance and need. This project creates a significant visual and physical obstruction and offers no public connection to the park along the entire northwest side. The project presupposes that the park is an asset and amenity for the development, rather than the public for which it was designed and built.
3. While we are undeniably in need of housing, particularly low income housing, the scale is this project is inappropriate in relationship to the specific nature of the site.
4. The placement of the project and vehicular access at the intersection Broadway and Solano, already a bottleneck on Dodger game days and weekday computer traffic, will significantly add to the transportation issues for the burdened community of lower Solano Canyon.
5. The inclusion of low income housing is recognized and applauded. However, has the affordability of the units been established and will the pricing be maintained in perpetuity or for a limited number of years? In order for the affordable housing to be a genuine and meaningful component of the project, these questions need to be addressed.
6. The Notice of Preparation by the city recognizes the significant potential environmental impacts in the following areas - Air Quality; Cultural Resources, Energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems. It also recognizes that the Project site is included on a list of hazardous materials sites. It is critically important that each and every one of these potential impacts be considered in the evaluation of the appropriateness of this project. The air quality alone in the surrounding communities are among the worst in the city and every effort should be made to better this situation, rather than worsen it.

Many thanks,

Judy Kameon

Solano Canyon

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

proposed Buena Vista project

2 messages

Jesse Lerner <jesse_lerner@pitzer.edu> Thu, Aug 19, 2021 at 4:31 PM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>
Cc: Jesse Lerner <jesselrn@gmail.com>

Dear Polonia Majas,

I attended the community meeting regarding the proposed "Buena Vista" project last night, but did not get a chance to speak.
The near-unanimous opposition from the community was striking. I would like to reiterate a couple of the important objections to the project that were made at the meeting, and bring up one additional issue.

First and foremost, the lack of affordable housing (as defined by the community's needs and prevailing rents) is striking. I suspect given the difficulties posed by of the site, the numbers wouldn't pencil out for the developers if there were units affordable to locals. This should suggest to them that their project is misguided.

Secondly. I would like to underscore the assessment of the speaker who characterized the project as an "unmitigated environmental disaster." There are two large "zones of attraction" for wildlife on either side of the proposed construction. One can anticipate hundreds of dead birds at the foot of the proposed glass partition/luxury housing, this at a time when bird populations are already dropping precipitously.

What was not mentioned at last night's meeting, but strikes me as equally important, is the question of scale. The developer is proposing two 26 story structures in an area with one- and two-story structures almost exclusively. This proposed development is completely out of proportion with the surrounding built environment. The Solano Canyon/Chavez Ravine neighborhood is still recovering from the relocation of the Dodgers from Brooklyn (see Eric Nusbaum's *Stealing Home*, etc.). Building a pair of 26 story high luxury apartments across the street would be the final stake in the neighborhood's heart.

I urge you to block this proposed catastrophe. One speaker last night suggested a public park might be a better use of the site. The celebrated and beloved High Line in New York (also on an odd, very narrow, lot, coveted by developers but saved by forward thinking community members and city planners) comes to mind as a model. But regardless of what ultimately happens to the site, the propose Mala Vista project is so very wrong is so many ways. Please help our community stop it.

Yours truly,

Jesse Lerner, Ph.D.

--

Polonia Majas <polonia.majas@lacity.org> Fri, Aug 20, 2021 at 2:49 PM
To: Jesse Lerner <jesse_lerner@pitzer.edu>

Good afternoon Dr. Lerner,

Thank you for your comments regarding the proposed Buena Vista Project. Your comments will be included within the Project's administrative record.

Respectfully,
[Quoted text hidden]
--

Polonia Majas
Planning Assistant
Los Angeles City Planning

221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
Planning4LA.org
T: (213) 847-3625



Polonia Majas <polonia.majas@lacity.org>

Buena Vista Project, ENV-2016-4064-EIR

1 message

Phyllis Ling <pling@yahoo.com>
To: polonia.majas@lacity.org

Tue, Aug 31, 2021 at 2:48 PM

Date: August 31, 2021

Subject: ENV-2016-4064-EIR, Buena Vista Project

Dear Ms. Majas,

I am a resident and homeowner within 500 feet of the proposed Buena Vista Project. This massive project with over 1 million square feet of development, would sit prominently around and above the rim of the Los Angeles State Historic Park.

Regarding the scope and contents of the EIR, I request the following:

Housing & Population:
1. Please study the impacts of providing a mix of affordable housing options. Will the affordable housing units include both 2 AND 3 bedroom apartments? A lot of newly constructed affordable units are not for families; they are studios or one bedrooms. We need to make it possible for families to live here and for kids to go to schools here.

Aesthetics:
1. I disagree with this initial study's assessment that aesthetics will have a less than significant impact. This project is next to a historic state park, in the historic neighborhoods of Chinatown and Solano Canyon, and near the birthplace of our city El Pueblo. New development in this very prominent location, sitting high along the rim of the state park, should reflect the historic character of the neighborhoods, as it may impact tourism and the future of many legacy businesses, which cater to both locals and tourists. As proposed, the high rise towers look like the many of the developments in South Park.
2. The EIR should provide renderings that show how this project will look to park visitors from various vantage points. What will the iconic views of the Downtown skyscrapers in the distance look like with the two towers of this project in the foreground?

Construction Impacts:
1. Will there be toxic dust during construction? How will that impact local residents and park goers? Will there be air quality monitors and warnings? Will the park need to be closed during construction? Many residents are older seniors who do not have internet access at home. How will residents be notified about park closures or the need to keep windows closed?
2. Where would cranes be staged and construction vehicles be staged? Would there be street closures or park closures?
3. Pedestrian access to LA State Historic Park: From Chinatown, there is currently only one pedestrian route into the park, which is the sidewalk on the west side of Spring Street. There are no crosswalks on Spring Street north of College Street. How will pedestrian access (on Spring Street north of College Street) be managed during construction?

Traffic:
1. Cumulative impacts on traffic, especially during rush hour and with other developments that are currently under construction, such as the Harmony Project at 942 N Broadway.
2. Please study impacts to both average and peak traffic. Average traffic does not capture the impacts during rush hour traffic when there is game or event at Dodger Stadium. Currently, emergency vehicles can access the neighborhoods around Bishops Road and Solano Avenue because traffic is at a standstill in only one direction — towards Dodger Stadium. However, large developments like this will bring more traffic coming in the opposite direction (away from the freeway and towards Broadway), which could jam these two-lane neighborhood streets in both directions, unless there is additional mitigation.

Infrastructure Impacts:
1. Will the electrical grid be able to handle vehicle charging for the residents? Would all new electrical lines be buried underground, or will more overhead lines be required?

Historic Resources:
1. Historic maps show the Zanja Madre within the bluff surrounding the park, which is within the development site. If sections of the Zanja Madre are uncovered, will there be any effort to preserve them in place and apply for historic landmark status? Or will they be removed, as was done during construction of Blossom Plaza?
2. Previously, landmark status was denied to the Zanja Madre due to there not being enough of the system located. Has there been any consultation with the Office of Historic Resources to assess the potential for a renewed bid for historic landmark designation for the Zanja Madre, should more sections be located during construction?

Sincerely,

Phyllis Ling
Savoy Street Resident and Property Owner

Polonia Majas <polonia.majas@lacity.org>

ENV-2016-4064-EIR Buena Vista Project

1 message

Javier Moreno <812solanoavenue@gmail.com> Sun, Aug 29, 2021 at 10:20 PM
To: polonia.majas@lacity.org

RE: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas,
I have many concerns about this project I would like addressed in the EIR for the proposed Buena Vista Lofts:

I was born with Cerebral Palsy and have been in a wheelchair since birth. I have lived in Solano Canyon since 1953. Since 1953, I have had to commute to and from the area on the streets rather than the sidewalks- if there's any sidewalks! When I go to my church on Bouett Street, visit my sister on the other side of the freeway, and visit the park for fresh air I must ride on the street as the sidewalks are broken, obstructed by light poles, missing altogether, such as Bouett, Jarvis and Academy Rd. Amador Street, which takes me to North Broadway, the bus, and my sister's house has a sidewalk on one side only. The sidewalk is narrow in some parts, and I don't fit, most often the sidewalk is filled with gravel that has fallen from the hill, trash from Radio Hill inhabitants so my wheelchair needs to be on the road, navigating against fast moving traffic ---on a blind curve! It's very dangerous now, and more vehicles on the road would make my commute impossible.

Please address in the EIR, how having all these additional vehicles on the road, will impact wheel bound people such as myself in the community of Solano Canyon. We don't have proper connectivity now, how is having more vehicles going to impact my life and others in wheelchairs?

-Please include a “no project” in the EIR. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

-Project impact on the Solano Avenue and Casanova Street intersections on Broadway and the Solano Canyon Community as it relates to handicap accessibility to the rest of the community.

- Please address air quality and greenhouse emissions as it relates to the additional vehicles on our roads. How will this affect those with compromised immunities, lung and asthma problems in Solano Canyon.

-Project impact on street parking in the Solano Canyon neighborhood, including Solano Avenue, Casanova Street and Broadway.

-Project impact during Dodger Stadium and State Park events and the Solano Community.

-Air Quality. Demolition of existing buildings, excavation, and the construction of the Project will emit air pollutants into the atmosphere. Please include in the EIR.

- Accessibility to the project for people in a wheelchair from Solano Canyon. Specifically those of us on the other side of the canyon.

I would appreciate the above addressed in the EIR and look forward to reviewing the Draft EIR.

Please confirm receipt of this letter.

Javier Moreno

812 Solano Avenue

Polonia Majas <polonia.majas@lacity.org>

CASE NO: ENV-2016-4064-EIR Buena Vista Project

1 message

Lydia Mreno <lydiaamoreno@gmail.com> Mon, Aug 30, 2021 at 11:00 PM
To: polonia.majas@lacity.org
Cc: solano canyon <solanocanyon@gmail.com>

Via Email (polonia.majas@lacity.org)

Polonia Majas
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: Scoping Comments
CASE NO: ENV-2016-4064-EIR
PROJECT NAME: Buena Vista Project

Ms. Majas,

I respectfully submit concerns I would like addressed in the Environmental Impact Report (EIR) for the proposed Buena Vista Project, ENV-2016-4064-EIR.

I'm a local historian and lifelong resident of Solano Canyon. Let me begin with a bit of Solano Canyon history. Development in Solano Canyon began in1888 with the approval of subdivision Solano Tract Number 1. Included in the first tract were Solano Avenue and Casanova Street as the two main roads in the subdivision.

Alfred Solano, son of Francisco Solano and Rosa Casanova, civil engineer and surveyor, was still in school when he began helping in the making of surveys of various original tracts in Los Angeles County. Later he became a partner of Hansen-Solano Surveying to finish out the tracts in Los Angeles. Alfred lived with his parents and siblings in the adobe that his father built on the stream in what became known as Solano Cañon, later Solano Ravine, and now Solano Canyon. Alfred surveyed and subdivided what is Solano Canyon now. By naming streets for his parents and other family members in Solano Tract 2 (Bouett, Brooks, Jarvis) Alfred wanted to certify the legacy of his family. You see, Alfred took great pains to preserve the 87 acres of land that his father had purchased from the City of Los Angeles in 1866. Grading of our streets began in 1893, we didn't have vehicles in Los Angeles, horses and buggies were the primary mode of transportation then.

Since initial development, Solano Canyon residents have lived with cumulative impacts that affect our health and quality of life. Impacts even the city leaders could not predict when they approved the original Solano tracts in the late 1800's. Simply put, our topography was so unique to the initial development of Los Angeles, we did not fit into the initial land grant grid system of roads and development because our hills and valleys dictated the design of our small community. Otherwise our roads would be wide and our houses would have garages or driveways, but they don't.

Furthermore, the ethnic groups that dominate in the area near the State Park and Elysian Park have their own histories of racist planning policies. We find ourselves, yet again, discussing our quality of life, health, and fears of displacement, simply because of the color of our skin or immigration status.

Our neighbors, the Mexican-American residential community in Chavez Ravine were evicted for a sham project. The City of Los Angeles used the power of eminent domain and evicted 1100 families in the communities of Palo Verde, la Loma and Bishop in the 1950s, promised them new, federally financed housing, but this housing was never built. Today, the rolling hills surrounding our residential community are blanketed with the stadium's immense asphalt parking lot, broken promises, lost landscapes, and commercial traffic on our narrow residential streets. Streets designed and meant for foot traffic, horses and buggies.

Chinese families worked hard to rebuild a new neighborhood after the destruction of Los Angeles' initial Chinatown to make way for Union Station and moved it to present day Chinatown.

The city physically divided Solano Canyon in half for the Figueroa "Street" tunnels, only to have it become a freeway. A freeway that later needed more land and air space above and adjacent to our elementary school and playground.

Elysian Park directly behind the Recreation Center was used as a landfill for years, covered and topped with a little league baseball field. The dangers of methane gas are still present, for visitors, residents, and children in the recreation center and little league field.

Solano Canyon is environmentally overburdened, we do not need more cars and pollution in our community. We need clean air and safe streets.

I wish my concerns noted in the EIR:

No Project. The Project requires changes to the general plan, zoning, height, and set back exemptions to accommodate this large-scale development. What would the impact be if we had no project as all? If the land was to be used for additional park space for seniors and families along Broadway in Solano Canyon and Chinatown? Please include NO PROJECT in the EIR.

Cumulative Impact and Risk. 1. Please address above mentioned cumulative impacts; Chavez Ravine, Pasadena Freeway, and landfill and the addition of this Project. 2. Please address the already approved large scale construction projects in and around the area of Chinatown and the cumulative impact on Solano Canyon as the main thoroughfare to the freeways. The project is near a few additional large-scale projects including, the 27-story mixed-use "Harmony" development, the Pagoda hotel redevelopment, the 725-apartment complex "College Station" project, and the proposed LA Aerial Rapid Transit (gondola) project that plans to be adjacent to and cut over the project site.

Traffic. The Project consists of 986 units, retail space and 1400 parking spaces. Assuming that all those vehicles will be on the road in the morning and in the evening, along with the retail space traffic, please discuss the potential problems on our very narrow horse and buggy streets. Discuss the impact on the streets that lead to the Pasadena Freeway, and by effect; the Golden State, 101 and Santa Monica.

Lack of ADA compliance in Solano Canyon. Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. The EIR should discuss the absence of sidewalks that make it impossible for wheelchairs to traverse to and from our canyon, such as church, park and to the North Broadway bus stop. Most of Solano Canyon streets are without curb ramps or lack the required 36" sidewalks completely. Travel can be dangerous, difficult, or even impossible for people who use wheelchairs, scooters, and other mobility devices in Solano Canyon. Residents in wheelchairs must travel on the street and share the road with motor vehicles. Please discuss how additional vehicles on our roads will affect persons with disabilities in Solano Canyon that already lack accessibility and usability of the pedestrian walkways.

Commuter Traffic. The entrance to the North Tower is proposed on Solano and Broadway. How will this impact the current commuter traffic, stadium traffic and morning traffic for parents driving children to Lincoln High School and Solano Elementary. Currently, parents must sit in the morning cut through commuter traffic approaching the Pasadena Fwy southbound on Amador Street, located directly in front of Solano Elementary School. Please discuss the impact on Solano Avenue Elementary School drop off traffic.

Pedestrians. The EIR should include an evaluation of the Project's impacts on pedestrian safety along Broadway, Solano Avenue and Amador Street.

Entitlements. The Project will require several permits and approvals from the City of Los Angeles, including a General Plan Amendment to change the land use designation of the Project site from Light Industrial to Regional Commercial, a Zone Change, a height district change, and the approval of a Site Plan Review. The EIR should discuss potential inconsistencies between the proposed Project and the City of Los Angeles General Plan and any other applicable specific and regional plans.

Air Quality. The Project's potential impacts on air quality during construction. Demolition of existing buildings, excavation, and the construction of the Project will emit air pollutants into the atmosphere. The EIR should discuss how the Project will impact air quality in Los Angeles, specifically on Solano Canyon.

Greenhouse Gas. 1. The proposed Project's potential to emit greenhouse gases. The construction of the Project, and the transportation of construction materials, will emit greenhouse gases. Please discuss. 2. The Project design includes 1,400 parking spots, driving to and from the Project will also produce greenhouse gas emissions. Please discuss.

Noise and Light Pollution. The impacts of noise and light pollution on the neighboring communities and the animals that live in the adjacent parks. Construction of the Project, and final development of the Project site, has the potential to cause light and noise pollution that will disrupt residents and interfere with wildlife behavior. Please discuss.

Bus, Rider Safety, and Bus Stop. The Project is located on a major bus thoroughfare on which many residents, students, and workers rely. The city recently redesigned the bus stops directly adjacent to the Project to improve the safety of riders waiting for the bus. What will happen to the bus stops on Solano and Broadway, specifically the monument sign and the plaques on the ground dedicated to the community of Solano Canyon and the Zanja Madre.

Community Impact. Include the Project's impacts on local communities, including the potential for increased population concentrations, displacement of residents, and increased burdens on existing community services.

Park Burden. The private Buena Vista Project will benefit financially from its adjacency to the public park. Please include in the EIR the burdens cast on the park and how it will affect the park financially.

Views and Shadows. The Project restricts views of downtown and other views from the park that are important for the park's central place in downtown Los Angeles. Include a cumulative impact on LASHP. Specifically, include the shadows that could be cast by the buildings onto the park. Include a study of views of the development from all angles in the park, as well as from the community on all sides of the park. Include in the EIR a study of shadows that would be cast on the park by the development and consider other developments in the area and currently in the approval process.

In summary, Solano Canyon, since its founding in 1866 has social, ecological, environmental, and historical cumulative impacts. Solano Canyon is the forever home of several polluting sources that contribute to our poor health and contribute to our deep and profound disappointment with the status of our wellbeing, anger over the unresponsiveness of our corporate neighbors complacent with the adequacy of their regulatory obligations and frustration at the city's failure to correct these shortcomings.

To conclude, Solano is already disadvantaged, underserved, and environmentally overburdened. We don't need more vehicles and more pollution. We certainly don't need a high rise in our community. The Riboli family does not need another polluting project in their portfolio. The land needs to be granted to the park in perpetuity. The city would be wise to use eminent domain, dedicate the public project to the history of the ravines and to the families that lost homes in our community to profiting corporations like S & R Partners, LLC.

Respectfully,

Lydia Moreno
Solano Canyon Resident

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

986-unit Buena Vista project

1 message

Laura Navar <sweetgrassbh@gmail.com> Thu, Aug 26, 2021 at 9:42 AM
To: polonia.majas@lacity.org

Hello,

Thank you for providing an opportunity to share and ask about the project. I dont quite have an opinion yet as I have several questions.

1. What is the plan of compensation or other transition plan for the people displaced?
2. will the units provide necessary low income or transitional housing?
3. Does the building include green design? We have a drought in CA....
4. WIll this be an opportunity to make that side of the park pedestrian friendly? More accessible?
5. What is the plan for traffic mitigation?
6. We already have high levels of population. Will this project bring more due to traffic?
7. How was the number of restaurants and shops determined?
8. Is there an opportunity to have native plants and restoration within the building design?

I am a looooong time resident of Boyle Heights and work in China Town on Alpine. So I am often at the park and will be impacted by more cars on the road.

Thank you,
Laura

Polonia Majas <polonia.majas@lacity.org>

Buena Vista comments from a Chinatown resident

1 message

hoppie <findhoppie@gmail.com> Sun, Aug 29, 2021 at 12:22 PM
To: polonia.majas@lacity.org
Cc: Gilbert.Cedillo@lacity.org

Hi all. My name is Robert, and I'm a veteran, small-business owner, and Chinatown resident.

I live right across from the proposed project on Broadway and I can't tell you how frustrating it's been to look out at the park every day for years but not have meaningful access to it. All we see is a long chain link fence on our side, where the people of Chinatown actually live. We can see that the other side of the park (an industrial area) has been beautified and landscaped, but it's not for us. I don't see many Chinatown residents down there, because most in this community are elderly and can't walk a mile around to the other side. It seems to us that instead of making this park accessible to the people that already live in the community it was built in, folks just want to put up a thin wall of luxury apartments, and alienate Chinatown even further. For existing Chinatown residents like myself, this adds insult to injury. By the time it's all said and done, the city will have built a beautiful park here in this low-income, historic neighborhood and then walled it in on all sides and gifted it to someone else with more money. It's not a golf course though, it's a public park, a public asset. I hope this Buena Vista project is abandoned and that instead, the city takes a genuine interest in landscaping and beautifying the Broadway side of the park, so the families and seniors that already live here can actually wander down and enjoy it.

Robert Newton
1033 N Broadway

Polonia Majas <polonia.majas@lacity.org>

Comments. Proposed Buena Vista Project along North Broadway in Chinatown.

1 message

Erik Otsea <erikotsea@me.com> Tue, Aug 31, 2021 at 11:20 AM
To: polonia.majas@lacity.org

Proposed Buena Vista Project along North Broadway in Chinatown.

Dear Ms. Majas and other committee members,

It is incumbent on the committee to honestly determine whether this project merits all of the zoning changes that will be required in order that it be realized.
I submit that the project is inappropriate for this location for the following reasons:

1. Size of this Project.

If this project were a good deal smaller, and more attuned in scale to the area, it could be good thing. However, It is a difficult site, and only make sense from a developers point of view
if it is scaled up to have minimum # of units to make it feasible and profitable. This alone illustrates the main problem here. On its face, the project is just much too big for the site.

At 950 or so units, this project will dwarf One Santa Fe. One might note that Santa Fe st. in that area is not overrun with traffic. The difference is that Broadway here is a commuter artery which is adjacent to the 110 freeway. Also the area is adjacent to dodger Stadium (see #3)
The scale of the project is just too large for this area, and will block the park from Chinatown and Solano Canyon. Even with the new design, the visual removal/blocking is still extreme, and the intervention is much more than just visual. A private property of enormous proportions will sit between the neighborhoods and the public park. To date there is no sense of what the public throughways are to be. It is understood that at the moment there is already no access here, but the solution is not to place this 'Great wall of chinatown' in this space.

2.The state park Park will be completely dominated by this project.

This park took many years to come into being. It was created as a historic park in a historic part of Chinatown for all of Los angeles to enjoy. Any peaceful time that might be spent in this lovely park will now be overtaken by a sense of being in a fishbowl. The benefit will be largely transferred to residents of Buena Vista. This is a co-option by a private for profit developer of a space funded by public money and created for public use.

3.Environmental Impact
The potential environmental impacts noted by the the city are many.

Air quality has to be paramount. According to studies, the air quality in this part of the city is among the worst in the city. The effects of this project will only make it worse. Not to mention the construction of the project. In addition the city notes the following potential negative impacts. Cultural Resources, Energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning; Noise; Population and Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems. As mention above, this is a site plagued by many issues, and thereby demanding too many zoning changes. These zoning changes if granted will only chip away at
hard won zoning laws many of which are necessary.

4. Traffic congestion.

The additional traffic that will result from the thousands more car trips on a daily basis will be truly stifling in an area that already has more than it's share of serious traffic issues. The Dodgers play 80 plus home games a year.

In addition to those games, there are many huge concerts and other events at the stadium. It must be noted that these events will only increase in number with the addition of the gondola to and from the stadium.

One wonders what a proper traffic model taking all of this into account might indicate as an outcome. Most of us are not at all eager to find out.

5. Housing for low income and local residents

If indeed there is to be a number of low income units, the units must be held at the affordable rates in perpetuity (assuming regular increases follow LAHD laws) Obviously it does no good to take tenants in a a certain rate only to raise these rates up to market rates in a short number of years.

Thank you

Erik Otsea. Solano Canyon, 30 Aug 2021

Polonia Majas <polonia.majas@lacity.org>

RE: ENV-2016-4064-EIR Buena Vista Project

1 message

janet owen <janet38@earthlink.net> Mon, Aug 30, 2021 at 10:03 PM
To: polonia.majas@lacity.org

Dear Ms. Majas,

I have multiple concerns regarding this project. The EIR should definitely address the following issues:

- Include a “no project” in the EIR. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

- Address project impact on the Solano Avenue and Casanova Street intersections on Broadway and the Solano Canyon Community.

- Address project impacton street parking in the Solano Canyon neighborhood, including Solano Avenue, Casanova Street and Broadway.

- Address project impact during Dodger Stadium and State Park events and the Solano Community.

- Address Historical Impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, the remains of the Gonzalez House, and other historic sites.

-Wildlife impacts MUST be included in the EIR. This includes the impact on habitats, migratory patterns, flight paths and natural connections between open spaces of Elysian Park, LA River and the Los Angeles State Historic Park.

-The private Project will benefit financially from it's adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized. Please address in the EIR.

- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.

-Impact of Commercial/Business square footage in relation to the proposed parking for the project. The main entrance to the building and the commercial area will be Broadway and Solano. Please include the impact on our community and the current lack of parking.

-Cumulative impacts on our canyon. Please address the already approved large scale construction projects in and around the area of Chinatown and the cumulative impact on Solano Canyon, as the main thoroughfare to the freeways. The project is in close proximity to a number of additional large-scale projects including, but not limited to, the 27-story mixed-use “Harmony” development located at 942 North Broadway, across from Chinatown Plaza, the Pagoda hotel redevelopment located at 995 North Broadway, the College Station project, a 725-apartment complex, and the proposed LA-Aerial Rapid Transit (gondola) project that plans to be adjacent to and cut over the project site.

-Include the Project's impacts on local communities, including the potential for increased population concentrations, displacement of residents, and increased burdens on existing community services.

-Air Quality. Demolition of existing buildings, excavation, and the construction of the Project will emit air pollutants into the atmosphere. Please include in the EIR.

I would appreciate the above addressed in the EIR and look forward to reviewing the Draft EIR.

Please confirm receipt of this email when you receive it,

Regards

Jan

Janet Owen Driggs

514 Casanova Street, Solano Canyon

Polonia Majas <polonia.majas@lacity.org>

ENV-2016-4064-EIR - Buena Vista Project EIR Scoping

1 message

Hunter Owens <owens.hunter@gmail.com> Mon, Aug 2, 2021 at 11:23 AM
To: polonia.majas@lacity.org

To Who it May Concern -

I am writing to request that connections from Broadway to LASHP and including Mobility Plan 2035 Projects on Broadway as part of Buena Vista project are included the EIR scoping and that a reduction in parking units be included.

The LASHP having a connection to Broadway would allow people like me to take the bus to LASHP directly from the other side of the river, reducing vehicle trips.

The Mobility Plan 2035 calls out North Broadway as a "protected bike lane" route. This stretch of road sees significant daily bike traffic to the LA River and encouraging it would mitigate the influence of new vehicle trips caused by this development, so a protected bike lane would be a good mitigation to include in this project.

Finally, by encourage active modes such as walking and biking, the number of parking spaces should be reduced to reduce the number of vehicles traveling inside and outside the neighborhood.

Sincerely,
Hunter Owens
2639 Pepper Ave, Los Angeles, CA 90065.

Polonia Majas <polonia.majas@lacity.org>

RE: ENV-2016-4064-EIR Buena Vista Project

1 message

Benjamin Phillips <benlev32@gmail.com> Tue, Aug 31, 2021 at 11:34 PM
To: polonia.majas@lacity.org

Ms. Polonia Majas,

This historic, dynamic, and hard working community has confronted displacement, divestment, and blatant disregard. From the construction of the 110 freeway and Dodger Stadium to this proposed project, this community has consistently been isolated, underserved, and under threat of poor health and environmental outcomes. To squander the opportunity to connect the people and places of Elysian Park to the Cornfields Historic Park would be a strategic miscalculation on the part of the city and will reinforce a legacy of segregation and bad public realm design.

I'm a trained City Planner and recently purchased 1425 Broadway with my family, directly across the street from the proposed development site. Our hope in becoming part of this historic area was to be accepted by the vibrant and diverse community and reciprocate this generosity of spirit through a development concept that responds to neighborhood necessity and preserves the historic elements on our site.

With 1425 Broadway (on the corner of Broadway andCasanova) we are working to reinforce the historic pieces of the property, while creating access to a small, neighborhood grocery store, which would front on Casanova. With the well documented removal of the Chavez Ravine community for Dodger Stadium, and the closure of the only other existing market on Amador St., we hope to create a space for the neighborhood to congregate and access groceries from within the neighborhood. We are in the plan check phase of this project with the city. We are the most recent members of a community that has fought for decades to preserve their culture, ensure safety, and connection to the larger city.

I have many concerns about this project and the EIR should address the following issues:

-Please include a "no project" in the EIR. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

-Project impact on the Solano Avenue and Casanova Street intersections on Broadway and the Solano Canyon Community.

-Project impact on street parking in the Solano Canyon neighborhood, including Solano Avenue, Casanova Street and Broadway.

-Project impact during Dodger Stadium and State Park events and the Solano Community.

-Historical Impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, the remains of the Gonzalez House, and other historic sites.

-Wildlife impacts must be included in the EIR. This includes the impact on habitats, migratory patterns, flight paths and natural connections between open spaces of Elysian Park, LA River and the Los Angeles State Historic Park.

-The private Project will benefit financially from it's adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized. Please address in the EIR.

- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.

-Impact of Commercial/Business square footage in relation to the proposed parking for the project. The main entrance to the building and the commercial area will be Broadway and Solano. Please include the impact on our community and the current lack of parking.

-Cumulative impacts on our canyon. Please address the already approved large scale construction projects in and around the area of Chinatown and the cumulative impact on Solano Canyon, as the main thoroughfare to the freeways. The project is in close proximity to a number of additional large-scale projects including, but not limited to, the 27-story mixed-use "Harmony" development located at 942 North Broadway, across from

Chinatown Plaza, the Pagoda hotel redevelopment located at 995 North Broadway, the College Station project, a 725-apartment complex, and the proposed LA-Aerial Rapid Transit (gondola) project that plans to be adjacent to and cut over the project site.

-Include the Project's impacts on local communities, including the potential for increased population concentrations, displacement of residents, and increased burdens on existing community services.

-Air Quality. Demolition of existing buildings, excavation, and the construction of the Project will emit air pollutants into the atmosphere. Please include in the EIR.

I would appreciate the above addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Benjamin Phillips
1425 N. Broadway

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

ENV-2016-4064-EIR Buena Vista Project

2 messages

Hien Phuong <hiensophuong@gmail.com> Sun, Aug 29, 2021 at 1:33 PM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>

RE: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas,

I have many concerns about this project and the EIR should address the following issues:

-Please include a "no project" in the EIR. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

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-Project impact during Dodger Stadium and State Park events and the Solano Community.

-Historical Impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, the remains of the Gonzalez House, and other historic sites.

-The private Project will benefit financially from it's adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized. Please address in the EIR.

- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.

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-Cumulative impacts on our canyon. Please address the already approved large scale construction projects in and around the area of Chinatown and the cumulative impact on Solano Canyon, as the main thoroughfare to the freeways. The project is in close proximity to a number of additional large-scale projects including, but not limited to, the 27-story mixed-use "Harmony" development located at 942 North Broadway, across from Chinatown Plaza, the Pagoda hotel redevelopment located at 995 North Broadway, the College Station project, a 725-apartment complex, and the proposed LA-Aerial Rapid Transit (gondola) project that plans to be adjacent to and cut over the project site.

-Include the Project's impacts on local communities, including the potential for increased population concentrations, displacement of residents, and increased burdens on existing community services.

-Air Quality. Demolition of existing buildings, excavation, and the construction of the Project will emit air pollutants into the atmosphere. Please include in the EIR.

I would appreciate the above addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Hien
Resident of Solano Canyon

De Huynh <dehuynhh@gmail.com> Sun, Aug 29, 2021 at 1:37 PM
To: polonia.majas@lacity.org

RE: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas,

I have many concerns about this project and the EIR should address the following issues:

-Please include a "no project" in the EIR. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

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-Project impact on street parking in the Solano Canyon neighborhood, including Solano Avenue, Casanova Street and Broadway.

-Project impact during Dodger Stadium and State Park events and the Solano Community.

-Historical Impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, the remains of the Gonzalez House, and other historic sites.

-The private Project will benefit financially from it's adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized. Please address in the EIR.

- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.

-Impact of Commercial/Business square footage in relation to the proposed parking for the project. The main entrance to the building and the commercial area will be Broadway and Solano. Please include the impact on our community and the current lack of parking.

-Cumulative impacts on our canyon. Please address the already approved large scale construction projects in and around the area of Chinatown and the cumulative impact on Solano Canyon, as the main thoroughfare to the freeways. The project is in close proximity to a number of additional large-scale projects including, but not limited to, the 27-story mixed-use "Harmony" development located at 942 North Broadway, across from Chinatown Plaza, the Pagoda hotel redevelopment located at 995 North Broadway, the College Station project, a 725-apartment complex, and the proposed LA-Aerial Rapid Transit (gondola) project that plans to be adjacent to and cut over the project site.

-Include the Project's impacts on local communities, including the potential for increased population concentrations, displacement of residents, and increased burdens on existing community services.

-Air Quality. Demolition of existing buildings, excavation, and the construction of the Project will emit air pollutants into the atmosphere. Please include in the EIR.

I would appreciate the above addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

De
Resident of Solano Canyon

From; paulettapierce04@gmail.com

Email to: polonia.majas@lacity.org
Cc: Gilbert.Cedillo@lacity.org, Gerald.Gubatan@lacity.org

Subject line: Buena Vista Comments (ENV-2016-4064-EIR)

Dear Ms. Majas,
My name is Pauletta Pierce and I am a resident of Chinatown/Solano Canyon. I was born here at the French Hospital and have lived in this community for 9 years and am extremely concerned about the Buena Vista project being proposed next to the Los Angeles State Historic Park.
The project claims to include 200 affordable units (20% of total units). However the affordable housing that they are proposing could charge close to what is currently market rate and 3 times higher than what most working families and seniors in Chinatown and Solano Canyon can afford. In addition, I am concerned about how and who would oversee leasing of the affordable units to ensure that they would remain affordable in perpetuity. For example the La Plaza Village has increased rental fees three times within a year. We need to protect working families and seniors that live in Chinatown and Solano Canyon, and include units affordable to the current community residents.

Additionally, the location of the project would increase the traffic along Broadway that would contribute to air pollution, and prolong any emergency response especially during school hours and Dodger games. It's disappointing that an exact number of parking for this project was not provided at the scoping meeting. Another safety issue for this location is that it's being built above the Goldline Metro train track. I believe it is dangerous and irresponsible to have such a huge structure along the Goldline. Any debris that falls onto the train tracks can cause harm, injury and inconvenience Metro riders.

During the scoping meeting I inquired about what other community benefits, besides affordable housing, would be considered, and did not receive an answer from planning staff, or from the developer. I feel strongly that any project of this size that could have negative effects on the surrounding community must provide community benefits such as subsidized rent for community-serving small businesses, and local hire provisions for both construction and permanent jobs created by the project.

Lastly, I am very frustrated by the lack of information presented to the community about this project. When it was called the Elysian Park Lofts, the community expressed all the same concerns back in 2018. The developer took 3 years to redesign the project, but did not incorporate our earlier feedback, and brought back a project with all the same issues. Me and my neighbors who have taken the time to participate in this process care deeply about our community and deserve to be taken seriously. I urge you to not let our feedback fall on deaf ears.

In Kind Regards,
Pauletta Pierce

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Project Public Comment

1 message

Property Manager <247propertymanager@gmail.com> Mon, Aug 30, 2021 at 6:08 PM
To: polonia.majas@lacity.org

We are owners and tenants in Solano Canyon, with buildings as close as one lot away on Solano which will be adversely affected by this massive building being built directly blocking the entire park and skyline. This project will create a divide in the community.

Polonia Majas <polonia.majas@lacity.org>

ENV-2016-4064-EIR Buena Vista Project

1 message

Dan Reza <danielt.reza@gmail.com> Mon, Aug 30, 2021 at 10:45 AM
To: polonia.majas@lacity.org

Ms. Polonia

Please accept my comments for this project's EIR
and acknowledge receipt.

Thank you,

--
Dan Reza
818.613.0332

EIR Scoping Letter for Buena Viast Project-personal DTR.pdf
189K

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

- That a "no project" alternative be considered. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.
- Wildlife impacts must be included in the EIR. This includes the impact on habitats, migratory patterns, flight paths and natural connections between open spaces of Elysian Park, LA River and the Los Angeles State Historical Park.
- Project impact on the Solano Street and Casanova Street intersections on Broadway and the Solano Canyon Community.
- Project impact on street parking in the Solano Canyon neighborhood, including Solano Street, Casanova Street and Broadway.
- Impact of project during Dodger Stadium events and the Solano Community.
- Historical impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, the remains of the Gonzalez House, and other historic sites.
- That the EIR require the project to include a park and community benefit agreement (CBA). The private project will benefit financially from its adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized.
- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project. (How many studios, one bedroom, two and etc.).
- Impact of Commercial/Business square footages in relation to the proposed parking for the project. Is there an exemption to commercial/business parking?

I would appreciate the above issues be included and addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Name: Daniel T Reza Date 8/30/2021

Address: 1832 Bouett Street, Los Angeles, 90012

Email: danielt.reza@gmail.com

Phone: 818-613-0332

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

ENV-2016-4064-EIR - Buena Vista Project - Solano Community Neighborhood Comments

2 messages

designdanman-now@yahoo.com <designdanman-now@yahoo.com> Mon, Aug 30, 2021 at 2:16 PM
To: Polonia Majas <polonia.majas@lacity.org>

Ms. Majas

The attached comments (18) are from the Solano Neighborhood.
These residents are concerned about this project and want this comments addressed in the EIR.
Please add these residents to the contact list for this project.
and acknowledge receipt.

Thank you,

Dan Reza
cell 818.613.0332
designdan@yahoo.com

4 attachments

- **SolanoCanyon - 1 to 5.pdf** 3694K
- **SolanoCanyon 6 to 10.pdf** 3657K
- **SolanoCanyon 11 to 15.pdf** 3829K
- **SolanoCanyon 16 to 18.pdf** 2239K

designdanman-now@yahoo.com <designdanman-now@yahoo.com> Tue, Aug 31, 2021 at 11:55 AM
Reply-To: "designdanman-now@yahoo.com" <designdanman-now@yahoo.com>
To: Polonia Majas <polonia.majas@lacity.org>

Poloina,
Please confirm reciept.
Thanks
Dan

Sent from Yahoo Mail on Android
[Quoted text hidden]

4 attachments

- **SolanoCanyon - 1 to 5.pdf** 3694K
- **SolanoCanyon 6 to 10.pdf** 3657K

SolanoCanyon 11 to 15.pdf
3829K

SolanoCanyon 16 to 18.pdf
2239K

Polonia Majas <polonia.majas@lacity.org>

two more comments to Buena Vista EIR

1 message

Daniel T Reza <designdan@yahoo.com> Tue, Aug 31, 2021 at 2:54 PM
Reply-To: Daniel T Reza <designdan@yahoo.com>
To: Polonia Majas <polonia.majas@lacity.org>

Ms. Majas
please add two more comments to the EIR from the Solano Canyon community.

thank you and confirm receipt.

Dan Reza
cell 818.613.0332
designdan@yahoo.com

SolanoCanyon 19 to 20.pdf
1512K

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

RE: ENV-2016-4064-EIR Buena Vista Project

1 message

nati.robles@gmail.com <nati.robles@gmail.com> Tue, Aug 31, 2021 at 1:46 PM
To: polonia.majas@lacity.org

RE: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas,

My husband and I, both city planners, purchased 1425 N. Broadway, which sits directly across the street from the proposed Buena Vista Project, a number of years ago because of the history of the area, the close knit community (this neighborhood remains affordable to families that have found other parts of Los Angeles untenable), and the access to the Los Angeles State Historic Park. We have many concerns about this project and the EIR should address the following issues:

-Please include a "no project" in the EIR. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

-Project impact on the Solano Avenue and Casanova Street intersections on Broadway and the Solano Canyon Community.

-Project impact on street parking in the Solano Canyon neighborhood, including Solano Avenue, Casanova Street and Broadway.

-Project impact during Dodger Stadium and State Park events and the Solano Community.

-Historical Impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, the remains of the Gonzalez House, and other historic sites.

-Wildlife impacts must be included in the EIR. This includes the impact on habitats, migratory patterns, flight paths and natural connections between open spaces of Elysian Park, LA River and the Los Angeles State Historic Park.

-The private Project will benefit financially from it's adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized. Please address in the EIR.

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-Cumulative impacts on our canyon. Please address the already approved large scale construction projects in and around the area of Chinatown and the cumulative impact on Solano Canyon, as the main thoroughfare to the freeways. The project is in close proximity to a number of additional large-scale projects including, but not limited to, the 27-story mixed-use "Harmony" development located at 942 North Broadway, across from Chinatown Plaza, the Pagoda hotel redevelopment located at 995 North Broadway, the College Station project, a 725-apartment complex, and the proposed LA-Aerial Rapid Transit (gondola) project that plans to be adjacent to and cut over the project site.

-Include the Project's impacts on local communities, including the potential for increased population concentrations, displacement of residents, and increased burdens on existing community services.

-Air Quality. Demolition of existing buildings, excavation, and the construction of the Project will emit air pollutants into the atmosphere. Please include in the EIR.

I would appreciate the above addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Natalie Robles

1425 N. Broadway Avenue
Solano Canyon

Polonia Majas <polonia.majas@lacity.org>

Re: We need you tomorrow! Protect Solano Canyon from Commercial Development.

1 message

Jude Rodriguez <jude.rodriguez00@gmail.com> Mon, Aug 30, 2021 at 10:52 AM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>

ENV-2016-4064-EIR Buena Vista Project

The foundation of this design is greed, unsustainability, and inequity. I ask and insist you rethink and readdress your intentions for a more useful project like community beautification. Something inspiring!
The need for this is nonexistent. The car traffic is already incredibly unsustainable with it taking 2hrs+ to get home when there is a Dodger game. You want to increase the changes of disaster, relocation of peoples and wildlife.
This is a HIGHLY POLLUTANT PROJECT.
Why must you wastefully impose on the land, instead of inclusion of nature and the natural landscape; YOU ARE IMPOSING. There is absolutely NO reason for this to continue.

Your luxury skyscraper is a tragic display of unethical design.

Reconsider how you want to be remembered.

You will run this community to the ground and not be able to take back your harm.

On Mon, Aug 30, 2021 at 1:21 PM Yvette Grageda <y.grageda743@gmail.com> wrote:

> Hey guys please pitch in…gracias
> ---------- Forwarded message ---------
> From: **Yvette Grageda** <y.grageda743@gmail.com>
> Date: Mon, Aug 30, 2021 at 10:19 AM
> Subject: Re: We need you tomorrow! Protect Solano Canyon from Commercial Development.
> To: solano canyon <solanocanyon@gmail.com>
>
>
>
> On Sun, Aug 29, 2021 at 12:27 PM solano canyon <solanocanyon@gmail.com> wrote:
>
> > Hello again!
> >
> > Brief email for you. It's the weekend and we have beautiful weather. If you haven't already, please submit your comments for the Buena Vista Project by Tuesday August 31st. The Buena Vista Project proposes a construction of 986 housing units with 38,800 square feet of commercial space and 1,417 parking spaces located in three high-rise towers, a three-story retail block, a six-story courtyard building, atop a three-story garage structure. **The northern parcel in Solano Canyon**, begins at the Broadway Bridge and continues directly across Norton Electric would include a 15-story, 6 story, to 3 three stories, with three levels of parking garage located below grade from North Broadway. Such a massive project could have wide-ranging impacts to Solano Canyon and the adjacent LASHP. It is, therefore, very important that community members are well informed about the project and its effects, and are able to provide feedback, and that the feedback is meaningfully incorporated into the forthcoming environmental review and Project approval process.
> >
> > We included the information from the previous email that explains the project further and we also attached the Notice of Preparation from the City.
> >
> > Now is your **first** opportunity to provide feedback.
> >
> > If you need help, we put together some concerns we would like addressed in the Environmental Impact Report (EIR).

Please submit a comment.

You can copy and paste, add or delete as you wish. Make sure the ENV number is included.
EMAIL TO: polonia.majas@lacity.org

RE: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas,
I have many concerns about this project and the EIR should address the following issues:

-Please include a "no project" in the EIR. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

-Project impact on the Solano Avenue and Casanova Street intersections on Broadway and the Solano Canyon Community.

-Project impact on street parking in the Solano Canyon neighborhood, including Solano Avenue, Casanova Street and Broadway.

-Project impact during Dodger Stadium and State Park events and the Solano Community.

-Historical Impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, the remains of the Gonzalez House, and other historic sites.

-Wildlife impacts must be included in the EIR. This includes the impact on habitats, migratory patterns, flight paths and natural connections between open spaces of Elysian Park, LA River and the Los Angeles State Historic Park.

-The private Project will benefit financially from it's adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized. Please address in the EIR.

- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.

-Impact of Commercial/Business square footage in relation to the proposed parking for the project. The main entrance to the building and the commercial area will be Broadway and Solano. Please include the impact on our community and the current lack of parking.

-Cumulative impacts on our canyon. Please address the already approved large scale construction projects in and around the area of Chinatown and the cumulative impact on Solano Canyon, as the main thoroughfare to the freeways. The project is in close proximity to a number of additional large-scale projects including, but not limited to, the 27-story mixed-use "Harmony" development located at 942 North Broadway, across from Chinatown Plaza, the Pagoda hotel redevelopment located at 995 North Broadway, the College Station project, a 725-apartment complex, and the proposed LA-Aerial Rapid Transit (gondola) project that plans to be adjacent to and cut over the project site.

-Include the Project's impacts on local communities, including the potential for increased population concentrations, displacement of residents, and increased burdens on existing community services.

-Air Quality. Demolition of existing buildings, excavation, and the construction of the Project will emit air pollutants into the atmosphere. Please include in the EIR.

I would appreciate the above addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Your name
Address or relation to Solano Canyon

MORE INFO FROM PREVIOUS EMAIL:

The Elysian Lofts project proposed along North Broadway is back. The project has a new name - Buena Vista - but the same owners, the Riboli Family from the San Antonio Winery and it is still a social, ecological, environmental, and historical threat to our small community.



The project as detailed in the new initial study, now calls for a larger total of **986 residential units**, and only **1,400 parking stalls** - as required under zoning. The property's south parcel, located closest to Chinatown, is slated for 26 and 22-story towers with a shared podium rising 348 and 304 feet in height respectively.

Again, built upon the parking garage at the elevation of North Broadway is the three-story (73-foot-high) Retail Block; the six-story (109-foot-high) Courtyard Building; the 15-story (212-foot-high) North Building; and the two-story (56-foot- high) Podium right here on Broadway and Solano.

No, no, no.
Solano Canyon, since its founding in 1866 and development in 1888, has cumulative risks and impacts already; social, ecological, environmental, and historical. Solano Canyon is the forever home of several polluting sources that contribute to our health and contribute to our deep and profound disappointment with the status of our wellbeing, anger over the unresponsiveness of our corporate neighbors complacent with the adequacy of their regulatory obligations and unresponsive to the environmental and health risk we face, and bewilderment at the government's failure to correct these shortcomings.

Our community was divided for a freeway, our neighbors in the ravines and Solano were evicted to build a sham low income project, only to sell their land and build a stadium. Our park was used as a landfill for years, then covered and topped with a little league baseball field. The dangers of methane gas are still here.

Solano is already disadvantaged, underserved, and environmentally overburdened. We don't need more vehicles and more pollution on our streets and air.

WAYS TO SUPPORT
Submit comments in writing to City Planning at **polonia.majas@lacity.org by 8/30/21**

- Buena Vista will have negative impacts on traffic, air quality, and noise in our community. We don't want more traffic, we want clean air and safe streets.
- The Project site is included on a list of hazardous materials sites, how is developing here affecting the health of our neighbors?
- This site is adjacent to the Los Angeles State Historic Park. The project could block access and have negative impacts on the Park and our views.
- Based on the Initial Study, the Project is said to have **potentially significant** environmental impacts in the following topic areas: Air Quality; Cultural Resources, Energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning;

Noise; Population and Housing; Public Services (fire, police, libraries); Transportation; Tribal Cultural Resources, and Utilities and Service Systems.

- The proposed project would require a General Plan Amendment to change the land use designation from Light Industrial to Regional Commercial, and a Zone Change to change the zoning from MR2 to C2.
- The Project Applicant is also requesting the following entitlements from the City of Los Angeles:
    - • A Height District change from Height District 1 to Height District 2D;
    - • A Zoning Administrator Determination to permit building height greater than the maximum height otherwise permitted under the Transitional Height provisions in LAMC Section 12.21.1.A.10 of 33 feet and 61 feet.
    - and more.

Historic Solano Canyon
www.solanocanyon.org
facebook.com/solano.canyon
instagram.com/solanocanyon

Polonia Majas <polonia.majas@lacity.org>

NO BUENA VISTA PROJECT FROM LUIS RODRIGUEZ

1 message

Luis Rodriguez <luisismoney1@yahoo.com> Tue, Aug 31, 2021 at 7:35 AM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>

From:
Luis Rodriguez
743 Academy Road
Los Angeles, CA 90012
(310) 408-3826

RE: ENV-2016-4064-EIR Buena Vista Project – NO PROJECT

Ms. Polonia Majas,

I've been a resident for 50 years in Solano Canyon. My dad actually built the parking lot fence for San Conrado Church 75 years ago. My sisters sang at St. Peter's Church 40 years ago where I was also an alterboy. Time sure passes. I make these comments as share with you my history in this neighborhood. A place where it was "safe", kids played all hours of the day. Little traffic so we would go out with the neighbor friends, walk around the place having fun. Elysian Park was the best as trees were full, pathways for walks, and enjoy. Fast forward today: drug issues, homeless issues, traffic issues, over crowdedness. Kids don't go out to play anymore as the environment is not safe.

Adding a project will double the stress our neighborhood we live in. Doesn't matter how you slice and dice the problems to get to the solutions, the result will be the same. This neighborhood is cannot handle the added stress. Rather, the family can give it as a charitable contribution to the city and take tax breaks and "give back" to Los Angelinos from whom they have benefitted for all these years.

In addition, I have many concerns about this project and the EIR should address the following issues:

-Please include a "no project" in the EIR. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.

-Project impact on the Solano Avenue and Casanova Street intersections on Broadway and the Solano Canyon Community.

-Project impact on street parking in the Solano Canyon neighborhood, including Solano Avenue, Casanova Street and Broadway.

-Project impact during Dodger Stadium and State Park events and the Solano Community.

-Historical Impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, the remains of the Gonzalez House, and other historic sites.

-Wildlife impacts must be included in the EIR. This includes the impact on habitats, migratory patterns, flight paths and natural connections between open spaces of Elysian Park, LA River and the Los Angeles State Historic Park.

-The private Project will benefit financially from it's adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized. Please address in the EIR.

- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.

-Impact of Commercial/Business square footage in relation to the proposed parking for the project. The main entrance to the building and the commercial area will be Broadway and Solano. Please include the impact on our community and the current lack of parking.

-Cumulative impacts on our canyon. Please address the already approved large scale construction projects in and around the area of Chinatown and the cumulative impact on Solano Canyon, as the main thoroughfare to the freeways. The project is in close proximity to a number of additional large-scale projects including, but not limited to, the 27-story mixed-use “Harmony” development located at 942 North Broadway, across from Chinatown Plaza, the Pagoda hotel redevelopment located at 995 North Broadway, the College Station project, a 725-apartment complex, and the proposed LA-Aerial Rapid Transit (gondola) project that plans to be adjacent to and cut over the project site.

-Include the Project's impacts on local communities, including the potential for increased population concentrations, displacement of residents, and increased burdens on existing community services.

-Air Quality. Demolition of existing buildings, excavation, and the construction of the Project will emit air pollutants into the atmosphere. Please include in the EIR.

I would appreciate the above addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Your name
Address or relation to Solano Canyon

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Project Case# ENV-2016-4064-EIR

1 message

ric romero <ricromero2002@yahoo.com> Sat, Aug 21, 2021 at 11:45 AM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>

Dear Polonia,

I lived in this community 45 years and have seen the city grow. I been seeing recently all these new multi story large living areas built around the city like Boyle Heights, Echo Park, and Chinatown . And most don't even fit in the community. But mostly it hurts the community that it forces out low income and working class people due to raising rents. They create a bigger carbon footprint with living and traffic. Plus the views that will be blocking of the city and the historical area park, that this community and park goers have will be blocked by the Northern and southern parcel multi story apartment buildings of Buena Vista project.
With the daily traffic it feels like North Broadway and Solano seems to be highway for morning and evening traffic with gridlock due to downtown traffic, dodger games, and chinatown events. This project will not help or hinder this just create more gridlock. In the plan they did not offer information if they had free parking. Visitors and renters of these new developments will use our limited parking in Solano and chinatown area due to free parking vs. paying. We have been impacted due to people parking and use Metro to commute to downtown to not pay expensive downtown parking fees. Also, park for free during dodger games vs. paying 25 dollars for dodger games. So this Buena Vista project will also impact the existing Solano Canyon and Chinatown community.
In conclusion I'm strongly opposed in this project. It will be a eyesore for the Solano canyon and China town on north broadway. With pollution increases of air quality, greenhouse gases, and biological resources that has been only getting bigger and worse if this project breaks ground. Plus this project looks like it does not look like it will blend in the historical area of Solano Canyon and ChinaTown area. Also, no improvements or development in this project for public safety for fire and police for our community in this project. Any questions please reply to this email or my cell number. 323-216-1746.

Thank you,
Ric Romero

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Elysian Loft Project

2 messages

Gloria Garay <gloria.garay85@gmail.com> Tue, Aug 24, 2021 at 4:07 PM
To: polonia.majas@lacity.org

Hi my name is Gloria Rosales, I live at 530 Casanova St. between Broadway Boulevard and the entrance to the 110 Northbound Freeway. I am writing in regards of the Elysian Loft Project. I am completely against moving forward with this project due to the already congestion of traffic that we have during the MLB season. Even off the season our streets (Solano and Broadway) in The Solano Canyon area lack parking spaces on our small streets. Elysian park already host a number of guests who do not live in Solano Canyon parking on our streets which also make it complicated for residence who actually due live there. My fear is that the plan for the Elysian Loft project will only allow for 1 car per resident to park in their structure which will threaten the already congested area of Solano Canton since the project is projected to be across the street from Solano Canyon.

The fact that the project is planning to go up parallel to the yellow metro line in Chinatown and The Historic Los Angeles park is also a concern. I feel the project will take away from the history of Chinatown and actually change the dynamics of the culture there already that is barely holding on as is due to gentrification in the past decade. Please don't take this very small part of their (Chinese people) culture that they have there in Chinatown Elysian Park from the residents (outstanding Chinese) that live there by building this monstrosity of a project on such a mellow area of Broadway Boulevard. The residents barely holding on to the lower rent prices that is in this area for them will skyrocket forcing them to move out of their area. I feel it will no longer be Chinatown if this project were to go up and that's a very sad thing to think about.

It is also not OK for this project to go up along side or in plain view of the historic Los Angeles park where major concerts and events happen not that it blocks the view from any of our Solano Canyon residents but it makes it very easy for people that will reside in this future alleged plan to bare full witness of any of the concerts that go up in there most likely creating littering by residence of the projects or people freely walking on the over looking boardwalk/sidewalk. I could foresee people non residents littering over the metro yellow line and residents inadvertently throwing over trash from their balconies causing that part to be littered with trash.
I am completely against this project and I would hope that you will take my opinions under consideration.

Thank you
Gloria Rosales

Sent from my iPhone

Polonia Majas <polonia.majas@lacity.org> Tue, Aug 24, 2021 at 4:42 PM
To: Gloria Garay <gloria.garay85@gmail.com>

Good afternoon,

Thank you for providing us with your comments and concerns. They will be included within the Buena Vista Project's (formerly Elysian Lofts Project) administrative record.

Respectfully,
[Quoted text hidden]
--

Polonia Majas
Planning Assistant
Los Angeles City Planning

221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012

Polonia Majas <polonia.majas@lacity.org>

Buena Vista project adjacent to Los Angeles State Historic Park

1 message

Beth Shapiro <bethmshapiro@gmail.com> Thu, Aug 26, 2021 at 6:33 PM
To: polonia.majas@lacity.org

Hi Polonia,

I live at 3542 Griffin Ave, Los Angeles, CA in Lincoln Heights. I am for this new development. I believe that urban infill developments are best for the environment and make the city more vibrant. I look forward to this and surrounding areas being full of people and community activities.

I love LA Historic Park and visit often. Great job on that!

Thank you. Best of luck with the project!

Beth

--
Beth Shapiro
310-383-3165

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

RE: ENV-2016-4064-EIR Buena Vista Project

1 message

Brian Smee <brian.d.smee@gmail.com> Sun, Aug 29, 2021 at 3:24 PM
To: polonia.majas@lacity.org

Dear Ms. Polonia Majas,

As a resident of Solano Canyon, I would like to say I do not support the construction of Elysian Lofts / Buena Vista Apartments and urge you all to deny its commencement.

I attended this most recent meeting on 8/18 and the first meeting that was held in 2018. It is extremely disconcerting that the project has only grown in size since that first meeting, and shows that this project has rejected any community input. This was further confirmed when during the meeting they failed to address any concerns about affordable housing, cultural impacts and accessibility (choosing to translate only in Mandarin when most of the Chinese residents in this area speak Cantonese).

As is, my concerns are just echoing the concerns that were raised during the meeting by community residents and leaders in addition to different construction unions. To list a few:

- Air Quality: Demolition and excavation for this project will emit pollutants into the atmosphere.

- Wildlife: This project would negatively impact the wildlife that has been rehabilitated in the park and la river

- Cultural Impact: This specific area that Buena Vista wants to build on is the heart of the original settlement of Los Angeles. Building this massive apartment complex on the grounds of the first ever graveyard and the Zanja Madre in LA is insensitive and inappropriate. There is also no super market available in Chinatown currently since Ai Hoi was closed. Do we really need another luxury apartment complex that works against the residents of Solano/Elysian/Chinatown?

- Rooms & Parking: This project discrepancies between the number of bedrooms in Buena Vista and the allowed parking spaces doesn't match. Where will the future buena vista residents end up parking?

- Traffic and Construction disruptions: This project discriminates against people who use public transit or are too poor to afford a car or rideshare service. A lot of my neighbors who are either elderly or handicapped depend on the bus routes on Broadway. The proposed construction of this project would completely upend that through extended construction of the north and south parcels along Broadway.

There are many other issues with this project that I hope are addressed in the EIR. I do not believe that this project should be exempted from general plan, zoning, height and setback requirements.

I wish that the Riboli family would release that parcel of land that was given to them by the city and finally build a connection between the communities in Solano Canyon, Elysian Valley & Chinatown and the LA State Park that we need. There is a large elderly community within Solano Canyon and for the past five years they've been denied access to the park from North Broadway because it is over a mile for them to get inside the park from the Spring entrances.

I look forward to seeing what is addressed in the EIR.

Thank you for your time.

Brian Smee,
426 Casanova St.
Los Angeles, CA
90012

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

case no. ENV-2016-4064-EIR

1 message

aaron thomas <treegash@hotmail.com>
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>
Cc: "ricardo.x.flores@lacity.org" <ricardo.x.flores@lacity.org>

Mon, Aug 30, 2021 at 9:45 PM

To whom it may concern,

First, I would like to express my disappointment that the Planning Department did not do more to explain and provide the public with the list of possible environmental impacts in order for them to give their comments for ENV-2016-4064-EIR. This should have been distributed in Spanish and the Chinese/Asian languages that are mostly spoken in this community. The fact that this information was not shared with the community in a way that is easy to understand only gives us the impression that the City is not really interested in hearing public comment. I have cc'd the council office representative here so he is also aware of my concerns. That being said, I have reviewed the list of possible environmental concerns listed on the initial study and share the same concerns regarding the following:

Air Quality, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Population/Housing, Public Services, Transportation, Tribal Cultural Resources, Utilities/Service Systems, Mandatory Findings of Significance.

These are all environmental factors that would be affected by the project and must be included in the EIR. However, I also feel strongly that the following environmental factors would also be affected if the project were ever to be constructed and should be added to the list:

Aesthetics- The viewscape and natural beauty for the entire area would be impacted by the construction of these buildings. Although the property is currently blighted and disturbed, that is due to the property owner's own utter disregard for properly maintaining the site. The inherent potential beauty of the site will absolutely be affected by this project and its possible aesthetic demise should be included in the EIR.

Biological Resources- A closer scientific review should be done to determine how this project would affect wildlife in the area, in particular birds of prey and migratory birds. As an environmental professional it is my determination that wildlife need access between the Los Angeles River, the State Park, and Elysian Park as a habitat corridor. You must bring in a non-biased biologist to verify this.

Recreation- This community fought for years to transform the property formerly known as "The Cornfields" into what is now a State Park. Now a greedy developer wants to take advantage of our hard work and profit from it by building luxury apartments which would forever block the community's access to the park we fought so hard to create. This is an OUTRAGE! The property owners did nothing to help create the park but as soon as they could, they bought the land adjacent to the park for their own obscene acquisition of wealth, effectively cutting off the community from the park. They did so before the State had the opportunity to acquire the land and make it part of the park. These developers should not be trusted when they claim they will create connections for the community to the park. It is most certainly a lie so they can get what they want from the City. Even at the public scoping meeting, the representative for the developer said that the property would be gated and closed at their discretion. This project would affect the

recreational opportunities for the surrounding communities but would also impact the recreation for those currently using the park. This must be considered!

Please take my comments down for the record and let me know that you received them. I will be awaiting your response and an explanation of the next steps in the process. Thank you.

Aaron Thomas
resident
Solano Canyon

Polonia Majas <polonia.majas@lacity.org>

Auto reply: Re: Buena Vista Project

1 message

Komalpreet Toor <komal@lozeaudrury.com> Mon, Aug 2, 2021 at 10:31 AM
To: polonia.majas@lacity.org

Thank you for your email. I am no longer with Lozeau Drury LLP as of June 30th, 2021. Please route your message to Stacey Oborne
<stacey@lozeaudrury.com> instead. Thank you.

Best regards,
Komal

--
Komalpreet Toor (she/her)
Paralegal
Lozeau | Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
(510) 836-4200
(510) 836-4205 (fax)
Komal@lozeaudrury.com

Polonia Majas <polonia.majas@lacity.org>

Buena Vista comments

1 message

Jennifer Wai-Kwun Toy <jwktoy@gmail.com> Thu, Aug 26, 2021 at 10:47 AM
To: polonia.majas@lacity.org

Dear Polonia,

Please shepherd this project through, but consider the concerns articulated by the LARSP partners, particularly #6+7 - the request that the development includes a Community Benefit Agreement. In this day and age, this should become standard practice for developers. I am also in favor of a protected bike line along Broadway.

Thanks,
Jen

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Project_Please include in the EIR

1 message

Bec Ulrich <beculrich77@gmail.com> Sun, Aug 29, 2021 at 12:13 PM
To: Polonia.majas@lacity.org

Hello Polonia-

Please see attachment for my concerns
Thank you

--
Rebecca Ulrich



EIR Scoping Letter.jpeg
784K

RE: Environmental Case Number: ENV-2016-4064-EIR Buena Vista Project

Ms. Polonia Majas <polonia.majas@lacity.org>

I have many concerns about this project and the EIR should address the following issues:

- That a "no project" alternative be considered. This project presents great changes to the general plan, zoning, height, and setback exemptions that would be required to accommodate it on this site. This project is completely out of scale to the adjacent Elysian Park and our Solano Canyon neighborhood. I do not believe this site should be exempted from general plan, zoning, height, and setback requirements.
- Wildlife impacts must be included in the EIR. This includes the impact on habitats, migratory patterns, flight paths and natural connections between open spaces of Elysian Park, LA River and the Los Angeles State Historical Park.
- Project impact on the Solano Street and Casanova Street intersections on Broadway and the Solano Canyon Community.
- Project impact on street parking in the Solano Canyon neighborhood, including Solano Street, Casanova Street and Broadway.
- Impact of project during Dodger Stadium events and the Solano Community.
- Historical impacts: i.e. Portola Trail, Zanja Madre and Water Wheel, the remains of the Gonzalez House, and other historic sites.
- That the EIR require the project to include a park and community benefit agreement (CBA). The private project will benefit financially from its adjacency to public amenities such as Elysian Park and the Los Angeles State Historic Park and some value must be recognized.
- Impact of the number of "total number of Bedrooms" in relation to the proposed parking spaces for the project.
- Impact of Commercial/Business square footages in relation to the proposed parking for the project.

I would appreciate the above issues be included and addressed in the EIR and look forward to reviewing the Draft EIR. Please confirm receipt of this letter.

Sincerely,

Name: REBECCA ULRICH Date 8/29/21

Address: 828 SOLANO AVE. LA, CA 90012

Email: BECULRICH77@GMAIL.COM

Phone: 323.204.1856

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Project

Tom Williams <ctwilliams2012@yahoo.com> Mon, Aug 2, 2021 at 12:15 PM
To: Polonia Majas <polonia.majas@lacity.org>

Thanks been wondering about this one along with CASP...will have many comments for NOP/Scoping

[Quoted text hidden]

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Re: Buena Vista Project Scoping Comments #2, more to come

1 message

Tom Williams <ctwilliams2012@yahoo.com> Tue, Aug 3, 2021 at 2:08 PM
To: Polonia Majas <polonia.majas@lacity.org>
Cc: "vincent.bertoni@lacity.org" <vincent.bertoni@lacity.org>, Richard Larsen <rwlarsen.lhnc@gmail.com>, gee.hcnnc@gmail.com, "tonyquon1@gmail.com" <tonyquon1@gmail.com>, "stopandthinkaboutthis@gmail.com" <stopandthinkaboutthis@gmail.com>

DATE: 2:00 pm, Tuesday, August 3, 2021

TO: Polonia Majas City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
Attn: Polonia Majas polonia.majas@lacity.org 213-847-3625

CC: VINCENT P. BERTONI, AICP Director of Planning

Brd of Publ.Works

Brd of Bldg.& Safety
VAN.AMBATIELOS@lacity.org
JAVIER.NUNEZ@lacity.org
GEAGA.ROSENTHAL@lacity.org
GEORGE.HOVAGUIMIAN@lacity.org
ELVIN.MOON@lacity.org

FROM: Dr. Clyde T. (Tom) Williams, 4117 Barrett Rd. Los Angeles, Ca 90032-1712
ctwilliams2012@yahoo.com

SUBJECT: Buena Vista Project ENV-2016-4064-EIR
RE: NOP-Scoping comments #2

2.1 Please provide State Clearing House (OPR) SCH # for proposed EIR. Please extend the Scoping period for 30 days following the circulation of the SCH #.

2.2 Please provide Project Goals/Objectives and numerical levels for the proposed Project as required for Project Description in the DEIR so as to develop and evaluations of feasible development of our alternatives and their numerical comparisons to proposed project. As the Scoping efforts include proposal of feasible alternative project, reasonable alternatives cannot be proposed without goals and objectives for the proposed Project and thereby their absence does not allow the public to proposed reasonable and feasible alternative.
Provide the current proposed project goals and objectives and extend the Scoping period to 30 days following the provision/circulation of the proposed Project's goals and objectives.

2.3 Cut/Fill - Staging and Haul Routes Please Provide current on-/off-site staging/parking/loading/ delivery areas and current haul routes for demo debris, excavated soils and bedrock, and concrete/materials deliveries

2.4 Aerial Photos and Satellite Images Provide all historic aerial photos for sites and use in review of historic archeology (including historic pedestrian bridge over yard/park, etc.), sources of haz-mat contaminations and unusable excavated materials. Also provide historic and current satellite images (e.g., GoogleEarthPro) for Project site descriptions. Provide a historic account of the entire site from at least 1850.

2.5 ZIMAS - Fault zone Upper Elysian Park Fault and Liquefaction Provide all current geotechnical and geologic studies of the site and vicinity and for the establishment of the UEP-Fault zone within Project site.
Include in the DEIR a thorough analyses and seismic safety review of all proposed and related structures based on the ZIMAS expected earthquake.

2.6 LACity Methane Gas - CalGEM As ZIMAS and CalGem located wells within and adjacent to and the Los Angeles Oil Field has sometimes been considered to extend eastward and southward , including the entire project site, provide a thorough methane gas survey/sampling/testing program (e.g., 5ft deep isolated probes every 100ft grid for 24hr) report for the entire area, along with remediation/mitigation measures to assure safety of the site for construction and occupancy.

2.7 Conduct 20ft deep soil probes (100ft centered) for archaeological/paleontological remains with sampling every 1-ft intervals and microscopic reviews of debris.

On Monday, August 2, 2021, 01:10:11 PM PDT, Polonia Majas <polonia.majas@lacity.org> wrote:
Good afternoon,
Your comment and any future comment will be included in the administrative record for the project.
Thank you,

On Mon, Aug 2, 2021 at 12:15 PM Tom Williams <ctwilliams2012@yahoo.com> wrote:

> Thanks been wondering about this one along with CASP...will have many comments for NOP/Scoping
>
> On Monday, August 2, 2021, 10:31:38 AM PDT, Polonia Majas <polonia.majas@lacity.org> wrote:
>
> Interested Parties please see attached Notice of Preparation for the Buena Vista Project.
>
> Thank you,
>
> --
>
> **Polonia Majas**

Planning Assistant
Los Angeles City Planning
221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
Planning4LA.org
T: (213) 847-3625

E-NEWS

--

Polonia Majas
Planning Assistant
Los Angeles City Planning
221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
Planning4LA.org
T: (213) 847-3625

E-NEWS

Polonia Majas <polonia.majas@lacity.org>

Re: Buena Vista Project Scoping Comments #4, more to come

1 message

Tom Williams <ctwilliams2012@yahoo.com> Thu, Aug 5, 2021 at 2:23 PM
To: Polonia Majas <polonia.majas@lacity.org>
Cc: "vince.bertoni@lacity.org" <vince.bertoni@lacity.org>, Richard Larsen <rwlarsen.lhnc@gmail.com>, "gee.hcnnc@gmail.com" <gee.hcnnc@gmail.com>, "tonyquon1@gmail.com" <tonyquon1@gmail.com>, "stopandthinkaboutthis@gmail.com" <stopandthinkaboutthis@gmail.com>, "greg.good@lacity.org" <greg.good@lacity.org>, "auria.garcia@lacity.org" <auria.garcia@lacity.org>, "mike.davis@lacity.org" <mike.davis@lacity.org>, "van.ambatielos@lacity.org" <van.ambatielos@lacity.org>, "javier.nunez@lacity.org" <javier.nunez@lacity.org>, "geaga.rosenthal@lacity.org" <geaga.rosenthal@lacity.org>, "george.hovaguimian@lacity.org" <george.hovaguimian@lacity.org>, "elvin.moon@lacity.org" <elvin.moon@lacity.org>

DATE: 2:00 pm, Thursday, August 5, 2021

TO: Polonia Majas City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
Attn: Polonia Majas polonia.majas@lacity.org 213-847-3625

CC: VINCE P. BERTONI, AICP Director of Planning and others

FROM: Dr. Clyde T. (Tom) Williams, 4117 Barrett Rd. Los Angeles, Ca 90032-1712
ctwilliams2012@yahoo.com

SUBJECT: Buena Vista Project ENV-2016-4064-EIR

RE: NOP-Scoping comments #4

Regarding SCH#, Although not included in the NOP, the SCH#-2021070577 has been assigned to the Project, and review of SCH document shows significant differences between the SCH and the NOP provided for the period of scoping comments. Such differences will be included in subsequent comments.

4.0 Please provide revised scope of DEIR to include the following elements in setting, assessment, and mitigation:
Air Quality and Greenhouse Gas Emissions
Noise, ***Vibration, and Glare***
Visual Presence and Aesthetics

Cultural ***and Historic*** Resources
Tribal Cultural Resources

Energy ***and Sustainability***
Geology ***Seismicity*** and Soils
Hazards and Hazardous Materials
Hydrology and Water Quality, including LID and surface and ground waters

Land Use and Planning ***SCAG Projections and Growth Inducement***
Population and Housing ***, and affordability/availability***
Public Services (fire, police, libraries***, schools***)
Utilities and Service Systems
Transportation
Emergency Preparedness (Seismicity and 6.4RM beneath the site)

4.1 Please provide the So.Calif.Assoc.of Govt.(SCAG) information and 2045 projections for populations, households, and jobs for Transportation Analysis Zones including the project and adjacent TAZs and any modifications done by the City of Los Angeles, Dept.s of City Planning and Transportation.

4.2 Please provide Methane Gas Surveys and Monitoring for the entire site and adjacent/dependent infrastructure within 500ft of Project boundaries

4.3 For Stormwater/LID Provide storm water forecasts and runoff drainage systems and discharge points. Provide for complete Low Impact Development system for all impervious spaces within the Project. Provide total reuse for irrigation onsite or within 500ft of the Project boundaries. Prohibit groundwater recharge without demonstrating remediation of all contamination of groundwater from the site to one mile down flow (east and south).

4.4 Pedestrian Bridges to Park - Provide for at least one Pedestrian/Bicycle Bridge from the central public section of Project over the MTA Gold Line and connecting with the Historic Park, with appropriate measures suitable for ADA compliance.

4.5 As part of Emergency Preparedness for Project residents/occupants, Provide facilitation of development by County and City of Los Angeles for a suitable vehicular crossing of the LA River Channel from West to East (1250ft corridor), in the event that the Broadway, Spring, and SR-110 Bridges collapse during/following a 6.4RM on Upper Elysian Park Fault the fault zone of which crosses the Project site.

4.6 AQ Modeling - Bldg../Hills Provide air quality and meteorological conditions and AQ models for the northern DTLA and particularly the influences of the Elysian Hills on the air emissions generated by the Project (construction & operations) and then for at least one maximum event and/or games at the Stadium and/or Park.

4.7 Building Efficiencies, Sustainability, and LEEDs kwh-gal/day/sqft Provide thorough review and modelling of Project infrastructure, utilities and services and the proposed levele s of efficiency and sustainability for each. Compare with the Best of DTLA buildings. Provide suitable efficiencies mitigations to achieved top 10-Percent status for building efficiences.
Provide for "Green Streets" (/Infrastructure Corridor) for Broadway, Bridge to Bamboo Lane, including lights, crossings, transit stops, and Solar-Shade-Panels for the public ways.
Provide for four Bus PullOff/Lighting-Marking-Shelters
Provide for maximum solar panels/shading of Open public Areas

4.8 Provide screening/light/sound barriers for all staging (loading and deliveries) areas to protect surrounding residents, the public public areas, and travel facilities (streets, sidewalks, and transit stops) from Staging Areas and Haul Routes.

4.9 As provided elsewhere in LA City, Provide Noise/Congestion mitigation for impacts related to school facilities, uses, activities, and potential traffic conflict by requiring transportation restrictions

during construction, including

Prohibit trucks of >6tons on Broadway M-F 7-9am 3-7pm for arrival/departure of buses, vehicles, and student to schools.

Prohibit truck noise emissions above 70 dBA at curb distance during weekday period of 9am-3pm and all nights 7pm-6am

Prohibit any lane closure for entry/exit turning of trucks for the site, provide upto five (5) entrances/exits to the site with appropriate clearances for right-turns into the site without interference to other vehicles.

Prohibit Nighttime delivery/removals of >6 tons loads.

Provide haul routes with entry/north bound on easterly lanes of Broadway and with exiting/north-bound on easterly lanes of Broadway, prohibit any left turns into/from construction site access.

Polonia Majas <polonia.majas@lacity.org>

Re: Buena Vista Project Scoping Comments #3, more to come

1 message

Tom Williams <ctwilliams2012@yahoo.com> Wed, Aug 4, 2021 at 1:01 PM
To: Polonia Majas <polonia.majas@lacity.org>
Cc: "vince.bertoni@lacity.org" <vince.bertoni@lacity.org>, Richard Larsen <rwlarsen.lhnc@gmail.com>, "gee.hcnnc@gmail.com" <gee.hcnnc@gmail.com>, "tonyquon1@gmail.com" <tonyquon1@gmail.com>, "stopandthinkaboutthis@gmail.com" <stopandthinkaboutthis@gmail.com>

DATE: 1:00 pm, Wednesday, August 4, 2021

TO: Polonia Majas City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
Attn: Polonia Majas polonia.majas@lacity.org 213-847-3625

CC: VINCENT P. BERTONI, AICP Director of Planning

Brd of Publ.Works greg.good@lacity.org auria.garcia@lacity.org mike.davis@lacity.org
Brd of Bldg.& Safety van.ambatielos@lacity.org javier.nunez@lacity.org geaga.rosenthal@lacity.org george.hovaguimian@lacity.org elvin.moon@lacity.org

FROM: Dr. Clyde T. (Tom) Williams, 4117 Barrett Rd. Los Angeles, Ca 90032-1712
ctwilliams2012@yahoo.com

SUBJECT: Buena Vista Project ENV-2016-4064-EIR

RE: NOP-Scoping comments #3

3.1 Please provide a draft Mitigation, Monitoring and Reporting Plan in the Draft EIR, along with all typical, draft, tentative, or expected "permit conditions"/mitigation measures from Dept.s of City Planning, Public Works, and Building and Safety.

3.2 Please provide screening/light/sound barriers for all staging areas to protect surrounding residents, public areas, and travel facilities (streets, sidewalks, and transit stops) from Staging Areas and Haul Routes

3.3 Provide standard/tabular format for comment submissions in digital/web-based format.

3.4 Based on sections for #2.4 Aerial Photos and Satellite Images and #2.7 20ft deep soil probes for archaeological/paleontological remains conduct supplemental probes at 10ft intervals and controlled excavations for areas with suspected remains.

3.5 Based on #2.5 ZIMAS-Fault zone and #2.4+#2.7 revise fault zone boundaries based on clear and stated criteria and revise ZIMAS accordingly.

3.6 Conduct geotechnical probes/sampling at 100ft intervals at elevations of 290-310ft AMSL along the 3700ft SEertly site boundary and provide evaluations of liquefaction potentials for the underlying and supporting alluvial and deposits. Identify any suspected artificial filling along the boundary.

3.7 Conduct methane (CH4) monitoring in all sewers, drains, and manholes inside and within 200ft of project boundary and where levels are >20ppm conduct additional measurements in the gravel bedding surrounding pipes and manholes

3.8 Require as mitigation 4in sand/gravel bedding and surrounds with 100mil HDPE membrane between any materials with >10 ppm CH4 and any project footings, pipes, or foundations.

On Monday, August 2, 2021, 01:10:11 PM PDT, Polonia Majas <polonia.majas@lacity.org> wrote:
Good afternoon,
Your comment and any future comment will be included in the administrative record for the project.
Thank you,

On Mon, Aug 2, 2021 at 12:15 PM Tom Williams <ctwilliams2012@yahoo.com> wrote:

> Thanks been wondering about this one along with CASP...will have many comments for NOP/Scoping
>
> On Monday, August 2, 2021, 10:31:38 AM PDT, Polonia Majas <polonia.majas@lacity.org> wrote:
>
> Interested Parties please see attached Notice of Preparation for the Buena Vista Project.
>
> Thank you,
>
> --

Polonia Majas
Planning Assistant
Los Angeles City Planning
221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
Planning4LA.org
T: (213) 847-3625



--

Polonia Majas

Planning Assistant
Los Angeles City Planning
221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
Planning4LA.org
T: (213) 847-3625

E-NEWS

Re: Buena Vista Project Scoping Comments #5, more to come External Inbox

Tom Williams
to me, vince.bertoni@lacity.org, Richard, gee.hcnnc@gmail.com, tonyquon1@gmail.com, stopandthinkaboutthis@gmail.com, greg.good@lacity.org, auria.garcia@lacity.org, mike.davi

DATE: 2:00 pm, Friday, August 6, 2021

TO: Polonia Majas City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
Attn: Polonia Majas polonia.majas@lacity.org 213-847-3625

CC: VINCE P. BERTONI, AICP Director of Planning and others

FROM: Dr. Clyde T. (Tom) Williams, 4117 Barrett Rd. Los Angeles, Ca 90032-1712 ctwilliams2012@yahoo.com

SUBJECT: Buena Vista Project ENV-2016-4064-EIR

RE: NOP-Scoping comments #5

Regarding SCH#, Although not included in the NOP, the SCH#-2021070577 has been assigned to the Project, and review of SCH document shows di for the period of scoping comments. Such differences will be included in subsequent comments.

5.1 Scoping Docs. and IS do not reference Oil Well 0403716580 within the western portion of site and within the LA Oil Field boundaries. See ZIMAS Revise Initial Study and Scoping and require entire parcel and other parcels to be surveyed for methane/CH4 as required by City of LA/DB&S.

5.2 For Mineral resources, provide surface and subsurface property, mineral, and oil/gas rights/ownerships/leases by tables and maps. Review of Ca leases and properties coincide.

5.3 NOP/SCH-IS reference Aesthetics (Urban Design) and Park View as potential impacts. Provide thorough and complete visual renderings/images at west end of Broadway/BV Bridge, out/in bound traffic on Gold Line Metro trains, out/north bound High-Speed Rail trains, NWertly from West/Central/ Spring Str. (w of Llewellyn) , W-bound on Main St. Bridge, N-bound on Sotello, and others. Provide nighttime images for same.

5.4 Provide groundwater analyses for at least 5 locations beneath proposed below Broadway level parking structures and provide at least five sample location (0-5, 20-25, 30,-35, 40-45, and 50-55 plus a continuous recording of H2S, TOC, salinity and other indicator compounds. FEIR for LASHP stat that GW is contaminated beneath the Park. Groundwater was encountered at 270ft elev. and assumed to extend down to -300ft / 0 ft elevation) .

5.5 Enquire, acquire, summarize, and relate information from the Calif.Dpt.Toxic Substances Controls with regard to site including provision of review a regarding:
UNION PACIFIC/RAILROAD COMPANY **(T0603700512)** 1322 BROADWAY N LOS ANGELES, CA 90012 ***LUST Cleanup Site RB Case #: 900120143***
UNION PACIFIC RAILROAD - CORNFIELD YARD **(SL2047T1683)** 1245 NORTH SPRING ST LOS ANGELES, CA 90012 ***Cleanup Program Site Status: Open - Verificatio***
and any other sites within 0.5 mi/2640ft of the site boundary.

5.6 California High Speed Rail has conducted environmental and CEQA studies in the vicinity of the Broadway Bridge and such studies and recomme provide links to sources.

5.7 For environmental justice and social/enviro. equity, the DEIR must include settings/assessment/mitigation for various environmental justice/social e and vicinity (0.5mile from the project boundary, including provide 2000-2020 population, households, and jobs and median household incomes/annual f generally north of Main. west of LA River, south of SR-110, and NE of Alpine-Vignes.

Polonia Majas <polonia.majas@lacity.org>

Re: Buena Vista Project Scoping Comments #6, more to come

1 message

Tom Williams <ctwilliams2012@yahoo.com> Tue, Aug 10, 2021 at 2:10 PM
To: Polonia Majas <polonia.majas@lacity.org>
Cc: "vince.bertoni@lacity.org" <vince.bertoni@lacity.org>, Richard Larsen <rwlarsen.lhnc@gmail.com>, "gee.hcnnc@gmail.com" <gee.hcnnc@gmail.com>, "tonyquon1@gmail.com" <tonyquon1@gmail.com>, "stopandthinkaboutthis@gmail.com" <stopandthinkaboutthis@gmail.com>, "greg.good@lacity.org" <greg.good@lacity.org>, "auria.garcia@lacity.org" <auria.garcia@lacity.org>, "mike.davis@lacity.org" <mike.davis@lacity.org>, Laura Velkei <lvelkei@gmail.com>, Dick Platkin <rhplatkin@gmail.com>

DATE: 2:00 pm, Monday, August 10, 2021

TO: Polonia Majas City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
Attn: Polonia Majas polonia.majas@lacity.org 213-847-3625

CC: VINCE P. BERTONI, AICP Director of Planning and others

FROM: Dr. Clyde T. (Tom) Williams, 4117 Barrett Rd. Los Angeles, Ca 90032-1712
ctwilliams2012@yahoo.com

SUBJECT: Buena Vista Project ENV-2016-4064-EIR

RE: NOP-Scoping comments #6

6.1 For the Setting and Assessment related to Land Use Planning and Growth Inducement
Area of Interest - AOI: E. of Hill, NE of College, north of Alhambra Ave (&equivalent), W of LA River, and south of SR-110

Provide boundaries of SCAG-TAZs within the Area of Interest above and 5-year projections through 2021-2045 for population, households, and employment and projected Median Household Incomes.
Provide comparisons of current and projected development within the AOI based on fulfillment of CASP project land use development by 2045.
Provide goals and objectives for the proposed Project and those with more than 100 DUs within 2640ft of the boundaries of the proposed Project.

Provide current maximum population and households for Solano and Casanova parcels (>100 lots) at the current maximum/largest floor area ratio for current units.
Provide maximum floor areas and units for existing commercial properties along the north side of Broadway if developed to same levels as those along the south side of Broadway.

Provide estimated or projected property and improvement assessed values for the proposed Project in 2045. Provide any Prop-13 issues for the Project area, e.g., related to retention of current ownership at 51% or higher in the future.

6.2 South-CASP/SHP Spring and Main
Based on SCAG-TAZ current and projections of population, households, and employment, provide projections in the TAZs of the area for required floor areas and dwelling units.
Provide same for the area assuming floor area growth as determined by the largest project during 2010-21 and applied across the total area.
on the largest 2010-Date proposed Project

6.3 South of Main
Based on SCAG-TAZ current and projections of population, households, and employment, provide 2045 projections in the TAZs of this area for required floor areas and dwelling units.
Provide same for the south area assuming floor area growth as determined by the largest project during 2010-21 and applied across the total area.
on the largest 2010-Date proposed Project

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Project Scoping Comments #6, more to come (maybe repeated...could not find copy sent on Monday.

Tom Williams <ctwilliams2012@yahoo.com>
To: Polonia Majas <polonia.majas@lacity.org>
Cc: vince.bertoni@lacity.org, Richard Larsen <rwlarsen.lhnc@gmail.com>, "gee.hcnnc@gmail.com" <gee.hcnnc@gmail.com>, "tonyquon1@gmail.com" <tonyquon1@gmail.com>, "stopandth
<stopandthinkaboutthis@gmail.com>, "greg.good@lacity.org" <greg.good@lacity.org>, "auria.garcia@lacity.org" <auria.garcia@lacity.org>, "mike.davis@lacity.org" <mike.davis@lacity.org>, L
<rhplatkin@gmail.com>

DATE: 2:00 pm, Friday, August 13, 2021

TO: Polonia Majas City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
Attn: Polonia Majas polonia.majas@lacity.org 213-847-3625

CC: VINCE P. BERTONI, AICP Director of Planning and others

FROM: Dr. Clyde T. (Tom) Williams, 4117 Barrett Rd. Los Angeles, Ca 90032-1712 ctwilliams2012@yahoo.com

SUBJECT: Buena Vista Project ENV-2016-4064-EIR

RE: NOP-Scoping comments #6

6.1 For the Setting and Assessment related to Land Use Planning and Growth Inducement
Area of Interest - AOI: E. of Hill, NE of College, north of Alhambra Ave (&equivalent), W of LA River, and south of SR-110

Provide boundaries of SCAG-TAZs within the Area of Interest above and 5-year projections through 2021-2045 for population, households, and employment an
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Provide goals and objectives for the proposed Project and those with more than 100 DUs within 2640ft of the boundaries of the proposed Project.

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Provide same for the south area assuming floor area growth as determined by the largest project during 2010-21 and applied across the total area.
on the largest 2010-Date proposed Project

----- Forwarded Message -----
From: Tom Williams <ctwilliams2012@yahoo.com>
To: Polonia Majas <polonia.majas@lacity.org>
Cc: vince.bertoni@lacity.org <vince.bertoni@lacity.org>; Richard Larsen <rwlarsen.lhnc@gmail.com>; gee.hcnnc@gmail.com <gee.hcnnc@gmail.com>; tonyquon1@gmail.com <tonyquon1
<stopandthinkaboutthis@gmail.com>; greg.good@lacity.org <greg.good@lacity.org>; auria.garcia@lacity.org <auria.garcia@lacity.org>; mike.davis@lacity.org <mike.davis@lacity.org>; Laur
<rhplatkin@gmail.com>
Sent: Friday, August 6, 2021, 02:10:37 PM PDT
Subject: Re: Buena Vista Project Scoping Comments #5, more to come

DATE: 2:00 pm, Friday, August 6, 2021

TO: Polonia Majas City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
Attn: Polonia Majas polonia.majas@lacity.org 213-847-3625

CC: VINCE P. BERTONI, AICP Director of Planning and others

FROM: Dr. Clyde T. (Tom) Williams, 4117 Barrett Rd. Los Angeles, Ca 90032-1712 ctwilliams2012@yahoo.com

SUBJECT: Buena Vista Project ENV-2016-4064-EIR

RE: NOP-Scoping comments #5
Regarding SCH#, Although not included in the NOP, the SCH#-2021070577 has been assigned to the Project, and review of SCH document shows differences for the period of scoping comments. Such differences will be included in subsequent comments.
5.1 Scoping Docs. and IS do not reference Oil Well 0403716580 within the western portion of site and within the LA Oil Field boundaries. See ZIMAS APN# Revise Initial Study and Scoping and require entire parcel and other parcels to be surveyed for methane/CH4 as required by City of LA/DB&S.
5.2 For Mineral resources, provide surface and subsurface property, mineral, and oil/gas rights/ownerships/leases by tables and maps. Review of CalGEM do leases and properties coincide.
5.3 NOP/SCH-IS reference Aesthetics (Urban Design) and Park View as potential impacts. Provide thorough and complete visual renderings/images for east/ at west end of Broadway/BV Bridge, out/in bound traffic on Gold Line Metro trains, out/north bound High-Speed Rail trains, NWertly from West/Central/East area Spring Str. (w of Llewellyn) , W-bound on Main St. Bridge, N-bound on Sotello, and others. Provide nighttime images for same.
5.4 Provide groundwater analyses for at least 5 locations beneath proposed below Broadway level parking structures and provide at least five samples at differ location (0-5, 20-25, 30,-35, 40-45, and 50-55 plus a continuous recording of H2S, TOC, salinity and other indicator compounds. FEIR for LASHP states that g that GW is contaminated beneath the Park. Groundwater was encountered at 270ft elev. and assumed to extend down to -300ft / 0 ft elevation) .
5.5 Enquire, acquire, summarize, and relate information from the Calif.Dpt.Toxic Substances Controls with regard to site including provision of review and sumr regarding:
UNION PACIFIC/RAILROAD COMPANY (T0603700512) 1322 BROADWAY N LOS ANGELES, CA 90012 ***LUST Cleanup Site RB Case #: 900120143***
UNION PACIFIC RAILROAD - CORNFIELD YARD (SL2047T1683) 1245 NORTH SPRING ST LOS ANGELES, CA 90012 ***Cleanup Program Site Status: Open - Verification Monitor***
and any other sites within 0.5 mi/2640ft of the site boundary.
5.6 California High Speed Rail has conducted environmental and CEQA studies in the vicinity of the Broadway Bridge and such studies and recommendations provide links to sources.

5.7 For environmental justice and social/enviro. equity, the DEIR must include settings/assessment/mitigation for various environmental justice/s context of the site and vicinity (0.5mile from the project boundary, including provide 2000-2020 population, households, and jobs and median hou areas within 1500ft of the Project boundaries, generally north of Main. west of LA River, south of SR-110, and NE of Alpine-Vignes.

Connect Create Collaborate

Polonia Majas <polonia.majas@lacity.org>

Re: Buena Vista Project Scoping Comments #7, more to come

Tom Williams <ctwilliams2012@yahoo.com> Fri, Aug 13, 2021 at 3:24 PM
To: Polonia Majas <polonia.majas@lacity.org>
Cc: "vince.bertoni@lacity.org" <vince.bertoni@lacity.org>, Richard Larsen <rwlarsen.lhnc@gmail.com>, "gee.hcnnc@gmail.com" <gee.hcnnc@gmail.com>, "tonyquon1@gmail.com" <tonyquon1@gmail.com>, "stopandthinkaboutthis@gmail.com" <stopandthinkaboutthis@gmail.com>, "greg.good@lacity.org" <greg.good@lacity.org>, "auria.garcia@lacity.org" <auria.garcia@lacity.org>, "mike.davis@lacity.org" <mike.davis@lacity.org>, Laura Velkei <lvelkei@gmail.com>, Dick Platkin <rhplatkin@gmail.com>

DATE: 3:30 pm, Friday, August 13, 2021

TO: Polonia Majas City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
Attn: Polonia Majas polonia.majas@lacity.org 213-847-3625

CC: VINCE P. BERTONI, AICP Director of Planning and others

FROM: Dr. Clyde T. (Tom) Williams, 4117 Barrett Rd. Los Angeles, Ca 90032-1712
ctwilliams2012@yahoo.com

SUBJECT: Buena Vista Project ENV-2016-4064-EIR

RE: NOP-Scoping comments #7

Growth Inducement and Land Use Patterns/Practices

Provide adequate and complete background for the City's presumption of Growth Inducements:… project may **foster spatial, economic, or population growth…**if it meets any one of the criteria… below:

- …removes an impediment to growth (e.g., the establishment of an essential public service, or the provision of new access to an area). ***If this project is approved, the path/process/contents required will be simplified and expedited and costs and schedule reduced for next applicant.***
- …results in the urbanization of land in a remote location (leapfrog development). ***The project represents a leapfrog jump from other 5+ floor mixed use units and will provide a process and implementation model for other similar buildings along Broadway (north side), Spring, and Main.***
- Economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion, etc.). ***Construction and operating bases will provide stimulations for all local commercial operations and to establish such while demand is increasing.***
- …establishes a precedent setting action (e.g., a change in zoning or general plan amendment approval). ***While removing impediments, the project will set height/mass/floor area levels well in advance of current smaller mixed use attempts...several of which stimulated the greater mass and FAR for this project.***

Provide a clear simple schedule for all projects within 2640ft of the Project boundaries of more than 100DUs and >10,000sqft commercial floor areas.
Provide SCAG-Projections (pop./hhd./jobs) for the project related Transportation Analysis Zones and show %ages provided by the Project and its proposed schedule for operations and occupancy.
Indicate clearly any other currently proposed or expected within the same TAZs of >100 DU or 10Ksqft commercial space.
Provide DTLA locations and schedules for operations of >100 DU or 10Ksqft commercial space and provide comparisons for all development of similar or larger size and scale and heights.

Provide land use transition patterns for project during the last 10 years with building heights >10 floors within the DTLA Community Plan and other one-three, four-eight, and greater than eight floored buildings within 2640ft of their projects in increments of 500ft to demonstrate consistent or absence of transitional patterns in DTLA.

DATE: 4:00 pm, Tuesday, August 31, 2021

TO: Polonia Majas City of Los Angeles, Department of City Planning,
221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
Attn: Polonia Majas polonia.majas@lacity.org 213-847-3625

CC: VINCE P. BERTONI, AICP Director of City Planning vince.bertoni@lacity.org
Brd of Publ.Works Greg Good greg.good@lacity.org Fernando Campo fernando.campo@lacity.org
Brd of Bldg.& Safety
HCNNC Land Use Planning gee.hcnnc@gmail.com
HCNNC Board info@hcnnc.org board@hcnnc.org
LH NC/LAPA Richard Larsen

FROM: Dr Tom Williams CCSC 4117 Barrett Rd LA, Ca 90032-1712 323-528-9682

SUBJECT: Buena Vista Project ENV-2016-4064-EIR SCH #2021070577

RE: Initial Study and NOP-Scoping Comments for DEIR

As indicated in the following comments, the Initial Study (IS) and Notice of Preparation (NOP) are inadequate and incomplete for their purposes of eliciting substantive and supporting comments from the Public for mitigation and alternatives to the proposed project. The IS and NOP do not provide sufficient and adequate textual and numerical definitions of the Project's purposes, goals, and objectives for the development of specific and functional alternatives and mitigation/compensation measures.

Based on the following comments, the NOP and Initial Study must be withdrawn, revised, and recirculated for meaningful public and agency comments, alternatives, and mitigative/compensatory measures.

No alternatives are presented in the Initial Study (IS)/Notice of Preparation (NOP) nor any basis for developing such even as outlined. Based on 40 years of CEQA review and preparation I propose the following comments, including alternatives, A, B, & C:

A. Lower and more continuous structural development extending downslope and not more than five floors above the Broadway pavement elevation (similar to Blossom Plaza and others 900-946 N. Broadway), along with major expansion of below Broadway grade structures on south-facing slopes at elevations of less than those along Broadway and equal to 7-8 floors above the bottom of slope (300ft elev.).

B. TOC Alternative with Congestion Pricing westerly from the LA River Bridge, including a) pedestrian above grade connections from the North Area to the LA River, b) pedestrian connections between South Area and the Chinatown Metro Station, c) all Project areas and northern side of Broadway above/over the traffic and connecting by stairs/ramps and to second story structures, and d) pedestrian connections between three major areas of the Project (and Broadway-Metro buses) with the State Historic Park (Cornfields) and incorporating pedestrian facilities.

C. City Historic Cornfields Extension Alternative Provide a total open space and structured recreational facility as an Extension of the State Historic Park and perhaps as an Extension for nearby school facilities and student. Elevated access from the State Park would be required and connect to the Boardway sidewalks with ADA compatible sidewalks/ramps connecting across the sloped grounds to the level of the Metro Track, structured recreational facilities would be located adjacent to the Metro ROW and provide noise/vibration mitigation.

Although important to both impacts assessments and mitigation/compensation, the period of construction for such a large project is both important and significant, especially for long-term enforcement, reporting, and public participation and ongoing reviews. The IS/NOP does not provide the temporal framework for construction which has been mentioned in community publications, as exampled:

South Parcel - March 2023 - February 2026.
North Parcel – March 2026 - January 2029.
No schedule for the Central/Public Parcel has been mentioned, yet.

With the absence of such formal/official mention of schedule the significance of adverse impacts on the environment and community cannot be adequately and completely assessed, Withdraw/Revise/Recirculate.

Mention is made in the IS/NOP regarding the Mitigation, Monitoring, and Reporting Plan (MMRP) required by CEQA, and I request that the Draft EIR include a draft of the MMRP and all city, county, and regional permit conditions for public review and comment for the DEIR rather than avoiding such public view for a limited, inadequate, and incomplete document only in the FEIR.

For detailed comments, see below, IS-59/1 refers to Initial Study Page/Paragraph in the City-provided reports, Buena_Vista__Initial_Study.pdf (lacity.org) while NOP-01/01 refers the City-provided Notice of Preparation Page/Paragraph, Buena_Vista_Notice_of_Preparation-English.pdf (lacity.org).

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COMMENTS

IS-1/3 1.1 PURPOSE OF AN INITIAL STUDY The California Environmental Quality Act…several basic purposes, including: (1) **to inform**…the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the **use of feasible alternatives or mitigation measures**; and (4) **to disclose to the public the reasons** behind a project's approval even if significant environmental effects are anticipated.
Must provide examples of feasible alternatives and feasible mitigation measures for such mixed use, high rise project in DTLA area.
Must provide a recent-2020-21 sample of MMRP/Permit conditions and mechanism for enforcing and compensating the public for infractions.

IS-3/3 The decision-making body then considers the Final EIR, together with any comments received during the **public review process**, and **may certify the Final EIR and approve the Project**…, when approving a project for which an EIR has been prepared, the **Lead Agency must prepare findings** for each significant effect identified ***without adequate mitigation/compensation***, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a **mitigation monitoring program** to ensure that all proposed mitigation measures are implemented.
Must provide examples of "adequate" measures provided for other DTLA mixed use high rise projects
Must provide examples of Mitigation Monitoring Program and any examples of Mitigation, Monitoring, and Reporting Programs in DTLA.
Must provide listing of all 2020-21 "significant impacts that cannot be mitigated" for all DTLA >5 floor projects.
Must provide copies of all contracts for enforcing and bonding implementation of mitigation/compensation measures in DTLA.

IS-31/1 e. **Existing uses** on the Project site are limited to single-story industrial buildings and outdoor storage, staging areas for vehicles and equipment, and billboards.
Must Provide a historic review based on historic aerial photos (1920-1980) and available satellite images (1980-Date) of all PA, including for long-term storage of vehicles and materials.

IS-35/1 The Project site does not support any agricultural uses or activities. It is currently developed with several buildings, parking lots, outdoor storage areas, staging areas, and disturbed/developed areas.
Must Provide a historic review based on historic aerial photos (1920-1980) and available satellite images (1980-Date) of all PA, including for long-term storage of vehicles and materials.

IS-54/1 Potentially Significant Impact. The Project site is currently used for vehicle and equipment storage and as a **construction staging/bus parking area**. Existing hazardous materials at the Project site will be identified through the **Phase I ESA**. The Project site has also been identified to have **two plugged/inactive oil wells on-site.\43** In addition, the southern portion of the site is located within the City's designated **Methane Zone** and **Methane Buffer Zone**.\44
Must [assume all request include MUST] require and provide review of historic landuses and potential for soil contamination by onsite disposal, leakage, and/or spillage.
In ZIMAS designated as Methane Hazard Site and provide report and maps of all surveys, monitoring, and records regarding methane and other volatile hydrocarbons on the PA.
Following review of historic aerial photos and related maps/drawings of site, areas with contaminated soils from vehicle storage, repairs, and USTs must be specific cleared of surface debris (-1- -2 ft depth) and inspected for potential contamination.
No mention has been made of the Haul Routes and Staging areas for the proposed Project. The DEIR must specifically locate and provide inspection/remediation surveys and plans for/of any construction staging area for all phases of the construction. The Haul Route(s) must be provided in the DEIR connecting from the most appropriate freeway access to the staging areas and to the PA. The Haul Route and circulation into/from the PA must be included in the DEIR as to their impacts and mitigations for removals/deliveries for the Project.

IS-54/FN
\43 In addition, the southern portion of the site ***[South Area]*** is located within the City's designated Methane Zone and Methane Buffer Zone ***[for the LA Oil Field]***.
\44 The Methane Assessment Report will include the results of **onsite testing** to determine if there are hazards that may be posed by methane to future residents, visitors, and employees at the Project site. The findings of the studies regarding hazardous materials, oil wells, and methane levels will be discussed in the Draft EIR.

As part of the "testing", the Project must provide for a total site survey for CH4, nm-VOC, and H2S gases and testing for CH4 and other oil field related gases (including H2S, and heavier VOCs) prior to and during field verification of known and potentially unknown wells in the PA, both areas.

Mitigation must consider gas barrier systems including 100mil HDPE membranes with 100% double weld pressure testing of membrane joints (as used in Metro's Phase 1, Red Line tunnels and Union Station).

Appendix C Mineral Land Classification **Map**

Appendix C actually is only for sand and gravel minerals and does not show oil/petroleum and natural gas and no explanations are offered for the land designations MR-1, -2, or -3.

The DEIR must thoroughly and adequate consider ALL minerals, not just sand and gravel and must provide the geological and technical basis for both petroleum and natural gas. The DEIR and even the Revised IS/NOP must be reviewed by the appropriate staff within the LA City Dept. Public Works, Office of Petroleum Administration.

The NOP/IS does not mention the State of California and State Clearinghouse for CEQA documents submittals, including that of SCH# 2021070557 for this Project. In such files, the Project is recorded as considering the following environmental sectors for potential impacts and mitigation:
Aesthetics,
Agriculture and Forestry Resources,
Air Quality, Energy, Greenhouse Gas Emissions, Noise,
Biological Resources, Vegetation, Wetland/Riparian,
Cultural Resources, Tribal Cultural Resources,
Cumulative Effects,
Drainage/Absorption, Flood Plain/Flooding, Hydrology/Water Quality,
Geology/Soils, Hazards & Hazardous Materials, Mineral Resources,
Land Use/Planning, Population/Housing,
Public Services, Recreation, Schools/Universities,
Sewer Capacity, Solid Waste, Transportation, Utilities/Service Systems,
Wildfire
Mandatory Findings of Significance,

Although some of these have been included in the NOP/IS, differences exist between the City's and SCH's list of potential impacts. Revise the City's listing in accordance with that of the SCH.

Compare and revise appropriately the currently considered environmental sectors and include in both environmental justice/equity and expand to include all growth inducement issues, e.g. Solano Canyon and China-/Italian-Towns.

Review of the State Clearinghouse submissions shows NOC for NOP includes: Project Issues Discussed in Document which appears inconsistent with issues included in the NOP/IS,e.g., Economic/Jobs, Population/Housing Balance, Archeological/Historical, Geologic/Seismic,

Solid Waste, Sewer Capacity, /Groundwater Flood Plain/Flooding, Traffic/Circulation, and Cumulative Effects

Compare and revise appropriately the currently considered environmental sectors and include in both environmental justice/equity and expand to include all growth inducement issues and their cumulative effects.

NOP-4/1 Requested Actions A Vesting Tentative Tract Map (VTTM 74548) that involves the dedication of a **three-foot-wide strip along North Broadway to the City (resulting in 342,817 square feet *[342,817 / 3 = Bdwy length: 114272ft ???compared to measured 3200-4000 lineal feet]*** or…of 7.87 acre **Project Site**) and subdivision of the Project site…;

No such dedication is mentioned elsewhere. Review and revise expected area, widths, and street lengths. Provide a certified surveyor/engineer stamp and signatures.

NOP-4/1 • A Haul Route approval;…

As the DEIR shall be used as the CEQA basis for discretionary decisions by the Boards of Building and Safety, Public Works, and Fire Commissioners:

Provide thorough and adequate setting, assessment, and mitigations for both the Haul Route(s) for incoming supplies and removal of demolition and excavation debris/materials, and for the staging area(s) supporting all phases of the construction upto occupancy permits.

Provide all measures required for emergency preparedness and suppression, including earthquakes (e.g., within fault zone of the Upper Elysian Park Fault).

Also provide adequate online/www web page including 3+ video cameras for the public monitoring of construction.

Provide periodic pre-occupancy townhall meeting(s) for affected residents and neighbors to inform the public of mitigation, compensation, and impacts for construction and for operations/occupancy.

NOP-4/1 • Additional approvals and permits from the **City of Los Angeles Department of Building and Safety and Public Works** (and other municipal agencies) for Project construction activities including, but not limited to:…, and sidewalk and curb/gutter improvements along North Broadway.

Provide Project web page for all public participation and issues related to the Project, its impacts, and mitigation/compensation for impacts, along with past/current/future schedule events.

IS-27/1 A Haul Route approval

Provide all draft haul routes and staging areas subject to discretionary approvals by Brd.s of B&S and PW. Provide schedule to public online as to when such boards may consider any Project related requirements.

Provide Project web page for all public participation and issues related to the Project, its impacts, and mitigation/compensation for impacts, along with past/current/future schedule events.

IS-10/4 The northern portion of the property is generally used as a **construction staging/bus parking area** with vegetated sloped areas….

Provide all draft haul routes and staging areas subject to discretionary approvals by Brd.s of B&S and

IS-54/2 Potentially Significant Impact. The Project site is currently used for vehicle and equipment storage and as a construction staging/bus parking area. Existing hazardous materials at the Project site will be identified through the Phase I ESA.

Provide a thorough inspection of a cleared soil surface for facilities and discolored soils/fill and conduct gas monitoring for CH4, VOCs, and H2S across the entire site.

IS-48/3 Landslides

An **updated** Geotechnical Engineering Investigation will be prepared for the proposed Project, which will evaluate the potential…49/1…EIR and be **based on the findings of the Geotechnical Engineering Investigation** for the Project, which **includes** recommendations for preventing **hazards associated with landslides, lateral spreading, subsidence, liquefaction and collapse**. These potential impacts will be analyzed further in the Draft EIR.

As the PA lies within a known/reported Fault Zone the current and perhaps the updated GEI must include the risks of seismic event during the two-plus years of construction before full occupancy.

As no specific for updating are cited, the statements are totally inadequate.

Text indicates that the DEIR will not be based on the updated GEI but on findings of the GEI, without the updates(?).

The DEIR must include alternatives to the several floors of parking structure excavated downhill of Broadway and their abilities to survive seismic movements, e.g., 6.5RM say at 5 miles depth.

As a fault zone commonly includes broken rock conditions, the updated GEI must include provisions for identifying the potential fault zone – solid vs broken bedrock, before excavations and for sure when below Broadway levels (320-350 ft elev.). The uGEI must consider any needed mitigations for assuring the Broadway ROW is unaffected by the proposed Project excavations for underground parking.

IS-50/1 …EIR and be based on the findings of the **Geotechnical Engineering Investigation** for the Project, which includes recommendations for preventing hazards associated with landslides, lateral spreading, **subsidence**, liquefaction and collapse. These potential impacts will be analyzed further in the Draft EIR

As indicated before the DEIR must be based on an UPDATED GEI, not on the current version, although no details are provided regarding the contents of the updated portions of the GEI.

As part of the updating of the GEI report, provide available LiDAR elevations for the PA along with estimated changes in ground elevation (+/-0.5 inches) possible related to seismic movements, groundwater changes, and ground compaction over the last 10-20 years.

Growth Inducement

IS-50/3 **Remove :** "No further analysis of this topic will be provided in the Draft EIR".

Replace with secondary land use planning and urban development pressures shall be reviewed and secondary growth induced development shall be adequately and completely assessed and mitigated/compensated.

This must be specifically focused on the Broadway corridor including Solano Canyon and Savoy neighborhood which will be greatly affected by induced secondary development, especially if reviewing the ZIMAS database for records of property sales during the last few years, perhaps in response to the proposed Project's growth stimulation.

IS-67/2 14.a. Induce **substantial unplanned population growth in an area**, either directly (for example, by proposing new homes and businesses) or indirectly (….)?

Potentially Significant Impact. The proposed Project would introduce…which would lead to an increase in resident population, as well as in visitors, patrons, and employees at the proposed commercial uses and common areas. Potential impacts associated with the increase in residents and employees on the Project site will be analyzed further in the Draft EIR.

IS perspective is limited to the Project Site, although acknowledging indirect potential growth inducement. As part of good land use and planning practices, the north side of Broadway must be rezoned to similar or identical land uses as those of the south side of Broadway, e.g., multi-storied, mixed commercial/residential uses and thus displacing current strip commercial and multi- and single-family residential uses within 500ft in Solano Canyon and all of Savoy neighborhood. Such secondary growth impacts must be assessed in the DEIR and appropriate mitigation/compensation shall be provided for these probable, secondary induced development along the northern side of Broadway from the River Bridge to College St.

IS-68/1 14. b. "Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? No Impact."

The IS is totally inadequate and incomplete with regard to displacement of existing residents from Savoy St. and Solano neighborhood with existing lower income families and residents, who will be displaced or are being displaced by the proposed Project considerations and anticipated initiation. Once underway, development pressures on the historic residential areas will displace and replace existing residents with new development and new resident with resources required to occupy the anticipated induced development of 3-5+ floors for at least 500ft of Broadway.

The IS statement: "No impacts associated with the displacement of existing housing units would occur with the Project" is applicable only to the Project Area and not the overall corridor from the River Bridge to College St., and the review must be revised and include the secondary impacts on the corridor's land uses, good planning practices, and typical City development pressures.

p.IS-85/2 c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Potentially Significant Impact. The Project has the potential for significant impacts related to Air Quality; Cultural Resources, Energy, Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality,

Land Use and Planning; Noise;

Population and Housing;

Public Services (fire, police and libraries);

Transportation; Tribal Cultural Resources, and

Utilities and Service Systems,

which may cause **substantial** adverse effects on human beings, either directly or indirectly. These potential effects will be analyzed in the Draft EIR.

As indicated by this listing, adverse effects must be expected, indirectly on development pressures and rising rents and valuations, to occur along the entire Broadway corridor into DTLA.

IS-27/1 Permits

• Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

Provide expected permits conditions for compliance for other similar mixed use development projects within 5280ft of the PA boundaries during the 7+-year construction period for review as part of Mitigation Measures.

Alternatives

NOP 1 / 2 The City requests your written comments as to the scope and contents of the EIR, including **mitigation measures or project alternatives** to reduce potential environmental impacts from the Project.

IS-1/3 1.1 PURPOSE OF AN INITIAL STUDY The California Environmental Quality Act…several basic purposes, including: …; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the **use of feasible alternatives or mitigation measures**;….

IS-3/1 an opportunity to review the Draft EIR and comment on the document, including the analysis of environmental effects, the mitigation measures presented to reduce potentially significant impacts, and the **alternatives analysis**. After the close of the 45- day review and comment period, responses to comments on environmental issues received during the comment period are prepared.

Define feasible for alternatives and mitigation measures and provide examples as applied elsewhere in DTLA for similar multi-floored and floor area projects and at least one example as to the proposed Project. As feasible is often closely associated with practical, provide the economic analyses for such a Project and what costs/benefits measures/alternatives could be "feasible/practical" for the applicant.

The first Feasible Alternative for the Project Area (A) must include: Complete structural development of North, Central, and South areas within the Project area to a uniform height (e.g., 5-floors, 65ft above Broadway pavement, grd-lvl. 350ft-320 elev., Tops-415-385ft elev.) from Broadway LARiver Bridge to the Chinatown Metro Station and including below Broadway, above Metro tracks (e.g., 310-295ft elev.).

This alternative must provide same floor area as required by the proposed Project.

A second feasible alternative (B) must include the Transportation Oriented Corridor land use form: TOC Alternative with identical developments of the proposed Project and that of the above Alternative Congestion Pricing westerly from the LA River Bridge, and including a) pedestrian above grade connections from the North Area to the LA River, b) pedestrian connections between South Area and the Chinatown Metro Station, c) all Project areas and northern side of Broadway above/over the traffic and connecting by stairs/ramps and to second story structures, and d) pedestrian connections between three major areas of the Project (and Broadway-Metro buses) with the State Historic Park (Cornfields) and incorporating pedestrian facilities.

A third: Open Space/Recreation Alternative, C. These comments have included two structural development project alternatives, above and the assumed "do-nothing" alternative and the third development Open Space/Recreational Alternative of an extended City Historic Cornfields Park

IS-63/3 The Draft EIR will discuss the entitlements and address Project consistency with the **goals, objectives, and policies** of the City's General Plan, Central City North Community Plan, Zoning Code, and other applicable land use policies and programs. Further analysis of this topic will be provided in the Draft EIR.

One function of the IS and NOP is to solicit public comments, including alternatives for the proposed project. Within the DEIR, alternatives would be compared, enumerated, and evaluated regarding their impacts upon the environment and community.

No alternatives were proposed in the IS/NOP, not even the do-nothing, leave as open-space or vacant.

OIL WELLS

IS-28/1 State Department of Conservation Geologic Energy Management Division (CalGEM): Because the Project site contains inactive oil wells, the Applicant must consult with CalGEM to confirm that the wells have been adequately abandoned. ***Conduct ground/subsurface surveys of all areas suspected or***

reported as having wells in the PA. Confirm absences/presences and tightness of current plugging and those revealed during review of historic aerial photos and satellite images.

If abandonment or reabandonment is required then provide 100% cement plugging after perforation and injection at x2 hydrostatic pressures.

HazMat and Site Contamination

IS-37/3 . Result in other emissions…adversely affecting a substantial number of people?

Potentially Significant Impact….**Abandonment** of existing oil wells on the North Parcel is required, which would also require the operation of diesel equipment….The oil well **re-abandonment** process at the Project site has the potential to release small quantities of oil-field gases including **methane** (odorless), hydrogen sulfide, and sulfur dioxide (sulfur rotten egg smell)….Although construction emissions are of short duration and odors would quickly disperse into the atmosphere, the proposed Project has the potential to emit odors during earthmoving and well abandonment that could temporarily affect nearby sensitive receptors

Revise all well work to re-abandonment unless new, unreported unabandoned/unplugged wells are located within the Project Area (PA). Require that the Applicant to confirm and specifically locate the known and perhaps unknown wells in the PA.

As the IS/NOP did not mention a third well (0403716580) located in the South Area of the PA and within the Los Angeles Oil Field require all PA be inspected for any indications of unknown wells through acquisition/review of historic (post-1920) aerial photos (EDR/LightBox), site clearance and excavation to -8ft of surface and thorough gas inspection and monitoring for compliance with Methane Hazard Zone surveys for all parcels as indicated by ZIMAS.

IS-53/3 Currently, the Project site contains buildings associated with Metro's maintenance operations, which would be removed with Project implementation. The Project site's previous uses include a gas station on the North Parcel and an automobile repair shop, both of which have been removed, as well as oil and gas wells, **as identified by CalGEM Well Finder**. The Project site is located in an area designated as the **"methane zone"** and is subject to Division 71 of Article 1, Chapter IX of the LAMC. A Phase I Environmental Site Assessment (ESA) and **Methane Assessment Report** will be prepared for the Project, which will identify all previous uses of the Project site and any associated potential on-site hazards, and will include mitigation measures, if necessary.

CalGEM wells have been located in the City's ZIMAS database but as shown in the Marina Del Rey/Marriott Hotel situation, locations of all wells, USTs, and any contaminated soils therefrom must be verified in the field on the PA in order to properly mitigate hazardous facilities and contaminated soils.

The Phase 1 and Methane Hazard Zone (ZIMAS) survey and reports must include reviews of 1920-date historic aerial photos commonly used in Dpt.City Planning report which are available via EDRnet.com and Light Box sources. All wells must be verified in the field and any new wells reported to CalGEM.

IS-54/1 Potentially Significant Impact. The Project site…has also been identified **to have two plugged/inactive oil wells on-site.\43** In addition, the southern portion of the site is located within the City's designated **Methane Zone and Methane Buffer Zone.\44** The Methane Assessment Report will include the results of onsite testing to determine if there are hazards that may be posed by methane to future residents, visitors, and employees at the Project site. The findings of the studies regarding hazardous materials, **oil wells, and methane levels** will be discussed in the Draft EIR.

IS-54/2 c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. …. However, construction activities associated with the handling of potential onsite hazards (**e.g. abandonment of oil wells**), could result in hazardous emissions or require the handling of hazardous materials, substances, or waste.

IS-59/2 The Project site is known to include plugged/inactive oil wells. As such, construction activities would require the **abandonment of these wells**, which must be conducted in accordance with the procedures mandated by the CalGEM.

IS-64/3 According to the City's Safety Element of the General Plan, the Project site is adjacent to the Los Angeles City Oil Field\54. This oil field became active in the 1890s and is approximately one square mile in area, reaching from Koreatown in the west to an area between Dodger Stadium and Downtown in the east.\55 According to CalGEM, the Project site contains two plugged/abandoned oil wells in the North Parcel (Ventura Oil Company, American Petroleum Institute number (API) #0403716588 and Chevron, API #0403700510),

which are not within the Los Angeles City Oil Field. API #0403716588 is a plugged well that was never a producing well, was considered to be a "dry hole," and was **abandoned** in 1957\56. API #0403700510 was **abandoned** in 1967 and was drilled for geological information and was not anticipated to be completed as an oil or gas well.\57

ZIMAS shows three wells are located in the PA and the APN-parcel.

As currently reported, ALL three wells are reportedly plugged in some manner, and all wells known or encounter must be inspected and confirmed as to locations and adequacy of current plugs. If leaking gases from around the casing annulus or from the casing the well must be re-examined and evaluated for re-abandonment under guidance of CalGEM. Preferably reabandonment would include: clearing of all casing debris, perforation of all casings and annuli of casing and bore, and 100% cementation from Bottom- to Top of Hole at >x2 hydrostatic pressures.

IS-65/2 b. Result in the loss of availability…or other land use plan? Less Than Significant Impact. ….The Project site is located **near the Los Angeles Oil Field**, which is **generally located west of the Project site**….wells within the Los Angeles Oil Field in the vicinity of the Project site are not in active production. Thus, the Project would not result in the loss of locally important mineral resources,…oil and gas resources associated with the Los Angeles Oil Field. Because the Project site contains **inactive oil wells**, the Applicant **must** consult with CalGEM to confirm that the wells have been adequately abandoned. However, the Project would not result in the loss of availability of a locally-important mineral resource recovery site…, as the wells were not productive, are no longer active, and do not currently and have not historically contributed to important mineral resource recovery. No further analysis of this topic will be provided in the Draft EIR.

The Project is located at least partially within/over the CalGEM delineated Los Angeles Oil Field which extends from the PA to the west. As CalGEM does not designate wells as Inactive, replace such with either plugged/abandoned or idle. Following a thorough inspection and gas monitoring program, the CalGEM must be provided with all information regarding any wells on the PA and appropriate re-abandonment undertaken.

Hydrology – Stormwater Runoff / LID

IS-25/5 The proposed stormwater management system is a "store and use" storm water capture system that involves containment in on-site cisterns for compliance with Low Impact Development (LID) strategies. To the **extent feasible**, the LID Best Management Practices (BMPs) would include storm **water capture, pretreatment, and re-use for on-site irrigation purposes**, thus reducing the demand for seasonal potable water demands attributed to the Project's irrigation needs.

This paragraph states that stormwater will be used for irrigation, whereas other statement report differently. Review and revise and advise the public in a recirculated IS/NOP for the Project.

Define "extent feasible" and if including costs provide a thorough and complete economic assessment for the Project in construction, operations, and maintenance phases.

IS-59/3 Long-term changes in storm-water quality due to operation of the proposed Project would occur due to the replacement of the vehicle and equipment storage and construction staging/bus parking areas with the proposed residential and commercial uses and parking structures. The Project includes **permanent BMPs to reduce long-term storm-water pollution**,…requires the use of LID standards and practices in development projects to **encourage** the **beneficial use of rainwater and urban runoff, reduce urban runoff while improving water quality and groundwater recharge, reduce erosion and hydrologic impacts downstream, and enhance recreational and aesthetic values** in Los Angeles.\49

Define or replace: "encourage".

Revise and make consistent with IS-25/5

IS-59/4 As stated in the City's 2016 Planning and Land Development Handbook for Low Impact Development, all new projects **must select, design, *OPERATE,* and maintain LID and hydromodification control BMPs** to address pollutants that are likely to be generated, reduce changes to pre-development hydrology, assure long-term function, and avoid the breeding of vectors. The proposed Project will be required to develop a LID Plan that demonstrates how stormwater runoff will be **infiltrated, evapotranspired, captured and used, and/or treated** through on-site BMPs and stormwater management techniques. The on-site stormwater management techniques must be properly sized, at a minimum, to **infiltrate, evapotranspire, store for use, and/or treat** stormwater through a **high removal efficiency biofiltration/biotreatment**

system to the **maximum extent feasible**, **without any runoff leaving the site** and for at least the volume of water produced by the **stormwater quality design storm event**.

The LID related facilities must be operated and a plan/manual provided to do such before any assessment of impacts and mitigation can be provided.

Without a definition of the design event, ¾, 1.0, 2.0, etc. inches per hour/day/week nothing can be reviewed for the Initial Study or proposed as alternatives or mitigation measures.

Withdraw, Revise, and Recirculation as RIS and RNOP.

IS-60/3 b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? Potentially Significant Impact….The proposed Project would convert areas of currently unpaved pervious surfaces into paved/non-pervious surfaces, which would **affect** the amount of stormwater infiltration on the Project site. The Project **would be required** to comply with the City's Low Impact Development (LID) Ordinance, which requires **on-site infiltration of stormwater flows**. The Draft EIR will assess potential impacts related to groundwater supplies and recharge and the potential for impeding sustainable groundwater management of the basin.

Would be or Shall be or Must be required, revise and clarify.

Infiltration of greater surface flows will affect current groundwater conditions, raise groundwater levels into contaminate soils/vadose.

If infiltrated rather than transpired, provide a complete and adequate groundwater modeling of the basin from Broadway south to the US-101 right-of-way as the Metro underground facilities would be adversely affected by increased groundwater flows, which could not be relieve by current weep holes in the impervious LA River channel.

IS-61/1 ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; Potentially Significant Impact. The Project…would have the potential to increase runoff volumes and rates due to the increase in impervious surfaces at the Project site….As discussed above, the proposed Project **must select, design *OPERATE* and maintain LID** and hydromodification control BMPs to reduce changes to pre-development hydrology and assure long-term function of the BMPs. The proposed Project **will be required to develop a LID Plan** that demonstrates how on-site BMPs would be properly sized to ***collect, convey, store, and treat,* infiltrate, evapotranspire, store for use, and/or treat stormwater runoff** without any stormwater runoff leaving the site, to the **maximum extent feasible**, for at least the volume of water produced by the stormwater quality design storm event. **Stormwater runoff from the Project site would be directed into underground storm drain lines that ultimately connect to the Los Angeles River**. The Draft EIR **will assess** impacts related to the potential for substantial flooding due to changes in the rate or amount of runoff from the Project site.

If allowed to runoff rather than transpired, provide a complete and adequate storm water generation and conveyance and existing capacities modeling of the basin from Broadway south to the US-101 right-of-way as the Metro underground facilities would be adversely affected by increased stormwater flows, which could not be relieved by current conveyance in the impervious LA River channel during high flows in the river channel.

IS-61/2 iii. Create or contribute runoff water…; or Potentially Significant Impact. The Project would change drainage patterns on the Project site and would be required to reduce pollutants entering the stormwater through **construction-phase** BMPs…and through **permanent BMPs** in accordance with the City's LID Ordinance. The capacity of existing storm drainage systems to accommodate runoff from the Project site, and the potential generation of stormwater pollutants by the Project will be analyzed further in the Draft EIR.

Provide a grading/earthworks period BMP and separate non-earthworks construction BMP as the runoff conditions are prolonged and greatly different, in addition to the operation BMP.

Feasible

IS-25/5 The proposed stormwater management system is a "store and use" storm water capture system that involves containment in on-site cisterns for compliance with Low Impact Development (LID) strategies. **To the extent feasible**, the LID Best Management Practices (BMPs) would include storm water capture, pretreatment, and re-use for on-site irrigation purposes, thus reducing the demand for seasonal potable water demands attributed to the Project's irrigation needs. On-site landscaping would use drought-tolerant plants and trees.

IS-33/3 Therefore, while the proposed parking garage on the South Parcel would be partially visible from the south and east, it would be obscured to the **extent practicable** and architecturally integrated into the Project through design, existing built environment features (i.e., the Metro tracks), and/or landscaping. For these reasons, the proposed parking levels are not expected to **substantially degrade** the visual character or quality of the site. As discussed above, in compliance with SB 743 and the City's Zoning Information File ZI No. 2452, aesthetic impacts of the Project shall not be considered significant, and no analysis of this topic will be provided in the Draft EIR.
IS- 59/4 As stated in the City's 2016 Planning and Land Development Handbook for Low Impact Development,…The on-site stormwater management techniques must be properly sized, **at a minimum**,…to the **maximum extent feasible**, without any runoff leaving the site and for at least the volume of water produced by the stormwater quality design storm event.
IS-61/1 The proposed Project will be required to develop a LID Plan that demonstrates how on-site BMPs would be properly sized to…stormwater runoff without any stormwater runoff leaving the site, to the **maximum extent feasible,** for at least the volume of water produced by…storm event.
IS-75/2 Potentially Significant Impact. The proposed Project's consistency with CEQA Guidelines Section 15064.3(b) will be determined using the City's Transportation Assessment Guidelines, which requires Applicants to analyze and assess potential impacts or deficiencies to the circulation system generated by Project implementation, and to **identify feasible measure** to offset any impacts.
As indicated elsewhere, use of feasible and practical infers many possibilities and is not defined appropriate to the Public consideration and use. Clearly explain at each usage as appropriate for Public understanding and give examples related to its specific context. If any financial/economic/monetary implications are involved, then the entire DEIR must fully establish the Project and City's financial, economic, and monetary setting, assessment of effects, and mitigations for the Project.

Economic/Financial/Taxes
IS-12/5 3.2.4.1 Central City North Area Plan ….The purpose of the Plan is to promote a community that:
• Improves the function, design, and **economic vitality** of the commercial corridors.
133/1 • Plans the **remaining commercial**…development opportunity sites for needed job producing uses that will improve the **economic…condition** of the Central City North area.
Provide definition and setting for the "economic vitality" and economic condition of the Project Area (PA) and current and future commercial corridor, presumably "North Broadway".
As the conditions/vitality applies to economics, please provide an adequate thorough and complete economic setting for the Project and its future, say to 2029 and to 2045.
IS-14/4 Financial/Economics 3.2.4.4 East Los Angeles State Enterprise Zone The Project Site…Enterprise Zone/Employment and **Economic** Incentive Program Area (EZ),…as the East Los Angeles State Enterprise Zone.\11….Under this designation, federal, state, and city governments may provide **economic incentives** to stimulate local investment and employment through **tax and regulation relief and improvement of public services**.
Provide all available and applicable government incentives for investment and employment, including tax relief, funding matches, and sharing and any other reliefs or improvements for the Project applicant/owner.
Provide information from the County Assessor regarding the property land assessment values and those compared at the time of Proposition 13 applications and currently 2021.

IS-27/3 Los Angeles County Metropolitan Transportation Authority (Metro): Because the Project site **is within 100 feet of the Metro-owned Gold Line tracks**, and because the Project may require alterations and/or relocation of the two bus stops located along North Broadway adjacent to the Project site, the Applicant must consult with Metro, who **must review** the Project to ensure safe access to, and operations of, its transportation services and facilities.
As the Project and Metro parcels are immediately adjacent to the Metro owned right of way and City streets, Metro and LADOT and LADPW-BoSS (LAStreets) must review the Project and their reviews and requirements must be made public during the preparation and review of the DEIR and prior to the FEIR circulation.

Environmental Justice/Equity/Affordability
IS-9/1 **200 affordable du**

No Environmental Justice nor equity issues are mentioned within the IS/NOP for the Project comparisons with residential conditions across Broadway Solano Canyon and Savoy neighborhoods and 1500ft to the south for the Wm.Mead Housing project.

Due to controversies related to earlier proposals related to this Project/PA the applicant has added 200 units of affordable housing, but without any assessment or description for the surrounding area or the general conditions.

The absence of any such discussions from the NOP/IS clearly shows that the applicant is avoiding provision of any information regarding justice, equity, and affordability for the Project. Therefore again, withdraw the NOP/IS, provide sections for Equity/Justice/Affordability, and recirculate to RNOP/RIS. Also include SCAG projection regarding population, households, and jobs and the current and project homeownership, tenancies, household incomes, and household net-worths for current and future residents within 2640 ft of the PA boundaries.

Projection-Future Development and Bases of Development - SCAG

IS-51/3 In addition, the Project would increase the **resident population, households, and employees** at the Project site. Project consistency with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHG…**Southern California Association of Government's (SCAG)** Regional Transportation Plan/Sustainable Communities Strategy) will be analyzed in the Draft EIR.

In addition to the Transportation Plan, the SCAG has recently released both the longer term development plan to 2045 (Final Connect SoCal Demographics and Growth Forecast Adopted September 3, 2020) and the 6th Cycle RHNA Plan for 2029 (08/22/2020 for June 30, 2021 and ending October 15, 2029).

The DEIR must include the SCAG/LACity allocations of population, households, and jobs for the Project's Transportation Analysis Zones and comparisons as to how the proposed Project would correlate with projections by SCAG and anticipated conditions in 2029 and 2045.

Geology

IS-48/1 The design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures erected or to be erected within the City must comply with Chapter IX, Building Regulations, of the City of Los Angeles Municipal Code….would ensure the structural stability of the proposed Project…require design and construction of proposed structures and infrastructure to account for ground shaking hazards through adherence to the seismic design criteria in the California Building Code. An **updated Geotechnical Engineering Investigation** will be prepared for the Project, which will evaluate the potential impacts of **strong seismic ground shaking** on the Project site. These potential impacts will be analyzed further in the Draft EIR.

As an updated GEI shall be undertaken, and such an update MUST include a Preliminary Fault Rupture Study Area report, along with a best guess as to the fault zone sensu stricto (+/- 50ft).

ib-p-bc2014-129surfacefaultrupturehazardinvestigations.pdf (ladbs.org)

IS-49/4 c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

As shown in ZIMAS, the entire Project Area site is included in the fault zone of the Upper Elysian Park Fault Zone ZIMAS Seismic Hazards ZIMAS (lacity.org): Active Fault Near-Source Zone
Nearest Fault (Distance in km) Within Fault Zone
Nearest Fault (Name): Upper Elysian Park Region: Los Angeles Blind Thrusts Fault Type: Blind
Slip Rate (mm/year) 1.30 Slip Geometry: Reverse Slip Type: Poorly Constrained
Down Dip Width (km): 13.0km Rupture Top: 3.0 km Rupture Bottom: 13.0km Dip Angle (degrees): 50.0
Maximum Magnitude: **6.40 Richter Magnitude** Alquist-Priolo Fault Zone: No
Preliminary Fault Rupture Study Area: No

The Updated GEI and the dependent DEIR must include a thorough setting PFR Report documentation with regard to the UEP Fault and its surface rupture zone and projections and a thorough assessment of impacts of such and expected earthquakes would have on the Project and vicinity. The Project with associated building heights and subsurface excavation depth must consider risks of earthquakes during construction and after, at least through 2050.

Longer term mitigation and monitoring measures must include a seismicity monitoring station within or with 2640ft of the Project with sensitivity to lower than 0.1 RM, ranges from 6.4 down to -1.0RM at depths of 5 km.

Mineral Resources (more than just sand and gravel)
The westerly portions of the Project Area overly the Los Angeles Oil Field, one of the earliest, and largest fields in LA City and primary source for development in the Cornfield-Arroyo Seco Specific Plan area and for the many and extensive development of the railroads in central LACity and associate rail-related industrial development.

Historic Resources. The IS does not indicate any awareness of historic aerial photos of the Project Area and vicinity starting in early 1920s and commonly included for other CEQA reviews related to historic resources and for hazardous contaminations by industrial and commercial land uses of 100 years ago. The IS preparers appear to be inexperienced in historic development of the Broadway Corridor and "ChinaTown", as it was Italian/French towns, before the displacement of Chinese-American residents from Union Station area to current ChinaTown in 1920s.

IS-63/2 The Draft EIR will discuss the entitlements and address Project consistency with the goals, objectives, and policies of the City's General Plan, Central City North Community Plan, Zoning Code, and other applicable land use policies and programs. SWRProgram 3 references to goals.
As the purpose of the Initial Study and Notice of Preparation clearly state, SCOPING is to elicit Project alternatives and mitigation measures for the Project. However, the DEIR must provide numerical and quantitative comparisons of the alternatives which cannot be undertaken without clearly defined and quantitative purposes, goals, objectives, and perhaps policies in these NOP/IS. Therefore, withdraw the current NOP/IS, thoroughly revise and recirculate for meaningful Public commenting and participation.

Feasible and Definitions

Many references are made to "Feasible without specific and numerical definitions for such and there various contexts.
IS-1/3 …several basic purposes, including: (1) to inform…public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the **use of feasible alternatives or mitigation measures**;
IS-25/5 The proposed stormwater management system is a "store and use" storm water capture system that involves containment in on-site cisterns for compliance with Low Impact Development (LID) strategies. To the **extent feasible**, the LID Best Management Practices (BMPs) would include storm water capture, pretreatment, and re-use for on-site irrigation purposes, thus reducing the demand for seasonal potable water demands attributed to the Project's irrigation needs.
IS-59/4 The on-site stormwater management techniques must be properly sized, at a minimum, to infiltrate, evapotranspire, store for use, and/or treat stormwater through a high removal efficiency biofiltration/biotreatment system to the **maximum extent feasible**, without any runoff leaving the site and for at least the volume of water produced by the stormwater quality design storm event.
IS-61/1 The proposed Project will be required to develop a LID Plan that demonstrates how on-site BMPs would be properly sized to infiltrate, evapotranspire, store for use, and/or treat stormwater runoff without any stormwater runoff leaving the site, to the **maximum extent feasible**, for at least the volume of water produced by the stormwater quality design storm event.
Since there are not specific definitions of feasible, practical, and other adjectives, the entire IS/NOP are ambiguous and cannot be used by members of the General Public. As indicated elsewhere, withdraw the current NOP/IS, revise/define, and make fully understandable for the General Public. For such and the DEIR, provide a thorough economic/financial review, setting, impacts, and mitigation for both the Project and the affected agencies of the City government.

I-61/1 Stormwater runoff from the Project site **would be directed into underground storm drain lines that ultimately connect to the Los Angeles River. The Draft EIR will assess impacts related to the potential for substantial flooding due to changes in the rate or amount of runoff from the Project site.**

This statement appears to contradict other statements regarding LID or could address the situation if irrigation demand was insufficient for the project storm…one inch per hour. Since the Metro transit rail lines lie immediately downslope of the project, such surface flows could have significant impacts and could be mitigated by a concrete flow channel to the LA River but upslope of the Metro tracks right-of-way.

IS-75/2 Potentially Significant Impact. The proposed Project's consistency with CEQA Guidelines Section 15064.3(b) will be determined using the City's Transportation Assessment Guidelines, which requires Applicants to **analyze and assess potential impacts or deficiencies to the circulation system** generated by Project implementation, and to identify feasible measure to offset any impacts. Because the proposed Project would exceed the City's screening criteria and would generate more than 250 daily vehicle trips, an estimation of the Project's Vehicle Miles Traveled (VMT) will be conducted and appropriate transportation demand management (TDM) strategies would be employed, if required. Potential impacts related to consistency with CEQA Guidelines Section 15064.3(b) will be analyzed in the Draft EIR.

Lack of Haul Routes for traffic and circulation impacts during construction (especially loaded in-/out-bound truck traffic) eliminates the basis for any meaningful comments and recommendations for traffic and circulation during all phases of construction. Similarly with projections for in-/out-commuters along Broadway no comments can be made regarding the scoping of transportation, traffic, noise, and air quality for the Project Area and vicinity.

Furthermore for operation traffic impacts, the DEIR must include an evaluation of SCAG projected Pop./Households/Jobs for the northern portion of DTLA/Central and most probable commuter car and bus traffic volumes on Broadway for the Project and those going beyond during both AM and PM commutes.

Additional comments/requirements for construction haulage-from/to Project and throughout the Project:

For Stormwater/LID Provide storm water forecasts and runoff drainage systems and discharge points. Provide for complete Low Impact Development system for all impervious spaces within the Project. Provide total reuse for irrigation onsite or within 500ft of the Project boundaries. Prohibit groundwater recharge without demonstrating remediation of all contamination of groundwater from the site to one mile down flow (east and south).

Pedestrian Bridges to Park - Provide for at least one Pedestrian/Bicycle Bridge from the central public section of Project over the MTA Gold Line and connecting with the Historic Park, with appropriate measures suitable for ADA compliance.

As part of Emergency Preparedness for Project residents/occupants, Provide facilitation of development by County and City of Los Angeles for a suitable vehicular crossing of the LA River Channel from West to East (1250ft corridor), in the event that the Broadway, Spring, and SR-110 Bridges collapse during/following a 6.4RM on Upper Elysian Park Fault the fault zone of which crosses the Project site.

AQ Modeling - Bldg../Hills Provide air quality and meteorological conditions and AQ models for the northern DTLA and particularly the influences of the Elysian Hills on the air emissions generated by the Project (construction & operations) and then for at least one maximum event and/or games at the Stadium and/or Park.

Building Efficiencies, Sustainability, and LEEDs kwh-gal/day/sqft Provide thorough review and modelling of Project infrastructure, utilities and services and the proposed levels of efficiency and sustainability for each. Compare with the Best of DTLA buildings. Provide suitable efficiencies mitigations to achieved top 10-Percent status for building efficiences.

Provide for "Green Streets" (/Infrastructure Corridor) for Broadway, Bridge to Bamboo Lane, including lights, crossings, transit stops, and Solar-Shade-Panels for the public ways.

Provide for four Bus PullOff/Lighting-Marking-Shelters

Provide for maximum solar panels/shading of Open public Areas

Provide screening/light/sound barriers for all staging (loading and deliveries) areas to protect surrounding residents, the public public areas, and travel facilities (streets, sidewalks, and transit stops) from Staging Areas and Haul Routes.

Provide screening/light/sound barriers for all staging areas to protect surrounding residents, public areas, and travel facilities (streets, sidewalks, and transit stops) from Staging Areas and Haul Routes

As provided elsewhere in LA City, Provide Noise/Congestion mitigation for impacts related to school facilities, uses, activities, and potential traffic conflict by requiring transportation restrictions during construction, including

Prohibit trucks of >6tons on Broadway M-F 7-9am & 3-7pm for arrival/departure of buses, vehicles, and student to schools.

Prohibit truck noise emissions above 70 dBA at curb distance during weekday period of 9am-3pm and all nights 7pm-6am

Prohibit any lane closure for entry/exit turning of trucks for the site, provide upto five (5) entrances/exits to the site with appropriate clearances for right-turns into the site without interference to other vehicles.

Prohibit Nighttime delivery/removals of >6 tons loads.

Provide haul routes with entry/north bound on easterly lanes of Broadway and with exiting/north-bound on easterly lanes of Broadway, prohibit any left turns into/from construction site access.

Other Comments Submitted before those above

SUBJECT: Buena Vista Project ENV-2016-4064-EIR

RE: NOP-Scoping comments #2

2.1 Please provide State Clearing House (OPR) SCH # for proposed EIR. Please extend the Scoping period for 30 days following the circulation of the SCH #.

2.2 Please provide Project Goals/Objectives and numerical levels for the proposed Project as required for Project Description in the DEIR so as to develop and evaluations of feasible development of our alternatives and their numerical comparisons to proposed project. As the Scoping efforts include proposal of feasible alternative project, reasonable alternatives cannot be proposed without goals and objectives for the proposed Project and thereby their absence does not allow the public to proposed reasonable and feasible alternative.

Provide the current proposed project goals and objectives and extend the Scoping period to 30 days following the provision/circulation of the proposed Project's goals and objectives.

2.3 Cut/Fill - Staging and Haul Routes Please Provide current on-/off-site staging/parking/loading/delivery areas and current haul routes for demo debris, excavated soils and bedrock, and concrete/materials deliveries

2.4 Aerial Photos and Satellite Images Provide all historic aerial photos for sites and use in review of historic archeology (including historic pedestrian bridge over yard/park, etc.), sources of haz-mat contaminations and unusable excavated materials. Also provide historic and current satellite images (e.g., GoogleEarthPro) for Project site descriptions. Provide a historic account of the entire site from at least 1850.

2.5 ZIMAS - Fault zone Upper Elysian Park Fault and Liquefaction Provide all current geotechnical and geologic studies of the site and vicinity and for the establishment of the UEP-Fault zone within Project site.

Include in the DEIR a thorough analyses and seismic safety review of all proposed and related structures based on the ZIMAS expected earthquake.

2.6 LACity Methane Gas - CalGEM As ZIMAS and CalGem located wells within and adjacent to and the Los Angeles Oil Field has sometimes been considered to extend eastward and southward , including the entire project site, provide a thorough methane gas survey/sampling/testing program (e.g., 5ft deep isolated probes every 100ft grid for 24hr) report for the entire area, along with remediation/mitigation measures to assure safety of the site for construction and occupancy.

2.7 Conduct 20ft deep soil probes (100ft centered) for archaeological/paleontological remains with sampling every 1-ft intervals and microscopic reviews of debris.

RE: NOP-Scoping comments #3

3.1 Please provide a draft Mitigation, Monitoring and Reporting Plan in the Draft EIR, along with all typical, draft, tentative, or expected "permit conditions"/mitigation measures from Dept.s of City Planning, Public Works, and Building and Safety.

3.2 Please provide screening/light/sound barriers for all staging areas to protect surrounding residents, public areas, and travel facilities (streets, sidewalks, and transit stops) from Staging Areas and Haul Routes

3.3 Provide standard/tabular format for comment submissions in digital/web-based format.

3.4 Based on sections for #2.4 Aerial Photos and Satellite Images and #2.7 20ft deep soil probes for archaeological/paleontological remains conduct supplemental probes at 10ft intervals and controlled excavations for areas with suspected remains.
3.5 Based on #2.5 ZIMAS-Fault zone and #2.4+#2.7 revise fault zone boundaries based on clear and stated criteria and revise ZIMAS accordingly.
3.6 Conduct geotechnical probes/sampling at 100ft intervals at elevations of 290-310ft AMSL along the 3700ft SE-ertly site boundary and provide evaluations of liquefaction potentials for the underlying and supporting alluvial and deposits. Identify any suspected artificial filling along the boundary.
3.7 Conduct methane (CH4) monitoring in all sewers, drains, and manholes inside and within 200ft of project boundary and where levels are >20ppm conduct additional measurements in the gravel bedding surrounding pipes and manholes
3.8 Require as mitigation 4in sand/gravel bedding and surrounds with 100mil HDPE membrane between any materials with >10 ppm CH4 and any project footings, pipes, or foundations.

4.
4.1 Please provide the So.Calif.Assoc.of Govt.(SCAG) information and 2045 projections for populations, households, and jobs for Transportation Analysis Zones including the project and adjacent TAZs and any modifications done by the City of Los Angeles, Dept.s of City Planning and Transportation.
4.2 Please provide Methane Gas Surveys and Monitoring for the entire site and adjacent/dependent infrastructure within 500ft of Project boundaries
4.3 Provide standard/tabular format for comment submissions in digital/web-based format.
4.4 Based on sections for #2.4 Aerial Photos and Satellite Images and #2.7 20ft deep soil probes for archaeological/paleontological remains conduct supplemental probes at 10ft intervals and controlled excavations for areas with suspected remains.
4.5 Based on #2.5 ZIMAS-Fault zone and #2.4+#2.7 revise fault zone boundaries based on clear and stated criteria and revise ZIMAS accordingly.

5.1 Scoping Docs. and IS do not reference Oil Well 0403716580 within the western portion of site and within the LA Oil Field boundaries. See ZIMAS APN# 5414016002, under Additionals.
Revise Initial Study and Scoping and require entire parcel and other parcels to be surveyed for methane/CH4 as required by City of LA/DB&S.
5.2 For Mineral resources, provide surface and subsurface property, mineral, and oil/gas rights/ownerships/leases by tables and maps. Review of CalGEM doc.s state that surface and subsurface leases and properties coincide.
5.3 NOP/SCH-IS reference Aesthetics (Urban Design) and Park View as potential impacts. Provide thorough and complete visual renderings/images for east/west bound Broadway traffic, west-bound at west end of Broadway/BV Bridge, out/in bound traffic on Gold Line Metro trains, out/north bound High-Speed Rail trains, NWertly from West/Central/East area parking and public facilities, NE-bound Spring Str. (w of Llewellyn), W-bound on Main St. Bridge, N-bound on Sotello, and others. Provide nighttime images for same.
5.4 Provide groundwater analyses for at least 5 locations beneath proposed below Broadway level parking structures and provide at least five samples at different levels for groundwater in each location (0-5, 20-25, 30,-35, 40-45, and 50-55 plus a continuous recording of H2S, TOC, salinity and other indicator compounds. FEIR for LASHP states that groundwater flows from north to south and that GW is contaminated beneath the Park. Groundwater was encountered at 270ft elev. and assumed to extend down to -300ft / 0 ft elevation).
5.5 Enquire, acquire, summarize, and relate information from the Calif.Dpt.Toxic Substances Controls with regard to site including provision of review and summaries of CalDTSC information regarding:
UNION PACIFIC/RAILROAD COMPANY (T0603700512) 1322 BROADWAY N LOS ANGELES, CA 90012 ***LUST Cleanup Site RB Case #: 900120143***
UNION PACIFIC RAILROAD - CORNFIELD YARD (SL2047T1683) 1245 NORTH SPRING ST LOS ANGELES, CA 90012 ***Cleanup Program Site Status: Open - Verification Monitoring RB Case #: 0891 EDF SUMMARY TABLE*** and any other sites within 0.5 mi/2640ft of the site boundary.
5.6 California High Speed Rail has conducted environmental and CEQA studies in the vicinity of the Broadway Bridge and such studies and recommendations must be considered for this DEIR, and provide links to sources.
5.7 For environmental justice and social/enviro. equity, the DEIR must include settings/assessment/mitigation for various environmental justice/social equity for the project within the context of the site and vicinity

(0.5mile from the project boundary, including provide 2000-2020 population, households, and jobs and median household incomes/annual for areas within 1500ft of the Project boundaries, generally north of Main. west of LA River, south of SR-110, and NE of Alpine-Vignes.

6.1 For the Setting and Assessment related to Land Use Planning and Growth Inducement

Area of Interest - AOI: E. of Hill, NE of College, north of Alhambra Ave (&equivalent), W of LA River, and south of SR-110

Provide boundaries of SCAG-TAZs within the Area of Interest above and 5-year projections through 2021-2045 for population, households, and employment and projected Median Household Incomes.

Provide comparisons of current and projected development within the AOI based on fulfillment of CASP project land use development by 2045.

Provide goals and objectives for the proposed Project and those with more than 100 DUs within 2640ft of the boundaries of the proposed Project.

Provide current maximum population and households for Solano and Casanova parcels (>100 lots) at the current maximum/largest floor area ratio for current units.

Provide maximum floor areas and units for existing commercial properties along the north side of Broadway if developed to same levels as those along the south side of Broadway.

Provide estimated or projected property and improvement assessed values for the proposed Project in 2045. Provide any Prop-13 issues for the Project area, e.g., related to retention of current ownership at 51% or higher in the future.

6.2 South-CASP/SHP Spring and Main

Based on SCAG-TAZ current and projections of population, households, and employment, provide projections in the TAZs of the area for required floor areas and dwelling units.

Provide same for the area assuming floor area growth as determined by the largest project during 2010-21 and applied across the total area.

on the largest 2010- - Date proposed Project

6.3 South of Main

Based on SCAG-TAZ current and projections of population, households, and employment, provide 2045 projections in the TAZs of this area for required floor areas and dwelling units.

Provide same for the south area assuming floor area growth as determined by the largest project during 2010-21 and applied across the total area.

on the largest 2010 - - Date proposed Project

Growth Inducement and Land Use Patterns/Practices

7.1 Provide adequate and complete background for the City's presumption of Growth Inducements:…project may **foster spatial, economic, or population growth…**if it meets any one of the criteria…below:

…removes an impediment to growth (e.g., the establishment of an essential public service, or the provision of new access to an area). ***If this project is approved, the path/process/contents required will be simplified and expedited and costs and schedule reduced for next applicant.***

…results in the urbanization of land in a remote location (leapfrog development). ***The project represents a leapfrog jump from other 5+ floor mixed use units and will provide a process and implementation model for other similar buildings along Broadway (north side), Spring, and Main.***

Economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion, etc.). ***Construction and operating bases will provide stimulations for all local commercial operations and to establish such while demand is increasing.***

…establishes a precedent setting action (e.g., a change in zoning or general plan amendment approval). ***While removing impediments, the project will set height/mass/floor area levels well in advance of current smaller mixed use attempts...several of which stimulated the greater mass and FAR for this project.***

7.2 Provide a clear simple schedule for all projects within 2640ft of the Project boundaries of more than 100DUs and >10,000sqft commercial floor areas.

7.3 Provide SCAG-Projections (pop./hhd./jobs) for the project related Transportation Analysis Zones and show %ages provided by the Project and its proposed schedule for operations and occupancy. Indicate clearly any other currently proposed or expected within the same TAZs of >100 DU or 10Ksqft commercial space.

7.4 Provide DTLA locations and schedules for operations of >100 DU or 10Ksqft commercial space and provide comparisons for all development of similar or larger size and scale and heights.

7.5 Provide land use transition patterns for project during the last 10 years with building heights >10 floors within the DTLA Community Plan and other one-three, four-eight, and greater than eight floored buildings within 2640ft of their projects in increments of 500ft to demonstrate consistent or absence of transitional patterns in DTLA.

8….. Not available at *this time.*

9. Growth Inducement XYZ > BV > northside corridor Land Use Planning Transitions

IS-68/1 14. b. "Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? No Impact." ***The IS is totally inadequate and incomplete with regard to displacement of existing residents from Savoy St. and Solano neighborhood with existing lower income families and residents, who will be displaced or are being displaced by the proposed project considerations and anticipated initiation. Once underway, development pressures on the historic residential areas will displace and replace existing residents with new development and new resident with resources required to occupy the anticipated induced development of 3-5+ floors for at least 500ft of Broadway.***

The IS statement: "No impacts associated with the displacement of existing housing units would occur with the Project" ***is applicable only to the Project Area and not the overall corridor from the River Bridge to College St. and must be revised and include the secondary impacts on land uses, good planning practices, and typical City development pressures***.

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Project ENV-2016-4064-EIR SCH #2021070577 SCOPING COMMENTS - IS/NOP Withdraw/Revise/Recirculate - RNOP

1 message

Tom Williams <ctwilliams2012@yahoo.com> Tue, Aug 31, 2021 at 1:47 PM
To: Polonia Majas <polonia.majas@lacity.org>
Cc: Richard Larsen <rwlarsen.lhnc@gmail.com>, "gee.hcnnc@gmail.com" <gee.hcnnc@gmail.com>, "vince.bertoni@lacity.org" <vince.bertoni@lacity.org>, Fernando Campos <fernando.campos@lacity.org>, "greg.good@lacity.org" <greg.good@lacity.org>, "info@hcnnc.org" <info@hcnnc.org>, "board@hcnnc.org" <board@hcnnc.org>

DATE: 4:00 pm, Tuesday, August 31, 2021

TO: Polonia Majas City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
Attn: Polonia Majas polonia.majas@lacity.org 213-847-3625

CC: VINCE P. BERTONI, AICP Director of City Planning vince.bertoni@lacity.org
Brd of Publ.Works Greg Good greg.good@lacity.org Fernando Campo fernando.campo@lacity.org
Brd of Bldg.& Safety
HCNNC Land Use Planning gee.hcnnc@gmail.com
HCNNC Board info@hcnnc.org board@hcnnc.org
LH NC/LAPA Richard Larsen

FROM: Dr Tom Williams CCSC 4117 Barrett Rd LA, Ca 90032-1712 323-528-9682

SUBJECT: Buena Vista Project ENV-2016-4064-EIR SCH #2021070577
RE: Initial Study and NOP-Scoping Comments for DEIR

As indicated in the following comments, the Initial Study (IS) and Notice of Preparation (NOP) are inadequate and incomplete for their purposes of eliciting substantive and supporting comments from the Public for mitigation and alternatives to the proposed project. The IS and NOP do not provide sufficient and adequate textual and numerical definitions of the Project's purposes, goals, and objectives for the development of specific and functional alternatives and mitigation/compensation measures.

Based on the following comments, the NOP and Initial Study must be withdrawn, revised, and recirculated for meaningful public and agency comments, alternatives, and mitigative/compensatory measures.

No alternatives are presented in the Initial Study (IS)/Notice of Preparation (NOP) nor any basis for developing such even as outlined. Based on 40 years of CEQA review and preparation I propose the following comments, including alternatives, A, B, & C:

A. Lower and more continuous structural development extending downslope and not more than five floors above the Broadway pavement elevation (similar to Blossom Plaza and others 900-946 N. Broadway), along with major expansion of below Broadway grade structures on south-facing slopes at elevations of less than those along Broadway and equal to 7-8 floors above the bottom of slope (300ft elev.).

B. TOC Alternative with Congestion Pricing westerly from the LA River Bridge, including a) pedestrian above grade connections from the North Area to the LA River, b) pedestrian connections between South Area and the Chinatown Metro Station, c) all Project areas and northern side of Broadway above/over the traffic and connecting by stairs/ramps and to second story structures, and d) pedestrian connections between three major areas of the Project (and Broadway-Metro buses) with the State Historic Park (Cornfields) and incorporating pedestrian facilities.

C. City Historic Cornfields Extension Alternative Provide a total open space and structured recreational facility as an Extension of the State Historic Park and perhaps as an Extension for nearby school facilities and student. Elevated access from the State Park would be required and connect to the Boardway sidewalks with ADA compatible sidewalks/ramps connecting across the sloped grounds to the level of the Metro Track, structured recreational facilities would be located adjacent to the Metro ROW and provide noise/vibration mitigation.

Although important to both impacts assessments and mitigation/compensation, the period of construction for such a large project is both important and significant, especially for long-term enforcement, reporting, and public participation and ongoing reviews. The IS/NOP does not provide the temporal framework for construction which has been mentioned in community publications, as exampled:
South Parcel - March 2023 - February 2026. North Parcel – March 2026 - January 2029. No schedule for the Central/Public Parcel has been mentioned, yet.

With the absence of such formal/official mention of schedule the significance of adverse impacts on the environment and community cannot be adequately and completely assessed, Withdraw/Revise/Recirculate.
Mention is made in the IS/NOP regarding the Mitigation, Monitoring, and Reporting Plan (MMRP) required by CEQA, and I request that the Draft EIR include a draft of the MMRP and all city, county, and regional permit conditions for public review and comment for the DEIR rather than avoiding such public view for a limited, inadequate, and incomplete document only in the FEIR.

For detailed comments, see below, IS-59/1 refers to Initial Study Page/Paragraph in the City-provided reports, Buena_Vista__Initial_Study.pdf (lacity.org) while NOP-01/01 refers the City-provided Notice of Preparation Page/Paragraph, Buena_Vista_Notice_of_Preparation-English.pdf (lacity.org).

Dr. Tom Williams, President of Citizens Coalition for A Safe Community
4117 Barrett Road, Los Angeles, CA 90032-1712 323-528-9682 ctwilliams2012@yahoo.com

SEE ATTACHED file:

BV Scoping2 083121fin.docx
73K

99+

Re: Buena Vista Project Tom Wms Background

External Inbox ×

Tom Williams
to me

Polonia
Just some background for C.T. Williams, PhD.1976..

Degrees in Geology, Zoology, and Paleontology. Taught in biology, zoology, paleont., ar
land use planning for many projects outside of California (not certified)
Conducted paleoindian excavations in Wyoming for Harvard, Paleo-hominids in Kenya

40year resident of LA -and Pasadena, 20+ year employee of Parsons Corp. Pasadena
Zone
Retired in 2010 to LA, 35 years - Owner/Occupant at 4117 Barrett Rd, LA Ca 90032

Did my first EIR in 1972 in San Jose for company URS corp. Conducted >400 EIR/EIS
SriLankan - SEAsia, Mongolia.....
From 2010 I have been reviewing and commenting on all CEQA and a few NEPA docu
central/eastern locations.
Review, comments, and board presentation for the Delta Tunnels may have led to stopp
project.
For the Buena Vista Project, I was Env.Controls Supervisor for Construction Managem
for Chinatown #2
Coordinated and promoted >35 UST removals, much asbestos, and >100K cu yd of ha
I reviewed and promoted CASP and submitted comments for the Elysian Lofts project p

I am also member of LA-32 Neighborhood Council and LA Planning Alliance

Life member of Sierra Club and LA Audubon, and President of Citizens Coalition for Sa

Polonia Majas <polonia.majas@lacity.org>

Re: Tomorrow's meeting via Zoom

Raymond Yu <ramonyu@hotmail.com> Tue, Aug 17, 2021 at 2:41 PM
To: Polonia Majas <polonia.majas@lacity.org>

Here's the attachment for you to review, please open them since these attachments are tomorrow's general public comments for the Buena Vista Project virtual meeting. Mandated emergency replacing 8" signals by changing and upgrading upsizing them into 12" at North Broadway and Bernard Street all corners including Royal Pagoda Motel below the signal overheads are being ORDERED BY LADOT and MAYOR ERIC GARCETTI !!!
Los Angeles Mayor Eric Garcetti ORDERS LADOT to do mandatory emergency take down as replace outgoing remaining 13 years old 8" signals by ordering LADOT contractors to upsize upgrade install 12" large size traffic signal lights below the overhead signal poles at North Broadway and Bernard Street all corners including Royal Pagoda Motel to be proposed Royal Pagoda Hotel and Mandarin Plaza Parking Lot being replaced by a brand new upcoming Elysian Park Solano Canyon Lofts South Parcel installed at 1000 North Broadway x/st Bernard Street East Parking Lot Entrance in Chinatown LA, CA 90012 now asap by the end of this month.
LADOT is ordered to install left turn on flashing yellow arrow lights on both directions at North Broadway and Bernard Street plus including 12" signals there now by the end of this month upon the city orders groundbreaking ceremony at North Broadway and Bernard Street for rising up Elysian Park Solano Canyon Lofts and Royal Pagoda Hotel moving into N. Broadway and Bernard St. 2022 or 2023, next year or next following years.
https://la.curbed.com/2018/12/6/18129311/chinatown-motel-new-hotel-royal-pagoda#:~:text=The%20owners%20of%20the%20Royal,a%20rooftop%20restaurant%20and%20lounge
https://urbanize.city/la/post/nine-story-hotel-planned-north-broadway
https://www.facebook.com/urbanizela/posts/the-111000-square-foot-development-would-replace-the-royal-pagoda-motel/1682339708576446/
https://planning.lacity.org/pdiscaseinfo/CaseId/MjI1NzY30

Urbanize L.A.

The 111,000-square-foot development would replace The Royal Pagoda Motel

www.facebook.com

Nine-Story Hotel Planned on North Broadway | Urbanize LA



A motel that has stood in Chinatown since the 1960s could make way for a much larger development, according to plans filed yesterday with the City of Los Angeles.The Royal Pagoda Motel, located at 995 N. Broadway, is slated for redevelopment with nine-story, 111,751-square-foot hotel

urbanize.city



In busy Chinatown, 9-story hotel proposed to replace motel - Curbed LA

The owners of the Royal Pagoda Motel on Broadway in Chinatown have proposed razing the two-story building and replacing it with a nine-story hotel.. The Kwong Family Irrevocable Trust filed plans ...

la.curbed.com

From: Polonia Majas <polonia.majas@lacity.org>
Sent: 17 August 2021 10:30 PDT
To: Raymond Yu <ramonyu@hotmail.com>
Subject: Re: Tomorrow's meeting via Zoom

Good morning Mr. Yu,

Tomorrow's scoping meeting for the Buena Vista Project will include Spanish and Chinese/Mandarin translation. Please see the virtual zoom meeting instructions available in the Notice Of Preparation and click on the Buena Vista Project Notice of Preparation at the web link provided below.

Buena Vista Project | Los Angeles City Planning (lacity.org)

On Tue, 17 Aug 2021 at 10:25 PDT Raymond Yu <ramonyu@hotmail.com> wrote:

> ---
>
> **From:** Raymond Yu <ramonyu@hotmail.com>
> **Sent:** 17 August 2021 10:23 PDT
> **To:** Raymond Yu <ramonyu@hotmail.com>
> **Subject:** Tomorrow's meeting via Zoom
>
> Tomorrow's meeting via Zoom

[Quoted text hidden]

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10 attachments

LADOT 1.jpg
887K





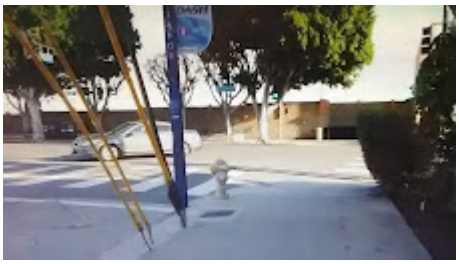
LADOT 2.jpg
617K



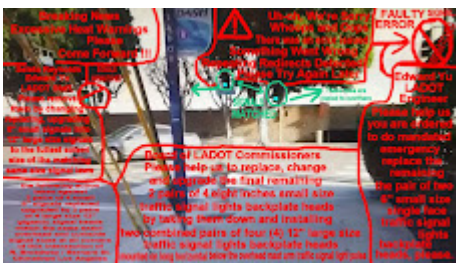
LADOT 3.jpg
420K



LADOT 4.png
470K



LADOT 5.jpg
105K



LADOT 6.jpg
258K

Broadway and Bernard Street.docx
912K

LNY 2021.docx
7172K

Broadway Bernard Street .docx
7354K

_995 N. Broadway - DCP App.pdf
529K

Polonia Majas <polonia.majas@lacity.org>

Here's the attachment of floor plans of Royal Pagoda Hotel for you to review

1 message

Raymond Yu <ramonyu@hotmail.com> Mon, Aug 23, 2021 at 10:17 PM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>, Tia Strozier <tia.strozier@lacity.org>, Isabella Bolton Torres <isabella.bolton.torres@lacity.org>, "7142690906@mms.att.net" <7142690906@mms.att.net>

Here's the attachment of floor plans of Royal Pagoda Hotel for you to review

2 attachments

ROYALPAGODAMOTELArchitectural-Plans.pdf
1317K

ROYALPAGODAMOTEL_995-N.-Broadway-DCP-App.pdf
529K

ROYAL PAGODA MOTEL
995 NORTH BROADWAY
LOS ANGELES, CA 90012
(323) 223-3381

12 YEARS OLD CURRENT EXISTING 8" s TOO SMALL FAILED & OUT-OF-COMPLIANCE at NORTH BROADWAY and BERNARD STREET IN CHINATOWN L.A. are BEING SUMMONED !

Next Signal Time Change, please don't forget to set, change and advance these traffic signal lights to 12" forward ahead at North Broadway and Bernard Street all corners including Royal Pagoda Motel Chinatown Los Angeles and Solano Canyon Boundary moving ahead, please SPRING FORWARD by changing upgrading them to 12" large sizes ahead. Fall back to Ciclavia 10/10/2021.Please un-retain, remove and replace 8" s at N. Broadway/Bernard St. please. WHAT R U W84, CHANGE Bs to 12" @ my inter-section plz.

TO: POLONIA MAJAS
MAIL STOP 994-1350
LA CITY PLANNING DEPARTMENT
221 N. FIGUEROA ST., SUITE 1350
LOS ANGLES, CA 90012-2639

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TO: MAIL STOP 994-1350
LA CITY PLANNING DEPT.
221 N. FIGUEROA ST. #1350
LOS ANGELES, CA 90012-2639

NOTICE OF MANDATED ORDER OF EMERGENCY REPLACING TRAFFIC SIGNALS AT NORTH BROADWAY and BERNARD STREET IN CHINATOWN L.A. ROYAL PAGODA MOTEL

Date of Notice: 14 Aug 2021, you're ordered to change signals at Bernard St. effective now !

Dear Polonia Majas in behalf of LADOT to support and advance s to 12" forward at Bernard Str.

I'm writing you a corresponding letter this is to inform you indicating there has been a run-in wanted outstanding warrant incident with the excessive outrage complaints warning that has been issued against the current existing 20 cm = 8" small size single face traffic signal lights backplate heads are GUILTY as too small very far long distance as blatant mounted on horizontal signal poles below the signal mast arm overhead cantilever vertical pole have been used 8 years ago located at we are the victims of concerned, widened multiple lanes and large gigantic colossal wide fed-up intersections of North Broadway and Bernard Street because due to Broadway between Bernard and Cottage Home Streets are too sharpened curvy and winding roads, caught in action so I'm standing a pursuit of justice, pursuing emergency signal replacements, conversions and upgrades to enlarge the signal heads because of the existing signal heads 8" are too small extremely wide long far distant as blatant since it's under-investigation and widened large intersection cross traffic at North Broadway and Bernard Street situated at the limits of boundaries of Chinatown Los Angeles Royal Pagoda Hotel 995 North Broadway in Chinatown and OWSLA (Operating While Sober in Los Angeles) 1001 North Broadway in Solano Canyon where they (the pair of 8" small size current existing signal heads prosecuted) are needed to get replaced, converted and upgraded with the new 12" large size single face traffic signal lights backplate heads at all corners of North Broadway and Bernard Street in Chinatown and Solano Canyon areas of Los Angeles with project is due by the end of March of this year after all of the North Broadway signalised intersections with 30 cm = 12" signal enlargement upgrades replacing against smaller size 8" signal heads between US-101 and Interstate 5 Freeways are recently fully completed, all other intersection within #LACD1 except North Broadway and Bernard Streets, why not Broadway & Bernard? Failed to do so, it's ordered to change replace convert upgrade them asap after it's not covered by LADOT that has left it behind.

An appropriate action has been taken against North Broadway and Bernard Street because of the excessive heat warnings outstanding wanted warrants sought against the current existing 8 years old 8" small size signal heads are urgently replaced with 12" large size signal heads since that is ordered to take appropriate action with mandatory emergency replacements for the traffic signal urgent upgrades are mandated as required in case of driveway upgrades and installation underway for the Solano Canyon / Elysian Park Lofts Apartment Condos Residential Towers South Car Park / Parking Lots Main Entry Exit Driveway Point next to Mandarin Plaza, and/or the brand new Chinatown Central Plaza East HARMONY Mixed-Use Commercial and Residential Towers on

942 North Broadway, east of the Chinatown Central Plaza Main Entrance across the street from the Metro Gold Line Chinatown Light Rail Station and L.A. State Historic Park. Flashing red/yellow lights modification set by LADOT Special Traffic Operations with 1 of these both events listed below when you left them behind at North Broadway and Bernard Street lumec signal poles, the rest of Hill Street between Ord Alpine and College Street, Broadway/Solano SW Corner, Alpine/Spring Street NW Corner, Cesar Chavez Avenue between New High St. NW Corner and Grand Avenue West Corners traffic signal light changes, upsizes and upgrades to 12" must be changed in Los Angeles Chinatown-wide intersections behind being sought. We need to install at least one of two Harmony Lofts Driveways at 942 North Broadway Chinatown Central Plaza East Parking Lot Entrance after we need to modify, re-configure and widen the driveway entrances at the current signalised intersection of North Broadway and Bernard Street east corner after the signal upgrades completed. The jobsite for the construction vehicles will move into and park at North Broadway and Bernard Street current lot for demolishing the current shopping centre by replacing it with the new high-rise tower in Chinatown Los Angeles for the first time. This will alleviate the Eastbound Bernard Street beyond North Broadway with the rear entrance shortcut route into the new proposed Chinatown Central Plaza East driveway and the alternate route to the Capitol Milling Company, Blossom Plaza and the Metro Gold Line Chinatown Station at North Spring Street. We are selling 8 years old current small size 8" single face traffic signal lights backplate heads from North Broadway and Bernard Street in Los Angeles, California USA to the Government of Colombia located at Bogotá, Colombia and the sell them to the rest of South America. We set, we change & we spring 🚦s to 12" FORWARD.

This requirement of signal upsize replacement, conversions, upgrades and synchronization project at my intersection of North Broadway and Bernard Street by converting signals to large size upgraded signal heads to 30 cm = 12" mandatory for the Los Angeles Chinatown Golden Dragon Parade Saturday, 5th February 2022 followed by Firecracker Bike Ride Saturday, 12 February 2022 LACFRC (Firecracker 10k Run) Sunday, 13th day of February 2022 and Homeboy 5k Run Saturday, 18 September 2021 with traffic signal lights flashing red and yellow lights modifications required by the city law. We stand in pursuit of justice since the pair of current existing 8" small signal heads are too blatant far distance from OWSLA/Solano Cyn. and Mandarin Plaza Parking Driveway/Chinatown when the concerned I mentioned the intersection over there is too big, wide and extra lanes of traffic. We will not rest nor silence until 8" signals change are replaced by 12" 🚦 ones after disposing 8" 🚦s, we set 12" 🚦 ahead starting effective immediately rt. now, no exceptions.

Here's the works cited Urbanize.la links for you to review at (change these 🚦s to 12" effective now)

https://urbanize.la/search/content/Elysian%20Lofts located at 1000 N. Broadway – LA 90012 with full 🚦 upgrades & intersection adjustments required https://urbanize.la/post/work-continues-chinatowns-capitol-milling-building N.Broadway/Bernard St. 🚦s too small, disqualified & needs improvement https://urbanize.la/post/college-station-takes-another-step-forward located at 900-924 N. Spring St. across from Gold Line Chinatown Light Rail Station https://urbanize.la/post/first-look-development-overlooking-la-state-historic-park-updated N. Broadway/Bernard St. 🚦s mismatched different size, ;'(! https://urbanize.la/post/27-story-tower-rise-near-chinatown-station located at 942 N. Broadway across the street from C. Central Plaza Arch Pagoda Entry http://www.ladowntownnews.com/development/hotel-to-replace-chinatown-motel/article_25ee94d2-0544-11e9-ba45-2b28486720aa.html, Spring Forward Royal Pagoda Hotel follows change and upgrade these 🚦s to 12" at my concerned intersection has 8" 🚦s too small at N. Broadway and Bernard St. Los Angeles, N. Broadway/Bernard St. 🚦s mismatched different size are UNSATISFIED and DISQUALIFIED, TAKE-DOWN and REMOVE ! https://la.curbed.com/2018/12/6/18129311/chinatown-motel-new-hotel-royal-pagoda Advance these 🚦s to 12" at Royal Pagoda Hotel moving forward ahead followed by Harmony will be built at 942 North Broadway across the street from Chinatown Central Plaza Arch Pagoda Entry Gate. https://la.curbed.com/2018/12/6/18129311/chinatown-motel-new-hotel-royal-pagoda?utm_campaign=la.curbed&utm_content=entry&utm_medium=social&utm_source=facebook&fbclid=IwAR3l7-mTrwTMY--A0MtCZBj_KNaK5oqZ20-L7QmBbNXT8G93fT8bxNCVVzU Please change, convert and upgrade 🚦s to 12" follows after replacing 8" 🚦s at North Broadway and Bernard Street all corners since they've been there for 11 years when excluded and not covered as left behind, signal changes now ! https://www.urbanize.la/post/nine-story-hotel-planned-north-broadway Royal Pagoda Hotel could be rising up 995 North Broadway Los Angeles CA 90012 ahead, we will not be silent nor peaceful until you are ordered to take down and replace 8" 🚦s by upgrading 12" 🚦s at Bernard Street please. http://planning.lacity.org/pdiscaseinfo/CaseId/MjI1NzY30, my concerned location at 995 North Broadway utility box in Chinatown Los Angeles, California 90012, the time is running out, all of the schools in Los Angeles have ended the full semester school year followed last day of school yesterday, Zoom online distance virtual learning ended and the first day of school after changing 🚦s to 12" at Bernard St. is Monday, August 9, 2021.

My office is located at 995 North Broadway and 400 Bernard Street in Chinatown Los Angeles, CA 90012 (323) 223-3381, my intersection 🚦s are in crisis because of 8" 🚦s are too small as guilty and mismatched different 🚦 sizes those needed to be changed and upgraded into 12" 🚦s We are in support to eliminate the existing 8" small size signal heads by converting them into 12" large size signal heads at N. Broadway / Bernard St. upon Lunar New Year's Day of the Tiger 2022. We will not be operating Los Angeles Chinatown Golden Dragon Parade until 🚦s changed to 12". COURT ORDERS SIGNAL UPGRADES AND CONVERSIONS TO 12" AT NORTH BROADWAY and BERNARD STS. when it's being DISCIPLINED as REPRIMANDATION because of existing 8" signals. Virtual online remote distance GDP celebration ends and falls back into street celebration forward. Next Signal Time Change, please don't forget to set, change and advance these traffic signal lights to 12" forward ahead at North Broadway and Bernard Street all corners including Royal Pagoda Motel Chinatown Los Angeles and Solano Canyon Boundary moving ahead, please SPRING FORWARD by changing upgrading them to 12" large sizes ahead. Fall back to Ciclavia 10/10/2021. PLEASE DO NOT RETAIN 8" SIGNALS AT BERNARD STREET, please replace them with 12" large size signals at my corner where they match same sz.

ROYAL PAGODA MOTEL
995 NORTH BROADWAY
LOS ANGELES, CA 90012
(323) 223-3381

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LA CITY PLANNING DEPARTMENT
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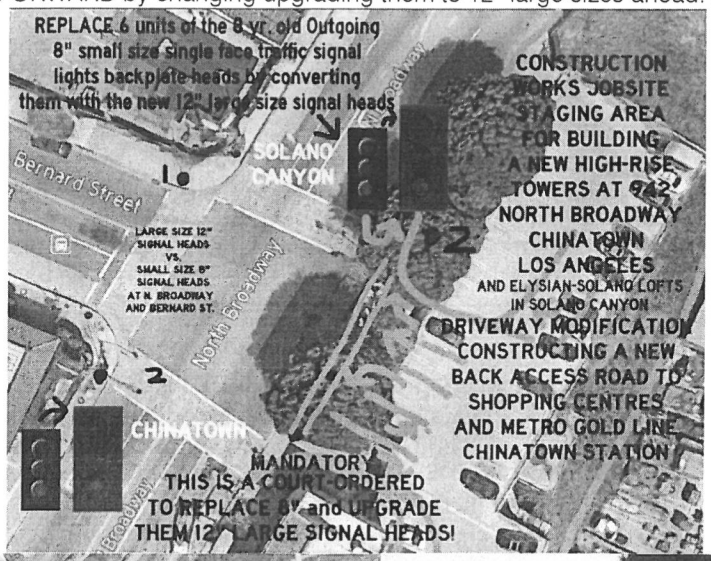
https://urbanize.la/post/work-continues-chinatowns-capitol-milling-building N.Broadway/Bernard St. 🚦s too small, disqualified & needs improvement
https://urbanize.la/post/college-station-takes-another-step-forward located at 900-924 N. Spring St. across from Gold Line Chinatown Light Rail Station
https://urbanize.la/post/first-look-development-overlooking-la-state-historic-park-updated N. Broadway/Bernard St. 🚦s mismatched different size, ;'(!
https://urbanize.la/post/27-story-tower-rise-near-chinatown-station located at 942 N. Broadway across the street from C. Central Plaza Arch Pagoda Entry
http://www.ladowntownnews.com/development/hotel-to-replace-chinatown-motel/article_25ee94d2-0544-11e9-ba45-2b28486720aa.html, Spring Forward Royal Pagoda Hotel follows change and upgrade these 🚦s to 12" at my concerned intersection has 8" 🚦s too small at N. Broadway and Bernard St. Los Angeles, N. Broadway/Bernard St. 🚦s mismatched different size are UNSATISFIED and DISQUALIFIED, TAKE-DOWN and REMOVE !
https://la.curbed.com/2018/12/6/18129311/chinatown-motel-new-hotel-royal-pagoda Advance these 🚦s to 12" at Royal Pagoda Hotel moving forward ahead followed by Harmony will be built at 942 North Broadway across the street from Chinatown Central Plaza Arch Pagoda Entry Gate.
https://la.curbed.com/2018/12/6/18129311/chinatown-motel-new-hotel-royal-pagoda?utm_campaign=la.curbed&utm_content=entry&utm_medium=social&utm_source=facebook&fbclid=IwAR3I7-mTrwTMY--A0MtCZBj_KNaK5oqZ20-L7QmBbNXT8G93fT8bxNCVVzU Please change, convert and upgrade 🚦s to 12" follows after replacing 8" 🚦s at North Broadway and Bernard Street all corners since they've been there for 11 years when excluded and not covered as left behind, signal changes now !
https://www.urbanize.la/post/nine-story-hotel-planned-north-broadway Royal Pagoda Hotel could be rising up 995 North Broadway Los Angeles CA 90012 ahead, we will not be silent nor peaceful until you are ordered to take down and replace 8" 🚦s by upgrading 12" 🚦s at Bernard Street please.
http://planning.lacity.org/pdiscaseinfo/CaseId/MjI1NzY30, my concerned location at 995 North Broadway utility box in Chinatown Los Angeles, California 90012, the time is running out, all of the schools in Los Angeles have ended the full semester school year followed last day of school yesterday, Zoom online distance virtual learning ended and the first day of school after changing 🚦s to 12" at Bernard St. is Monday, August 9, 2021.

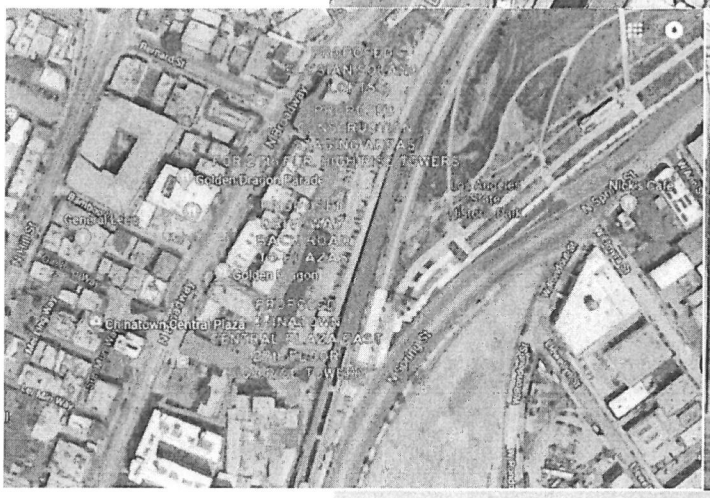
Sincerely

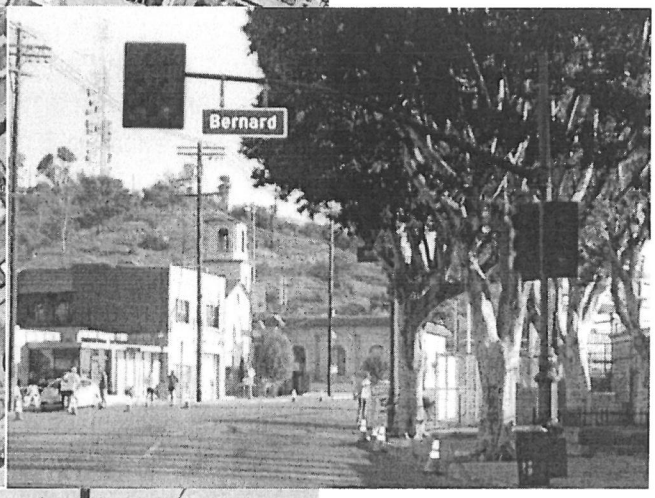
Ty Burrell = Phil Dunphy and Luke Dunphy = Nolan Goulde of Modern Family are Royal Pagoda Motel Managers

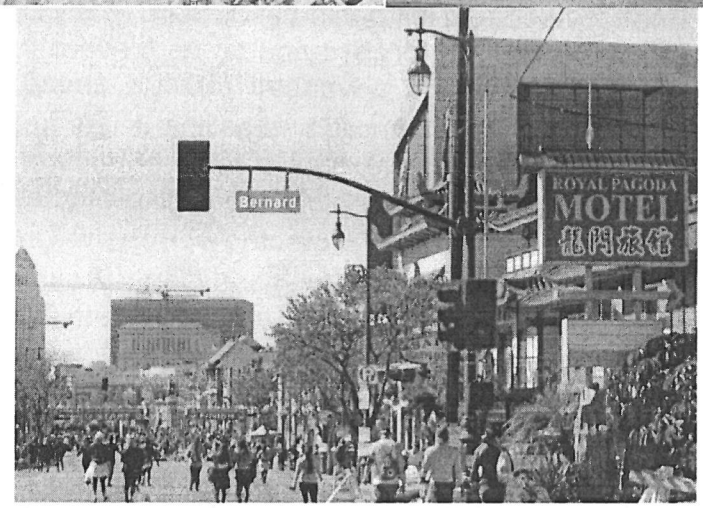
My office is located at 995 North Broadway and 400 Bernard Street in Chinatown Los Angeles, CA 90012 (323) 223-3381, my intersection 🚦s are in crisis because of 8" 🚦s are too small as guilty and mismatched different 🚦 sizes those needed to be changed and upgraded into 12" 🚦s We are in support to eliminate the existing 8" small size signal heads by converting them into 12" large size signal heads at N. Broadway / Bernard St. upon Lunar New Year's Day of the Tiger 2022. We will not be operating Los Angeles

Chinatown Golden Dragon Parade until 🚦s changed to 12". COURT ORDERS SIGNAL UPGRADES AND CONVERSIONS TO 12" AT NORTH BROADWAY and BERNARD STS. when it's being DISCIPLINED as REPRIMANDATION because of existing 8" signals. Virtual online remote distance GDP celebration ends and falls back into street celebration forward.
Next Signal Time Change, please don't forget to set, change and advance these traffic signal lights to 12" forward ahead at North Broadway and Bernard Street all corners including Royal Pagoda Motel Chinatown Los Angeles and Solano Canyon Boundary moving ahead, please SPRING FORWARD by changing upgrading them to 12" large sizes ahead. Fall back to Ciclavia 10/10/2021.









All of these pandemics with restricted colour coded tiers ended on 15 June 2021 so there are traffic signal changes at North Broadway and Bernard Street first followed by all intersections incl. Hill Street between Ord, Alpine, College Streets then Alpine Street and Spring Street NW Corner, and Cesar E. Chavez Avenue between New High Street and Grand Avenue within Chinatown Los Angeles areawide under LADOT Central Region Jurisdiction. To operate 2022 123rd annual Los Angeles Chinatown Golden Dragon Parade scheduled on Saturday, 5 February 2022 14:00 hrs. PST, please set these signals, advance and change these signals to 🚦 12" forward ahead now by 15 June 2021 to avoid another pandemick returning back to purple tier nationwide lockdowns and stay safer at home again meaning Golden Dragon Parade will be taken off the list forever. We will not operate Golden Dragon Parade until all of these 12" signals are changed as upgraded in Chinatown.

Please require LADOT Central Yard to unscrew, remove and replace 8" signals by changing, converting, upgrading and installing them into 12" large size signal ones as emergency mandate order. This letter is to inform you that you have been failing to yield for the mandated emergency replacing 8" 🚦s with 12" 🚦s since they're still exist there at North Broadway and Bernard Streets remained unchanged is SUMMONED when there is an Anti-Asian Hate Crimes went into effect targeting and insulting Asian seniors with hate-crime harassing or threatening words when the crisis is in place when the news reports in effect after we have spriung forward last weekend an error has occurred, something went wrong and please try again now to emergency mandatory replace all of the final remaining two pairs and 4 sets of 8" single face 🚦 backplate heads those are currently mounted on dark green Lumeck 10 metres (30 ft.) tall traffic signal light poles at all corners of North Broadway and Bernard Street next to Royal Pagoda Motel in Chinatown Los Angeles and Mandarin Plaza parking lot Solano Canyon Los Angeles by signal changes mandate, changing, converting and upgrading 🚦 into 12" installed below the mast-arm vertical pole on the horizontal Lumeck dark-green traffic signal light poles, all of them at Bernard Street signalized intersection in Chinatown and Solano Canyon Los Angeles since this is a mandated emergency executive order when the pandemic may be over or not, this is a mandated emergency executive order, ordered by the City of Los Angeles – Department of Transportation and Public Works, please act now since this action is required to change these 🚦s into 12" 🚦s at Bernard Street as we are recalling, resisting and removing 8" 🚦s by changing 🚦s into 12" since Broadway between Bernard and Cottage Home Streets are too windy and curvy corridor when there are high traffic of rush hours commuting to and from Downtown please. The investigation case at that intersection is now under-investigation after it was opened on 20 February 2018 all the way to today, we are not closing the case(s) of the signal changes and replacement at Bernard St. until they (signals) are replaced with 12" large size ones when the current existing 8" 🚦s mounted on horizontal lumec dark green tall signal light poles do not match the exact same size of 12" 🚦s mounted on lumec dark green overhead vertical signal poles, they match the difference with the different size unacceptable but they (the 🚦s) must be changed, replaced and upgraded to match with the same 12" 🚦 size as compatible for safety and security of these motorists are swinging by, two sets of 12" 🚦s must be installed at that intersection I mentioned to you opposite curbside direction next to Royal Pagoda Motel where 🚦 is viewing Northbound Broadway bear slight right windy curvy corridor same as Southbound Broadway left. You left traffic signal changes/upgrades at Bernard Street and the rest of Hill St. intersections behind for more than 4 years following the current existing 8" small size 🚦s have still been there originally for more than 12 years ago when it's not covered and left behind at Bernard St. by LADOT 3 ½ = 3.5 years ago.

You need to set your clocks, spring-forward and come forward to meet at North Broadway and Bernard Street signal adjustments and advanced forward ahead since we are not falling backward to keep 8" 🚦s in Chinatown LA anymore and selling 8" 🚦s from Chinatown Los Angeles to any or all car wash facilities or the third-party ones outside of my first council district in my city. By the way, we are also replacing a doghouse style left turn protected permissive green/yellow arrow 🚦s with upgrading / installing 12" left turn protected permissive green arrows, yellow arrows, flashing yellow arrows and red ⇐ arrows 🚦s, four ⇐ 🚦s at North Broadway and Bernard Street on both directions which are accessible to State Highway Junction Route CA-110 Arroyo Seco Parkway NORTH and accessible to proposed future Harmony Flats and Towers Parking Lot back-road access such as upgraded South and West Los Angeles signalized intersections plus the Mandarin parking lot replacement for Harmony access road via Bernard Street to be happened soon upon when Harmony Tower is risen and built taller across the street on 942 North Broadway East of Chinatown Central Plaza in the City of Los Angeles, California 90012 now by the end of 30 June 2021 with replacing Royal Pagoda Motel with rising Royal Pagoda Hotel and Elysian Park Solano Canyon Lofts with intersection reconfigurations & adjustments at Bernard St. accessible to Los Angeles State Park.

Let's see if North Broadway between 1st Street and North Mission Road would like to have a protected bike lane or regular bike lane in operation during the weekdays Monday thru Friday clearway rush hour to accommodate bike riders commute on Broadway protected bike lane to and from Downtown Los Angeles, Southbound Broadway from Lincoln Heights commuting work

forward into Downtown Los Angeles on Weekdays 7 am to 9 am and reverse commuting back home on Northbound Broadway from Downtown Los Angeles to Lincoln Heights 4 pm to 6 pm Except Weekends and Holidays. Next Signal Time Change is Monday, August 9, 2021 8:09 PDT. After 🚦 changes at North Broadway and Bernard Street explanations paragraph mentioned above these are to get followed by and succeeded by equals preceding or proceeding, moving forward into next changes of traffic signal lights current existing LEDs shall be replaced by next level of newest either Gelcore or Dialight red, light white amber yellow and light blue green lights LED balls to be replaced and upgraded efficiently at all Chinatown and Solano Canyon intersections under LADOT Central Region area and Central City North area bounded by U.S. Highway Route 101 Santa Ana Freeway, State Highway Junction Route CA-110 Arroyo Seco Parkway and Los Angeles River boundary limit area after West Los Angeles and North San Fernando Valley 🚦 LEDs were changed / upgraded to the next generation level brightening the matched signal LEDs forever.

This advances the next level of there will be single face traffic signal light changes and upgrades at North Hill Street between Ord, Alpine and College Street by changing, replacing out of-compliance/non-compliance 8" 🚦 backplate heads replaced and upgraded by 12" large size 🚦 backplate heads mounted on 10 metres Lumec dark green and silver colour horizontal signal poles at all corners on North Hill Street intersections followed by replacing 8" 🚦 backplate heads replaced and upgraded by 12" large size 🚦 backplate heads at 211 West Alpine Street and North Spring Street northwest corner Alpine Plaza Apartment Lofts Tower, Cesar E. Chavez Avenue and New High Street Northwest Corner then Cesar E. Chavez Avenue and Grand Avenue Northwest and Southwest Corners 8 those have current existing in Chinatown Los Angeles now by the end of 2021 when all of these 8" 🚦 signals are removed out of Chinatown intersections for selling them into car wash facilities or to the bicycle lane signal corridors in Downtown Los Angeles Protected Bike Lanes where these signal changes and upgrades project must be completed by the end of this year for the since we have upcoming 2022 123rd Annual Los Angeles Chinatown Golden Dragon Parade taking place Chinatown LA scheduled on Saturday, 5th day of February 2022 and 28th January 2023 and beyond at 14:00 hrs. 2 pm PST still inside the parade route on North Hill Street from Ord Street to Bernard Street then on Southbound Broadway parade route ends at South of Cesar E. Chavez Avenue plus all other major street closure events in Chinatown L.A. such as Firecracker 10k, Homeboy 5k Run / Ciclavia. This is a mandated state of emergency executive ordered by the govt.

Since any of these selected intersections in the City of Los Angeles have "LEFT TURN PROTECTED and PERMISSIVE FLASHING YELLOW ARROW LIGHTS, YIELD ON FLASHING YELLOW ARROW LIGHTS" signages and signal devices installed for safety, as of now, North Broadway and Bernard Street requires a mandated emergency replacing remainng 5 sets of 8" 🚦 single face traffic signal lights backplate heads by changing, converting and upgrading them into 12" 🚦 signals instantly those currently mounted on lumec 10 metres 30 feet horizontal traffic signal light poles attaching mast arm vertical poles with 12" signals used a decade ago, those 8" signals were used 13 years ago and still there so the time is now using bolt-cutter and axes to take down and take out and take away removing 8" signals by installing as upgrading /|\ 5 sets and 2 pairs of 12" large size signals mounting on lumec dark green traffic signal light poles at Royal Pagoda Motel corner and Mandarin Plaza parking corner everything all of them at Bernard Street Chinatown LA and Solano Canyon Boundaries asap now until with left turn protected and permissive flashing yellow arrow 🚦s with signs installation says "NEW SIGNAL DEVICES – SIGNALS CHANGED, REDESIGNED and MODIFIED – LEFT TURN YIELD GIVE WAY TO OPPOSITE DIRECTION OF TRAFFIC ON FLASHING YELLOW LIGHTS ←🚦s" at North Broadway and Bernard Street first now until next month or closerby soon since Chinatown Los Angeles Solano Canyon intersection, one of two intersections receiving a primary and secondary "LEFT TURN YIELD ON FLASHING YELLOW ARROW LIGHTS" at Bernard Street first followed by preceding to Chinatown Los Angeles' 1st major intersection on North Broadway and Cesar E. Chavez Avenue is having a brand new left turn yield on flashing yellow arrow lights on both and all directions in Chinatown Gateway Dragon Arch Overhead Bridge between Jia

Apartments, La Plaza Del Pueblo Lofts and Cathay Manor Senior Building where Southbound Broadway Metro Local Line 45 Articulated Buses requiring left turn protected and permissive green, yellow, flashing left turn yellow arrow lights and red arrow lights installation at N. Broadway & Cesar E. Chavez Ave. allowing more time for buses turning left then turning right into S. Spring St. Downtown L.A. now by 31 June 2021 as Metro bus service changes executed.

I have a solution, we are accusing and take action against a pair (two) one of two current existing small size 8" 🚦 are wanted with failed to replace, failure to convert with conversion and upgrading them into 12" 🚦 outstanding serious warrant are now severely held accountable as subpoena summoned, accused for signals too small too far to see from OWSLA/Mandarin Plaza plus green signals too small to see far away from driver's side and the transient homeless loiters at the concerned intersection that's court-ordered to stand prosecution trial with the justice is sought to replace them located at the owner of Royal Pagoda Motel 995 North Broadway and 400 West Bernard Street in Chinatown Los Angeles, California 90012 where LADOT Central District Office and the City of Los Angeles have outstanding serious warrant problem issues sought as wanted for failure to yield for a pair of signal replacement, conversion, upsize it up and upgrades located at North Broadway and Bernard Street all corners including Royal Pagoda Motel, Mandarin Plaza Chinese Friends Restaurant 970-984 N. Broadway in Chinatown Los Angeles, and OWSLA 1001 N. Broadway Solano Canyon when a pair (two) one of two current existing small size 8" 🚦 are too small, too long further far distance, difficult distant to see and being blatant as culprit when North Broadway is too curvy between Cottage Home and Bernard Streets, also that, this concerned intersection is too big, widened, gigantic and extra lanes of traffic because of small size 8" 🚦 are too small when there are transient bum beggar homeless people loitering, sleeping lodging camping at the signalized intersection boundaries with trees as I mentioned to you again, we need justice for Broadway and Bernard St. when your city is ordered as mandated to replace too small 8" 🚦 and convert, upgrade and upsize 12" 🚦 large size it up exclusively at N. Broadway / Bernard St. due to the upcoming a pair one of two new building projects between Harmony is replacing a single storey storefront with a new high-rise commercial residential mixed-use tower at 942 North Broadway across the street from Chinatown Central Plaza East with these applies for adding a brand new 4-way intersection conversions upgraded for Bernard Street Private Driveway back road extension to alternate entries into Harmony, Blossom Plaza and Metro Gold Line Chinatown Station (Groundbreaking 2019) followed by Elysian Solano Lofts South Parcel with the current existing Mandarin Plaza parking lot is being removed, demolished and replaced with underground parkades at 1000 North Broadway at Bernard Street full four-way intersection driveway conversion upgrades in Chinatown Los Angeles and Solano Canyon boundaries. It's time for changes, taking action against trees lodged at that intersection by upgrading it into full four-way intersection with a new driveway back street rear road route into an alternate back door entry into Harmony Towers across the street from Chinatown Central Plaza when the main driveway on 942 N. Broadway closed for maintenance.

Please use www.gofundme.com and we are raising $$$ (money) to buy and purchase a pair of two current existing 8 years to 9 years old 8" small size single face traffic signal lights backplate heads at Royal Pagoda Motel 995 North Broadway and 400 West Bernard Street southwest corner in Chinatown Los Angeles plus also all corners including OWSLA since these current existing 8" 🚦 are too distant, long distance, far to see the small size red and green light balls (since beware warning, they're harmful, fraudulent fraud as disappointment / embarrassment) from Royal Pagoda Motel to between OWSLA and Mandarin Plaza across the street intersection which are putting people and motorists at misunderstanding, confusing and misrepresentation hazardous risk when it (North Broadway) is too sharp curve between Cottage Home and Bernard Streets plus the concerned cross traffic intersection we said above is already widened big extra lanes of traffic. One of two traffic signal green light balls overhead and sides seen from driver's side window view then sharp curve left abruptly high risk.

The following action plan is to, we are selling them either OWSLA, car washing sites or all of the 8" current existing small size 8" 🚦 from Broadway and Bernard to the maximum bidding in Bogota Colombia South America when we are using www.gofundme.com since we are raising $$$ (money) to pay for the LADOT to remove and replace current existing small size 8" 🚦 by ordering the city to convert, upgrade and install a pair of brand new 12" 🚦 large size 🚦 at Royal Pagoda Motel 995 N. Broadway traffic signal controller cabinet boxes first then the rest including I said again is the OWSLA and Mandarin Plaza parking lots. We are taking action seeking justice has been sought to investigate current existing out-of-compliance 8" 🚦 below the signal overheads deep-trouble are now under-investigation when mandatory mandated emergency 🚦 replacement, conversion upgrades by the order of the LADOT is ordered to do so are required by law due to the upcoming Ciclavias, Los Angeles Chinatown Golden Dragon Parade, Firecracker 10k Run and Homeboy Industries 5k Run with full street closures set by LADOT Special Traffic Operations. We want current existing 8"🚦 out of North Broadway and Bernard Street intersection followed by the rest of all intersections all of them out of Chinatown Los Angeles by replacing, converting and upgrading 🚦 with the newest 12" large size gigantic 🚦 heads below the overhead all intersections including North Hill Street ones in Chinatown LA. Action Required! This 🚦 conversion upgrades to the maximum full large gigantic big size 🚦 will help the improvement of eliminating homelessness bum with tents and shopping carts loitering or sleeping at my concerned intersection by modify, convert and upgrade the four-way full intersection and install a brand new driveway back road - side road - alternate entry into the brand new Harmony Mixed-Use Loft Condominium High Rise Tower at 942 North Broadway converting into a brand new 3-way full driveway intersection straight across the street from Chinatown Central Plaza and next door between Metro Gold Line Chinatown Station, Blossom Plaza and Mandarin Plaza. And also, they (current existing 8" small size🚦 heads) are voidable and formal probation those have security breach of offensive, use www.gofundme.com to raise $6000 to replace a pair of 🚦 at Royal Pagoda 🏢 995 North Broadway in Chinatown Los Angeles asap.

Royal Pagoda Motel has strictest serious armed security guards with firearms at 995 North Broadway in Chinatown Los Angeles (cross streets at Bernard Street) across the street from my guarded Royal Pagoda Motel soon to be Royal Pagoda Hotel and security guarded manned supervision with OWSLA (Operating While Sober in Los Angeles) 1001 North Broadway in Solano Canyon Los Angeles 90012. There are the incidents between trespassers and loiters who illegally enter without authorisation of the staff and security officers of Royal Pagoda Motel when it is reserved exclusively for the booked guests use only, otherwise offenders will be banned or detained if failed to do so held down locked up by guards until lapd law enforcement is called to arrive at Royal Pagoda Motel to pick up the offenders taken away sent to Metropolitan Detention Centre Jail in Downtown Los Angeles plus the arraignment and prosecution by the city or district attorney general. Royal Pagoda Motel is crime-free of homeless loitering there that is about to CLOSE its doors in order to make way for a new high rise 9 story floors tall hotel, a rooftop restaurant and a bar will move into 995 North Broadway Chinatown Los Angeles

in the future years plus intersection reconfiguration at Bernard Street underground intersection tunnel connecting into a future Upper Chinatown Hotel (Royal Pagoda Hotel) replacing the two storey low-rise motel, Elysian Solano Lofts South Parcel north of Mandarin Plaza and southwest of Los Angeles State Historic Park, according to the articles below. Royal Pagoda Motel is free of homeless slum/bum that is guarded by armed officers preventing illegal entries. Both guards stand at front door and driveways preventing public parkings. Security guards are watching and observing them camping, curfewing, staying, sleeping living on the intersection of North Broadway and Bernard Street is delinquent, negligence and negligent when the signals too small, these could happen incidents soon. Royal Pagoda Motel and OWSLA have armed security guards with guns preventing shopliftings, trespassings and loiterings since these are the only local hometown lodgings and retail clothing clubhouse stores inside HCNC/LA. In the future, we will eliminate and remove the tents for the homelessness bums who lived at the intersection many years long time ago when the sidewalk is still vacant sitting next to Mandarin Plaza parking lot, we will evict the homeless people who lives at Broadway Bernard by transitioning them into the homeless shelter permanently indoor housing, not the intersection across the street from Royal Pagoda Motel and OWSLA, not next door with Mandarin Plaza Chinese Friends Restaurant when Broadway and Bernard Street will be reconfigured for underground parking connections for the new two towers.

Since happens, we need to modify, convert and upgrade from 3-way T-boned intersection to the full 4-way intersection cross street prohibiting homelessness living on the streets by transitioning all motorists use full 4-way intersections where Bernard Street will have back road private alternate accessible road to the new Harmony Towers back driveway gate and Blossom Plaza when it is built across the street from Chinatown Central Plaza East Gate with full 3-way intersection driveway instead of North Broadway mid-block Pedestrian Crosswalk Signals in Chinatown Los Angeles, two driveways accessible front and back of these streets are mandatory required by law in case of front driveway is closed for special events or cleanings, they must use other means of other alternate driveway which is rear driveway from front preventing getting trapped when Blossom Plaza parking lot has only one driveway, add another driveway which will allow the tenants to exit the other driveway to Alameda Street when the main driveway is closed for special events. Excessive Heat Warning at Bernard Street.

They look for suspicious activities and crime-fighting with accusing and prosecuting the current existing 8" small size signal heads and homeless poverty beggar bums at my concerned intersections around the clock from Royal Pagoda Motel and OWSLA to the Mandarin Plaza parkade in the only signalised intersection in Chinatown and Solano Canyon in order to demolish remove the MP parkade by building a 4-way cross street of traffic intersection in order to access from a proposed new Royal Pagoda High Rise Hotel to the other side of the Harmony Towers, Blossom Plaza, Capital Milling Company and Metro Gold Line Station parking lots at all times. We are taking-action to correct the problem against the trees, homeless camps and suspicious suspected drug dealers at my concerned intersection containing Chinese Skid Row, Chinese Homeless Row, Chinatown Homeless Skid Row Chinatown Solano Canyon zone. Time's running out, please help to support to replace the signal due to the upcoming Los Angeles Chinatown Golden Dragon Parade takes place on Saturday, 5 February 2022 at 14:00 PST – 2 P.M. Pacific Standard Time.

https://www.youtube.com/watch?v=KpS-GsLTBaE when you click to 23:44 out of 52:00 in this video, you'll see the pair of current existing 8" small size 🚦 heads at Broadway and Bernard Sts. Royal Pagoda Motel those are making us controversy and offensive too distant far distance plus green semaphores mounted on overhead and side seen on driver's side windows too sharp curvy abrupt left curve making them delinquency and negligence with high-risk difficult to see due to the distracted drivings are stingy blatant, culprit and faulty since we are accusing, prosecuting, convicting and sentencing by selling a pair of current existing 8" small size 🚦 heads at Broadway and Bernard Streets next to Royal Pagoda Motel out of Chinatown Los Angeles since too far to see from Mandarin Plaza and OWSLA, please take-action and correct the problem, can't handle them anymore since this current 3-way intersection will add one driveway road to Harmony totalling 4-way full intersections refraining preventing homelessness living on the T-boned intersection when it is too sharp curvy, widened and extra lanes of traffic, we need justice to convert the signals. We're having a headache because of Broadway and Bernard Street signals too small, we need justice, one more changes, change convert and upgrade these signals to large size!!! We're getting dizzy, the signals at Broadway and Bernard Street Royal Pagoda Motel are giving us a headache of headaches those are disappointing us off, we are disappointed and fed up frequently because of these and tired of small size signals at Royal Pagoda Motel. We're not done, there's one more changes, must you please change these signals for the one final time totalling them all!!!

The lack of mandatory order of the emergency signal replacement signal conversion upgrades to large size from small size incident is now under-investigation when they (the signals) are too far to see across the street between Mandarin Plaza and OWSLA, and the excessive complaints outrage warning with the investigation still continues at Royal Pagoda Motel 995 North Broadway and 400 West Bernard Street in Chinatown Los Angeles viewing from OWSLA Solano Canyon next door MP Sewing Machine, Pho 87 Vietnamese Restaurant plus we made a public comments demanding signal replacement orders at RPM with the Board of Neighbourhood Commissioners at Casa Italiana 1051 N. Broadway recently held last two weeks, plus they (the signals) are critical fatal error occurred viewing facing too cautious distant long far distance across the street from Mandarin Plaza parking lot where homelessness camp there across the street from Royal Pagoda Motel and OWSLA still in Chinatown Los Angeles. Not silence, not done, not resting until they (the pair of signals) are replaced by 12" large size signal heads conversion upgrades completed at the corner of Royal Pagoda Motel, traffic signal controller cabinet boxes, wooden power pole and DASH Route B Bus Stop, action required by Lunar New Year of the Rat 4718 Golden Dragon Parade Sat., 5th Feb. 2022. We are fed up with 8" signals at Broadway & Bernard st, change them to 12".

This is for the upcoming Bernard Street East Back Road Extension to Harmony Rear Parking Entrance, Blossom Plaza, Capitol Milling Company and Metro Gold Line Chinatown Station by eliminating / evicting homelessness out of Broadway Bernard Sts. when the current intersection is being changed, upgraded and converted added into four-way from three-way T-boned intersection corner junction plus the Elysian Park Solano Canyon Lofts South Parcel Driveway at 1000 North Broadway cross street Bernard Street changes to full four-way cross traffic intersection with + symbol. (Beijing Winter Olympic Games taking place Beijing China February 2 to February 22, 2022), 8" 🚦s must go / be departed at Bernard St. now.

Flashing red lights modification has been cancelled and suspended or revoked or rejected that's been placed on hold by LADOT Special Traffic Operations on Saturday, February 5, 2022 at 2 pm for the Golden Dragon Parade due to because of lack of replacing the pair of current existing 8" small size single face traffic signal lights backplate heads are too small at Royal Pagoda Motel 995 North Broadway and 400 Bernard Street southwest corner in Chinatown Los Angeles due to homeless climbing them followed by all corners including OWSLA 1001 North Broadway in Solaño Canyon and Mandarin Plaza Chinese Friends Parking Lot 970-984 North Broadway in Chinatown LA. We are all unable to modify and control them (signals) to flashing red lights but keep them green lights on because they are too small, too far to see at Royal Pagoda Motel with big wide extra lanes of traffic intersection from OWSLA and also across the street at Mandarin

Plaza Chinese Friends Restaurant driveway unless or until these new 12" large size signal heads are changed, converted and upgraded to the newest ones at all corners of Broadway and Bernard Street since this intersection is still in deep trouble as under-investigation in progress due to the homeless encampments sleeping inside the tent under the trees overnight plus doing the illegal activities like drug-users loiter there behind or in front of Mandarin Plaza parking lot across the street from Royal Pagoda Motel with armed security guards on site and OWSLA. {STAND FOR ASIANS LIVES MATTER taking place Chinatown LA Central Plaza 942 N. Broadway Sat. 20 MAR 2021}

People who stay at the Mandarin Plaza parking lot, trees and the homeless encampments will be removed in order to make way for a new Bernard Street back road with the new projects moving into Elysian Park Solano Canyon Lofts 1000 North Broadway, Harmony Lofts 942 North Broadway, Blossom Plaza rear entrance, Capital Milling Company and Metro Gold Line Chinatown Station. We are trying to bring these kinds of suspicious activities to an end at North Broadway and Bernard Street East Corner under the trees next to Mandarin Plaza Parking Lots by converting the intersection into 4-way ones with the hardest reconfiguration by removing Royal Pagoda Motel and converting upgrading a brand new 9 storey high rise hotel and a new condominium residential living loft towers next to LA State Historic Park. Flashing red lights modification controlled by you at North Broadway and Bernard St. used previously has already been moved, relocated, diverted and redirected into Olympic Blvd. and Normandie Avenue Seoul Int'l Park Korean Festival with the full street closure for the day of the Los Angeles Koreatown Parade Route on Olympic Blvd. from Berendo St. to Harvard Blvd. scheduled set for Saturday, October 16 or Sunday, October 17, 2021 2 pm to 5 pm because Sunday, October 17, 2021 at 7-10 pm is the Los Angeles Korean Festival Closing Ceremony. LADOT excluded and did not cover mandated emergency replacing 4 sets of 8" 🚦s at Bernard Street as not part of programme.

Herbalife 24 Los Angeles Triathlon will be rescheduled to SUNDAY, OCTOBER 24, 2021 at 8 AM PDT where it will have a swimming course at Venice Beach Pacific Ocean followed by transitioning into 40 km Bike Tour Marathon between from Venice Beach to Downtown Los Angeles via Venice Blvd. to Fairfax Avenue or La Brea Avenue, Olympic Blvd. East Koreatown Los Angeles Normandie Avenue to Alvarado Street, Hoover Street, Venice Blvd., Figueroa Street Exposition Park USC, Staples Centre Transition to 5 km Run all the way to Wilshire Blvd. or Olympic Blvd. and Normandie Avenue U-turn to the finish line at L.A. Live. http://www.herbalife24tri.la/ (310) 821-7898, we're fed up because of they (4 sets of 8" 🚦s) have been non-compliance, outdated as out-of-compliance delinquently there for 12yr. still not changing them, it's time to change the signals now, spring forward 12". Los Angeles Marathon scheduled Sunday, Nov. 7, 2021 7 AM PST taking place Stadium to the Stars, Elysian Park to Century City

PROBLEM REPLACING SIGNALS AT BROADWAY AND BERNARD STREET ALL CORNERS, FORCE REPLACING SIGNALS The signal isn't replacing properly Chinatown Los Angeles has detected that the traffic is redirecting the route for this intersection in a way that will never complete. An action taken against Royal Pagoda Motel intersection. This problem can sometimes be caused by disabling or refusing to be replacing the emergency signal replacement with critical fatal error occurred. Report them to Los Angeles City Atty's Office and Los Angeles County District Atty's Office Prosecutors to step in, escalate and take-action to replace the 8" ones, convert and upgrade them to 12" newest large size signal heads upon RP Motel closed its doors for a new high-rise tower, the 8" ones will be sold out of USA. Still working fine for 8" 🚦s, we need justice.

NEW ITEM AND BREAKING NEWS ALERT: Good news, so long goodbye and farewell old skool classic flashback throwback back in the day vintage Royal Pagoda Motel since that is being replaced, converted and upgraded with a brand new Chinatown Solano Canyon High Rise Hotel which is located at 995 North Broadway and 400 West Bernard Street still in Chinatown Los Angeles plus the intersection to be widened and upgraded into four way intersection replacing the T-bone three way intersection soon with emergency traffic signal replacement, mandatory conversions and upgrades to large size ones all corners. A pair of current existing 8" signal heads must be replaced with the new 12" large size ones before BREAKING NEWS ALERT: 58 Years Old Royal Pagoda Motel will be CLOSED its doors for good when the hotel is being built and taking over 995 North Broadway in Chinatown Los Angeles, according to the article above. Emergency replacing 8" signals Bernard St. required.

Thank God, an excessive heat rage warning existing outdated Royal Pagoda Motel will be sold and move out of the property followed by a brand-new Upper Chinatown Lower Solano Canyon High Rise Hotel will be bought and moved into 995 North Broadway and 400 West Bernard Street in Chinatown Los Angeles, California 90012 demand changing 🚦s 4 good, safety and security reasons, details listed under https://urbanize.la/post/nine-story-hotel-planned-north-broadway, please remove 8" 🚦 at Broadway/Bernard st by changing to 12" large 🚦s and we will not rest & not silence until all of 8" 🚦s removed & replaced by 12" 🚦s installed at Broadway/Bernard St. followed by Hill St. intersections.

According to Steven Sharp of Urbanize Los Angeles News, it stated, Nine-Story Hotel Planned on North Broadway, the project would replace the Royal Pagoda Motel. A motel that has stood in Chinatown since the 1960s could make way for a much larger development, according to plans filed yesterday with the City of Los Angeles. The Royal Pagoda Motel, located at 995 N. Broadway, is slated for redevelopment with nine-story, 111,751-square-foot hotel featuring a 6,211-square-foot rooftop restaurant and lounge. Applicant Peter Kwong has requested alcohol and live entertainment permits for the project. Additional details regarding the project are unclear based on its case filing. Though taller than the existing two-story motel, the proposed development would be dwarfed by two other developments planned nearby on North Broadway. To the north, a narrow strip of land overlooking Los Angeles State Historic Park is slated for the construction of a series of mid-rise structures featuring 920 apartments and retail space. To the south, a shopping centre across the street from Chinatown's Central Plaza is poised for a 27-story tower that would feature 178 apartments above office space and retail. Dated 5 December 2018. 12" 🚦s must arrived, installed and stay locked Bernardst.

According to Bianca Barragan of Curbed LA News, it stated, "In busy Chinatown, 9-story hotel proposed to replace motel. The owners are planning a hotel and rooftop restaurant where the owners of the Excessive Heat Warning Royal Pagoda Motel on Broadway in Chinatown have proposed razing the two-story building and replacing it with a nine-story hotel. The Kwong Family Irrevocable Trust filed plans with the city on Tuesday. The new hotel would measure about 112,000 square feet and feature a rooftop restaurant and lounge. The Royal Pagoda building dates to 1964, according to city records. It sits at the southwest corner of Bernard and Broadway, near the onramp to the 110 Freeway. A representative for the owners did not return a request for comment. Farther north on Broadway, a long and narrow project with 920 housing units is proposed by developers Lincoln Property Company and S & R Partners, which is run by the San Antonio Winery's Riboli family. The project would rise between Broadway and the Los Angeles State Historic Park. Chinatown as whole is drawing lots of attention from developers. In the last year, a 27-story tower with housing, retail, and office space has been proposed as a replacement for an existing retail centre and a 26-story apartment and hotel tower designed by Studio Gang has been put forth on a site occupied by a low-rise building and a former movie theatre where it unveils its first

Los Angeles project: A wavy, 26-story tower in Chinatown located at 643 N. Spring Street in Chinatown LA followed by a 27-story tower proposed for Chinatown retail centre site located at 942 North Broadway in Chinatown Los Angeles, CA 90012. Dated on 6 December 2018.

According to LA Downtown News, it stated, "Hotel to Replace Chinatown Motel, Goodbye, Farewell and So Long Pagoda: More development could be coming to Chinatown. Plans were filed last week with the Department of City Planning for a nine-story hotel that would rise at 955 N. Broadway, a block north of Central Plaza. The site currently houses the low-rise Royal Pagoda Motel, which would be torn down to make way for a 111,751-square-foot building. The number of rooms was not revealed, though plans call for a rooftop restaurant and lounge. The Kwong Family 2012 Irrevocable Trust is listed as the developer. No budget or timeline was disclosed." Dated on 21 December 2018. Delinquent 8" signals. There is a situation and a crisis of a disciplined troubled intersection of North Broadway and Bernard Street under investigation active case open because of 4 sets 8" signals attached on lumec 10m 30 feet dark green traffic signal horizontal poles are out-of-compliance non-compliance attaching with 12" signal mast arm vertical poles, both of them between Royal Pagoda Motel and a Mandarin Plaza parking lot north entry under the tree at North Broadway and Bernard Street Chinatown LA and Solano Canyon boundaries followed selected or all 12" signal upgrades completed citywide and #LACD1 #LACD1WIDE except Bernard Street needs improvement or re-improvement, we discipline Bernard Street signals need to be changed replaced converted upgraded to 12" emergency signal replacement upgrades mandate required !!! followed by North Hill Street intersections traffic signal change mandate upgrading to 12" large size signals mandate between Hill Street, Ord, Alpine and College Streets preceding to N. Broadway and Solano Avenue southwest corner upgrading to 12" next to Norton Electric Wholesale Ltd., Alpine and Spring Streets northwest corner, Cesar E. Chavez Avenue between New High Street northwest corner, then and to C. Chavez Avenue and Grand Avenue West Corners those emergency traffic signal lights replacement mandate replacing 8" by changing converting and upgrading them into 12" large size ones plus current existing 10 years old LED must be replaced by a brand new Gelcore or Dialight next generation new LED signal balls replacement and upgrades mandate required at all intersections within Chinatown Los Angeles wide, Chinatown areawide - districtwide, exclusively Chinatownwide under the boundaries of 101 Santa Ana Freeway, 110 Arroyo Seco Parkway and Los Angeles River under LAPD Central Division under Central Traffic Division Enforcement, LADOT Central District and your district now by next month since we advance the return and resuming Los Angeles Golden Dragon Parade goes back to Chinatown Los Angeles will be scheduled set on Saturday, 5 February 2022 13:00 PST advancing the parade start time change time changes modifications adding one hour moving forward 14:00 PST forward ahead when it started subtracting one hour backward 13:00 PST (1pm) since 2007 originally at 14:00 PST on the day of the Golden Dragon Parade long time ago, now it will start back 14:00 PST (2pm) next year forwarded ahead when there is no permanent year round Pacific Time bill approved as executed yet. Please report this to LADOT General Manager Edward Yu and looking forward for you to run for a councilmember primary getting elected and take the office of Los Angeles City Council District 1 replacing your boss as preventing your Gil Cedillo getting re-elected to become an elected official for more additional continuous terms by ousting him when his term limit has reached an expiry date 2022 Elections Day.

What's next for #LACD1 Councilmember, it's someone else, you become everyone else's 1st district councilmember in your city of LA or someone else will run for 1st district council in your-city succeeding Gil Cedillo next year. Outgoing departing Gil Cedillo leaves and departs office departures whilst you or arriving and incoming anyone councilman elect mandate takes and arrives at an elected official's office arrivals next year. These current existing 8" small size 8s are at fault because of serious high risk of winding traffic.

RECALL and RESIST 8" SIGNALS BY REMOVING TAKING DOWN TAKING OUT OUTGOING 8" SMALL SIZE CURRENT EXISTING SIGNALS OUT OF CHINATOWN LA BY SELLING THEM TO OTHERS AS DEPARTURE EXITS WHILE NEW INCOMING and UPCOMING NEW 12" LARGE SIZE TRAFFIC SIGNAL LIGHTS ARRIVING AT NORTH BROADWAY AND BERNARD STREET CHINATOWN LA FOR INSTALLATION INTO LUMEC 30 FEET DARK GREEN TALL TRAFFIC SIGNAL LIGHT POLES ATTACHING MAST ARM POLES, BOTH OF THEM ALL CORNERS BERNARD STREET ROYAL PAGODA MOTEL AND PROPOSED FUTURE ELYSIAN PARK SOLANO LOFTS 1000 N. BROADWAY SOLANO CANYON UNDER THE TREE NEXT TO MANDARIN PLAZA PARKING LOT NORTH ENTRANCE next to CHINESE FRIENDS RESTAURANT MANDARIN PLAZA. Deep trouble in Bernard Street.

https://www.wbrz.com/news/ebr-using-new-flashing-turn-signals-for-future-road-projects/
https://buffalonews.com/news/local/buffalo-area-gets-its-first-traffic-light-with-flashing-yellow-arrow/article_e48d3941-56d8-577e-b52a-5cff2da4f1f7.html
https://bloximages.chicago2.vip.townnews.com/buffalonews.com/content/tncms/assets/v3/editorial/c/49/c498189b-0d52-5de2-90c1-0475c36c400e/5ef27a8230837.image.jpg
https://journalstar.com/news/local/govt-and-politics/nancy-hicks-yellow-flashing-arrows-working-in-lincoln/article_7b0c3aeb-4332-50b1-9dbf-90a0cb195011.html http://www.dot.ga.gov/DriveSmart/SafetyOperation/Pages/FYA.aspx

Solid Green Ok to turn left; oncoming traffic must stop (We won't operate Golden Dragon Parade until signal changes completed)

Flashing Yellow Ok to turn left after yielding to oncoming traffic and pedestrians (Emergency Signal Replacements Bernard Street)

Solid Yellow Prepare to stop or clear intersection before solid red arrow appears (Signals Not Covered as Excluded Bernard Street)

Solid Red STOP - no turn allowed (DEMAND FOR EMERGENCY REPLACEMENT FOR TRAFFIC SIGNAL CHANGES-UPGRADES AT BERNARD ST.)

LEFT TURN YIELD GIVE WAY ON LEFT TURN FLASHING YELLOW ARROW LIGHTS INSTALLATION AT NORTH BROADWAY TURNING LEFT AT CESAR E. CHAVEZ AVENUE BOTH ALL DIRECTIONS BECAUSE OF METRO LINE 2 or 4 and 45 TURN LEFT ON NORTH BROADWAY BOTH DIRECTIONS AT EAST OR WEST CESAR E. CHAVEZ AVENUE INTERSECTION TRAFFIC SIGNAL FLASHING YELLOW ARROW LIGHTS IN CHINATOWN GATEWAY OLVERA STREET EL PUEBLO LA PLAZA DEL PUEBLO DE LOS ANGELES OLVERA STREET PLAZA IN LA WHEN BUSES ARE ARTICULATED 60-FOOTER BENDYBUSES TURNING LEFT WITH PROTECTED GREEN ARROW LIGHTS and FLASHING YELLOW ARROW LIGHTS ACTIVATED WHEN LEFT TURN LANES

DETECTED 100 METRES AWAY AHEAD WITH THIS PROJECT PROGRAMME WILL ALSO FOLLOW THE INSTALLATION OF LEFT TURN YIELD GIVE WAY ON LEFT TURN FLASHING YELLOW ARROW LIGHTS INSTALLATION AT NORTH BROADWAY TURNING LEFT AT BERNARD STREET WEST TO 110 ARROYO SECO PARKWAY COMMUTERS FOLLOWING THE SIGNAL CHANGES AND UPGRADES TO 12" LARGE SIZE SIGNALS INSTALLATION MANDATE AT BERNARD STREET SIGNAL ADJUSTMENT MODIFICATION CHANGES FOLLOWED THE SIGNAL UPGRADES TO 12" AT SELECTED INTERSECTIONS CITYWIDE PREVIOUSLY EXCEPT BERNARD STREET NEEDS TO GET SIGNAL CHANGED. THEY ARE FOLLOWED BY HILL STREET SIGNAL UPGRADES, THE FOLLOWING ADDITIONAL SYNCHORNISATIONS WILL BE N. BROADWAY / SOLANO AVENUE SW CORNER NORTON ELECTRIC WHOLESALE SUPPLIES, ALPINE / SPRING STS. NW CORNER and CESAR E. CHAVEZ AVENUE between NEW HIGH STREET NW CORNER and GRAND AVENUE WEST CORNERS DURING THE CONSTRUCTION OF A BRAND NEW HARMONY TOWERS FOLLOWED BY ROYAL PAGODA MOTEL REPLACEMENT MANDATE SOARING RISING TO 10th FLOOR NEW ROYAL PAGODA HOTEL and ELYSIAN SOLANO LOFTS next to LOS ANGELES STATE HISTORIC PARK / MANDARIN PLAZA CHINESE FRIENDS RESTAURANT. LEADING SIDES AT NORTH BROADWAY and CESAR E. CHAVEZ AVENUE FOLLOWS THE PRECEDING INSTALLATION OF NORTH BROADWAY AND BERNARD STREET LAGGING SIDE WITH RED or FLASHING YELLOW LEFT ARROW LIGHTS ACTIVATED WHEN TURNING LEFT CARS REQUESTED AND DETECTED IT WHEN GREEN LIGHTS ON NORTHBOUND BROADWAY AT BERNARD STREET FOLLOWED BY SUCCEDING MODIFICATIONS AT BERNARD STREET BY MOVING FORWARD SUCCEEDING TO CESAR E. CHAVEZ AVENUE SIGNAL CHANGES ON BOTH SIDE OF THE OTHER ENDS OF CHINATOWN ENTRY AND EXIT GATE PORTAL STARTING and ENDING POINT 2 POINT. Everybody else, what r u waiting 4? Do something, change 8s at the signalised intersection adjustment makeover at 995 N. Broadway and 401 W. Bernard Street now.

Northbound Broadway turning left at Cesar Chavez Avenue Westbound Sunset Blvd. is the 1st leading side altogether of green lights and left turn green arrow lights for the Metro Local Line 2 or 4 first leading and little bit of lagging side flashing permissive yellow arrow lights side during both directions green lights and walking lights while Southbound Broadway turning left at Cesar E. Chavez Avenue Eastbound Macy Street or right turn Southbound Spring Street is the portion little bit of lagging side permissive flashing yellow arrow lights side during the opposing traffic signal green lights on then last or final leading the leading side altogether of green lights and left turn green arrow lights for the Only Metro Local Line 45 Articulated Buses turning left there final leading altogether 15 seconds before these traffic signal green lights and left turn green arrow lights prepare to stop by shifting these all directions signals as mentioned above to solid steady full yellow lights and left turn yellow lights altogether for 6 seconds then changing modifying them into prepare to stop then must fully stop and wait at steady solid fully red lights and left turn protected red arrow lights exclusively only at Broadway and Chavez Avenue next to Jia Apartments, La Plaza del Pueblo Lofts Towers CVS Pharmacy and Cathay Manor Senior Apartments Building Chinatown Gateway Olvera Street El Pueblo de la Plaza Olvera boundaries for the first time under Central Region at all. Please recall and replace these scolding current existing 8" small size 8s are being too suspicious, controversially & abusive offensive due to high risk. We have proof of evidence when that unsafe intersection went virally.

Flashing left turn permissive yellow arrow lights activation at the first half of Southbound Broadway left turn to Cesar E. Chavez Avenue yielding both all green lights opposing opposite oncoming traffic when all traffic turn left green arrow lights oncoming traffic while southbound Broadway red lights wait for traffic before turning green unless left turn protected green arrow lights activated by Metro Bus Line 45 bus signal turning left into Chavez Avenue East from S. Broadway is bus priority signal first and also they are activated by Metro Bus Line 2 and/or 4 bus signal turning left into Sunset Blvd. West via Chavez Avenue West from N. Broadway followed by both directions on Broadway green lights with left turn yield on left turn permissive flashing yellow arrow lights both directions then Northbound Broadway traffic signal green lights becoming yellow lights prepare to stop shifting to red lights while leaving left turn yield on permissive left turn flashing yellow lights yielding giving way to oncoming southbound Broadway traffic upon entry at the second half or final half while Southbound Broadway green lights on with flashing left turn yellow arrow lights still activated to turn left at Chavez Avenue East yellow arrow switching to full left turn protected green arrow lights to East Chavez Avenue for 20 seconds leading side and a flashing hand lights not to cross the streets before these leading green lights left turn green arrow lights southbound Broadway at Chavez Avenue shifting them into prepare to stop 6 to 8 seconds yellow lights - left turn protected yellow arrow lights preparing them motorists to stop at Chavez Avenue allowing oncoming traffic to turn left both directions then finally shifting these southbound all yellow signals to fully stopped traffic signal red lights and protected left turn red arrow lights allowing cross-traffic other directions east & west Chavez Avenue crosses at Broadway for the first time as those are easy to proceed.

Northbound Broadway and Bernard Street left turn green arrow lights leading side first then shifting to steady yellow lights to red left arrow lights indefinitely unless cars entering left turn lane pocket to Bernard Street 100 metres ahead activates left turn must yield give way to oncoming southbound traffic signal green lights Southbound Broadway at Bernard Street with Yield on left turn flashing permissive left turn flashing yellow arrow lights for a brief of time by detecting on a centre of the intersection flashing yellow arrow light activator for a brief time or longer before shifting back to yellow and red arrow lights when left turn pocket lane to centre of this intersection deserted vacated undetected at all times. Southbound Broadway and Bernard Street green lights activation after oncoming traffic turning left at Westbound Bernard Street protected left turn green arrow lights to 110 Parkway first then green lights both directions but opposing traffic turning left activates a request of flashing left turn flashing yellow arrow lights for 1 or 2 minutes upon turning left safely leaving a centre of intersection turning yellow arrow to red arrow lights forward. Leading flashing don't walk orange hand lights 15 seconds before leading flashing left yellow arrow lights and green lights shifting to all different yellow lights preparing to stop becomes all different red lights directions allowing cross-traffic to proceeds left or right with green lights on, it's that simple on these other points of Chinatown gateway entries. Left turn flashing yellow arrow lights will be installed at North Broadway and Bernard Street soon as a mandatory ordered to do so by LADOT followed by a national and a federal law ordinances.

Metro Local Lines 28 & 83 discontinued and stopped serving N. Broadway Chinatown LA those are replaced by Metro Line 45 Only.

Mandated Emergency Order to replace 8" 🛞s and upgrade 12" 🛞s at all intersections including N. Broadway and Bernard Sts. Followed by all intersections North Hill Street between Ord, Alpine and College Streets, Cesar E. Chavez Avenue between New High St. and Grand Ave. NW corner Chinatownwide.

Date of Notice: 14 August 2021

Dear Polonia Majasa on behalf of LADOT Central Engineer Edward Yu and Gen. Mgr. Seletta Reynolds,

Left Turn Yield on <- Left Turn Flashing Yellow Arrow Lights at North Broadway and Bernard St. Ahead

Good news is this year's 122nd Golden Dragon Parade Year of the Ox originally scheduled on Saturday, 13 February 2021 was suspended, cancelled and revoked because of due to Coronavirus Covid-19 Surge Pandemik happened nearly a year ago so we have forgone live traditional regularly in person Golden Dragon Parade event (that should be refrained to operate) this year because of most people hospitalised with health exposures, ICU 0% out of beds and toughest Stay at Home Nightly Curfew Restrictions still apply until further notice or Los Angeles Marathon will take place on Sunday, 7 November 2021 of this year or it's being deferred to next year or 2023 follows after Los Angeles Triathlon on Sunday, 24 October 2021.

LADOT Central Region Office Engineer, Board of Transportation Commissioners and General Manager, please take action ordering you to replace, change and upgrade them final remainings of 2 pairs of 4 counts of 8" small size 🛞s by converting them installing two pairs of four 12" large size 8" 🛞s mounted on traffic signal horizontal curbside signal poles below the vertical overhead at all intersection corners all of them in North Broadway and Bernard Street Chinatown Los Angeles and Solano Canyon please, so we get these signals matched the same 12" signal sizes without signals mismatched the different sizes plus change the LEDs upgrade the LEDs to the next generation level of Dialight or Gelcore, red, light white yellow and blue green LED signal circle balls to the next level now followed by all intersections in Chinatown Los Angeles on North Hill Street between Ord, Alpine and College Streets, all of them and also on northwest corner of West Alpine Street and North Spring Streets plus Cesar E. Chavez Avenue, New High Street and Grand Avenue northwest corner to 12" by taking down scrapping all of 8" signals down, it's the end of an era for or against all of 8" small size 🛞s must retired / must go / must be sold to others while all of 12" large size signals must be matched from the overhead at all signalized junctions in Chinatown Los Angeles now before the 2022 Golden Dragon Parade, Saturday February 5th 2022 at 3 pm when pandemic is over fully well, or a minimum to resume 2023 Golden Dragon Parade Year of the Rabbit is SATURDAY, JANUARY 28, 2023 at 2 to 5:30 pm or 3 PM to 5:30 PM Sunset Time or Saturday night 5 pm to 7:30 pm convenient because 1 pm is unconvenience when people sleep late Friday night partyings so we choose Golden Dragon Parade late Saturday afternoon or Saturday evenings. NEVER start the parade at 1 PM AGAIN, NEVER 1 PM AGAIN for the new modified start time changes of the Golden Dragon Parade days because not convenience for all. Let's recall, replace and dispose 8" 🛞s at Bernard Street.

New 2021+ laws for Golden Dragon Parade street closure day January 28, 2023 will be closed at 12 pm to 7 pm (2 pm to 7 pm for night parade) on North Broadway between Cesar E. Chavez Avenue and Ord Street plus Arroyo Seco Parkway 110 at Left Exit 24C - North Hill Street Off-Ramp and all of the streets in Chinatown inside the parade route except Alpine Street has 12 pm to 2 pm (2 pm to 4 pm) Temporary Crossing Points between North Broadway and Hill Streets will be closed at 2 pm to 6 pm (4 pm to 8 pm for night parade). Flashing red/yellow lights will be modified by LADOT Special Traffic Operations !!! Due to the mandated emergency order ordered by the LOS ANGELES CHINESE CHAMBER OF COMMERCE and CHINATOWN BUSINESS IMPROVEMENT DISTRICT and COUNCIL and MAYOR GARCETTI'S ORDER and ORDINANCES !!! 洛杉磯市長高竊題. Let's upgrade & install 12" 🛞s at Bernard St. Royal Pagoda Motel.
https://www.youtube.com/watch?v=cFN8BtUVVLA&ab_channel=TreadAvenue

LA City Council votes for ban on using hotels to detain immigrants

A private company has detained migrant children and families at the Best Western Plus Dragon Gate Inn at 818 N. Hill St. and Royal Pagoda Motel at 995 N. Broadway in LA's Chinatown neighbourhood. The LA City Council wants to ban the practise. (Google Street View)

By CITY NEWS SERVICE
news@socalnews.com
PUBLISHED: 14 October 2020 14:14 PDT
UPDATED: 14/10/2020 15:14 PDT

LOS ANGELES — The Los Angeles City Council voted Wednesday to establish a law to prohibit hotels from holding migrant children and families who have been detained by private security companies for being in the country illegally.

The proposal was introduced by Councilman Gil Cedillo in August to prohibit and suspend certificates of occupancy for any hotel in Los Angeles used to house & detain migrants under the direction of armed private security companies.

Cedillo referenced an article published by The New York Times at the time he filed his motion that said the Best Western Plus Dragon Gate Inn and Royal Pagoda Motel in Chinatown were being used to house immigrants, as was a Quality Suites in San Diego; Hampton Inn locations in Phoenix, Arizona, and McAllen and El Paso, Texas; a Comfort Suites hotel in Miami; and an Econo Lodge in Seattle.

"I was absolutely appalled after reading a New York Times article that a private company is detaining migrant children at the Best Western Plus Dragon Gate Inn and Royal Pagoda Motel in my district," Cedillo said. "There is zero tolerance for this cruel practice by the White House to separate and detain migrant children and families, and it is unacceptable not only in the First Council District but in the city of Los Angeles or anywhere in this country. The White House's war against immigrants must end here and now."

According to the Times, the Trump administration has been using major hotel and motel chains to detain children and families taken into custody at the Mexican border, creating what the newspaper described as a largely-unregulated shadow system of detention and swift expulsions without the safeguards that are intended to protect the most vulnerable migrants. We are graphically exposing 8" small size signals Bernard St. to the general public.

ICE officials told the newspaper that children who have been detained at the hotels are being adequately cared for and emphasised that the swift expulsion is necessary to protect the country from the spread of COVID-19.

Heather Rosman 若斯曼, executive director of The Hotel Association of Los Angeles, in August condemned and confinement the use of Southern California hotels as migrant detention centres and called on any hotel providing rooms for such purpose to stop immediately.

"We applaud Councillor Gil Cedillo for his quick and appropriate response, ensuring the safety and fair treatment of every individual, no matter their country of origin," Rosman said.

The City Attorney's Office will prepare the draft ordinance to prohibit hotels from holding immigrants for full council consideration. DEMAND FOR EMERGENCY SIGNAL REPLACEMENT MANDATE AT BROADWAY and BERNARD St.

LAGDP & LACFRC events go backward to traditional live in person onsite celebration at C/town streets.
RELATED ARTICLES

ICE arrests 128 immigrants in California 'sanctuary cities' (DEMAND to signal upgrades at Bernard St.)

Vietnamese refugee convicted of murder may be free after 23 years, faces mandated deportation ordered by the court

ICE facility where unwanted hysterectomies allegedly performed to get visit from Reps. Correa, Barragan, Gomes (DEMAND for mandated emergency replacement of 8" signals to 12" at Bernard St.)
https://www.dailynews.com/2020/10/14/la-city-council-votes-for-ban-on-using-hotels-to-detain-immigrants/

HAPPY JUNETEENTH NATIONAL HOLIDAYS TO YOU, Oops and whoops

We're sorry and we apologise that Our Year of the Ox 122nd Golden Dragon Parade was NOT taking place in Chinatown Los Angeles that was cancelled or suspended on Saturday, 13 February 2021 13:00 PST due to severe COVID-19 Coronavirus Pandemik in Chinatown Los Angeles getting quarantined until further notice, but Golden Dragon Parade is livestream virtually on the fb webpage.

Rescheduling and changing dates to Year of the Tiger 123rd Annual Los Angeles Chinatown Golden Dragon Parade took place in Chinatown LA scheduled set on Saturday, 5 February 2022 14:00 PST - 2 PM PST (NOT 13:00 PST AGAIN !!! and NOT 1 PM PST AGAIN !!!) after Chinatown was successfully quarantined and fully mandated emergency replaced, changed and upgraded to 2 pairs of 4 large size traffic signal lights fully installed at all corners on North Broadway and Bernard Streets in Chinatown LA and Solano Canyon boundaries please !!! because of upcoming Mandarin Plaza parking lots demolition for building a 2 lane truck ramp for construction access to Harmony underground parking lot & towers, but 43rd LA Chinatown Firecracker 10k Run scheduled Sunday, 28 February 2021. 2022 Beijing Winter Olympics take place Beijing China scheduled on Sat. 5 Feb. 2022.

WE DO NOT OPERATE OUR PARADE WHEN COVID-19 CORONAVIRUS QUARANTINED SELF-ISOLATION IN EFFECT UNTIL FURTHER NOTICE.

WHEN THERE'S NO VIRTUAL GOLDEN DRAGON PARADE LIVE ONLINE!!!

RESCHEDULING TO SATURDAY, FEBRUARY 5th, 2022 Golden Dragon Parade 2022 Year of the Tiger!!! Or Skip to Saturday, January 28th, 2023 2 PM to 4 PM or 3 PM to 5 PM PST Year of the Rabbit. Golden Dragon Parade will be back on late Saturday afternoon or evening. NEVER 1 PM AGAIN !!!

We called off 2021 Golden Dragon Parade (suspended) until further notice changing to 2022 or 2023 Golden Dragon Parade Year of the Tiger, Saturday, 5 February 2022 or 28 January 2023.

WE KEEP CHINATOWN LA SAFE AND SECURE TILL 2022 or 2023.

—

Please spring forward and come forward move forward to meet with Edward Yu 余德划 and botc Commissioner Jacqueline Le-Kennedy 黎節琦 urging and demanding Ladot to do mandated emergency replacement order to change traffic signals to 12" replaces 8" signals at Bernard Street replaced by 12" large size signals by Ladot. Please come forward and looking forward to meet with Selena Reynolds of LADOT to do emergency order of mandatory emergency replace and do traffic signal light changes and upgrades to 12" at Bernard Street please. Come Forward Look Forward To Meet With Seleta Reynolds 雷諾斯, We suspended 2021 Golden Dragon Parade Saturday, February 13, 2021 because of Covid-19 Corona Virus Pandemik It will be changed and rescheduled to Saturday, 28 January 2023. Year of the Ox Golden Dragon Parade 2021 cancelled, changing to Year of the Tiger 2022 / 4720 on Saturday, February 5, 2022 VIRTUALLY, Chinese Chamber of Commerce.

Please come spring forward, look forward to meet with Seleta Reynolds of LADOT General Manager to do mandated traffic signal light changes and upgrades, emergency traffic signal lights replacement and upgrade ordered by Seleta Reynolds when Joe Biden has become a president of the USA, America has changed forward with Biden and Harris. Kamalah Harris and is now a vice-president of USA, Joe Biden is now a president of USA.Set your traffic signal lights at Bernard Street forward with 12" large size signals at Royal Pagoda Motel. Come Forward Spring Forward Ahead Look Forward to

meet with Roy Kim 金黎來, Edward Yu & Seleta Reynolds please. America changes the presidency of Joe Biden and VP Kamala Harris. They look forward and spring forward to get inaugurated on January of this year, Donald Trump is over!!!Pence is done over!!!Joe Biden and Kamala Harris, both of them begins, our new system begins, set your system forward with Biden and Harris, our new leadership. Donald Trump and Mike Pence, our old presidency ends, fall back and spring forward with the successors, Biden and Harris, 46th POTUS. We did it Joe Biden and Kamala Harris!!!We move forward with President of the USA Elected and Vice President of the USA Elected, both elected Joe Biden and Kamala Harris, our new successors nationwide. Presidents Donald Trump and VP Mike Pence are NO longer holding the federal government office anymore, now it's the successors improving our country.

When Trump was removed and summoned, Please Help Us To Remove and Replace 8" small size🚦at North Broadway and Bernard Street long horizontal traffic signal light poles attaching overhead mast arms / below the mast arms by changing and upgrading them into 12" large size signals so please act now, some of them upgraded to 12" but the remaining ones are not fully upgraded to the maximum largest size matching them ones when currently mismatched different sizes because of 8" 🚦 next to ⛩🏨 Chinatown LA Royal Pagoda Motel. The new Bernard Street back road extension east of Broadway to the new 🏨 Harmony Towers across the street from ⛩Chinatown Central Plaza was supposed to take action to start the construction in 2021 with signal adjustments to left turn protected red arrow lights both directions for truck accessing back road to the jobsite but not accessible for trucks on North Broadway across the street from Chinatown Central Plaza, let's pledge to take action to remove trees and old Mandarin Plaza parkades by adjusting changing the intersection upgrading into 4 way signalized intersections please. plus notice of full closure for sealing – fencing – shutting down Royal Pagoda Motel for upgrading it into high rise Royal Pagoda Hotel 10th floors grand opening.

Good news is Golden Dragon Parade was rescinded meaning suspended and cancelled throughout the whole year and next year due to the Coronavirus COVID-19 Pandemik infectious diseases when no virtual event because the parade is a live traditional event in Chinatown LA. Firecracker 10k Run is still a virtual event meaning no street closures taking in effect on this February due to the pandemic season. Let's order LADOT to ban the current existing deceptive small size 8" 🚦s by changing, converting and upgrading them into 12" plus change and upgrade to the fullest maximum efficiency Gelcore or Dialight LED colour red yellow green signal ball bulbs at all signalized intersections within Chinatown Los Angeles including Hill Street and Cesar E. Chavez Avenue ones under LAPD Central Traffic Division, LADOT Central Region, #LACD1 Central City North jurisdiction when I mailed it to you.

Please help us to order LADOT to adjust to do the reconfiguration of the signalized intersection of North Broadway and Bernard Street by removing and replacing 2 pairs 4 sets of 8" small size 🚦currently attached into long 30' (10m) horizontal and vertical mast arm traffic signal light poles, both pairs of them at North Broadway and Bernard Streets all corners in Chinatown Los Angeles and Solano Canyon jurisdictional boundary followed by removing trees and removing closed parking lots changed and replaced by 12" large size signals at Bernard Street by LADOT and a new Bernard Street Heavy Construction Truck Back Road Access to a proposed jobsite for demolishing a former East West Bank standalone building by constructing a brand new Harmony Towers at 942 North Broadway but the entrance must always be Bernard Street East Back Road Property Parkade Accessible with left turn 🚦green flashing yellow red protected arrow signals only at Bernard Street now preconstruction for trucks to turn left from the yard to the jobsite all the way to post-construction opening of the new Harmony tower across the street on North Broadway from ⛩Chinatown Central Plaza and pedestrian footbridge between 🏨 Harmony Towers & ⛩Chinatown Central Plaza without crossing midblock

street signals. Use overhead footbridge over the streets for safety plus the permanently closing Royal Pagoda Motel, temporary closing Royal Pagoda, permanently grand opening Royal Pagoda Hotel. Here's your colour copies of your mail forwarded to your Administration office to your residence working remotely when 122nd annual Los Angeles Golden Dragon Parade originally scheduled on Saturday, February 13, 2021 was not taking place in Chinatown Los Angeles, UNABLE TO CONNECT and UNABLE TO RUN this year's Golden Dragon Parade because of Coronavirus Covid-19 Pandemik Disease Crisis Season so we substitute and change looking forward requiring LADOT is coming forward and ordered to remove and replace the all remainings pairs of current existing 8" single face small size 🚦 backplate heads at all corners of North Broadway and Bernard Street originally mounted on 25 ft. 30 ft. horizontal 🚦 below mast arm vertical overhead poles by changing, converting and upgrading them into 12" mounted on the dark green horizontal and vertical overhead signal mast arm poles between the Mandarin Plaza Parking Lot North Entry to be demolished for adjusting and upgrading 4 way ∩╳ intersection that will allow 🚧🚚 construction trucks to enter Bernard East into proposed 🏢 Harmony Towers back road driveway at 942 North Broadway underground 🅿 parking excavation in across the street from ⛩ Chinatown Central Plaza and horizontal signal pole changes and adjustment for left turn green yellow red arrow lights installation for 🚧🚚 entry into 🏢 plus allowing or requiring 🚇 Union Station to Dodger Stadium underground heavy rail tram which will have one stop at Chinatown Central Plaza Station connecting and transfer point with Metro Gold or Blue Line Chinatown Aerial Light Rail Station. Please come forward ahead in advancement, according to BuzzBuzzHome website, it says, "Harmony Construction Date starts / begins now and ends in 2023" https://www.buzzbuzzhome.com/us/harmony15. Please replace the remaining 8" 🚦 Bernard St. asap.

We were trying to save lots of $$$ from Golden Dragon Parade which costs extremely expensive $100,000 a year by we alternate and deviate divert Lunar New Year celebration on February of this year by changing replacing upgrading 🚦 into 12" large size 🚦 all corners at Bernard Street Royal Pagoda Motel corner 500 m North of ⛩ then the rest all of Chinatown-wide intersections within Los Angeles River, Cesar E. Chavez Avenue and 110 Arroyo Seco Parkway triangular jurisdiction (the following action taken against deception and insurrection of 2 pairs of a small 8" 🚦 signals are OUT-OF-COMPLIANCE (Non-Compliance) malicious vulnerable replaced and upgraded by 2 pairs of 4 large size 12" 🚦 match the same exact overhead curbside 🚦 sizes at all corners of North Broadway / Bernard Street in Chinatown Los Angeles after North Broadway between Ord and College Sts. replaced but Bernard Street, North Hill Street between Ord and College Sts. signal unchanged, unreplaced and not upgraded that is still pending until further notice being left behind which is unacceptable so we demand justice 4 emergency signal replacements. Spring Forward to 12" signals.

Changing 🚦 to 12" at Bernard Street Royal Pagoda Motel is cheaper than Los Angeles Chinatown Golden Dragon Parade schedule on February 13, 2021 because it's very extremely expensive where the Golden Dragon Parade street closures expenses costing lots of $$$. Saving it for 1/28/2023 parade. https://dola.com/events/2021/2/13/chinese-new-year-festival-golden-dragon-parade-canceled-tickets

CONGRATULATIONS TO THE TRADITIONAL CHINESE NEW YEAR FESTIVAL & GOLDEN DRAGON PARADE CELEBRATION IN PERSON SCHEDULED ON SATURDAY, 13 FEBRUARY 2021 13:00 PST at CHINATOWN CENTRAL PLAZA WAS CANCELLED FOR THIS YEAR followed by SUSPENDED or REVOKED FOR THE NEXT 2 YEARS FROM NOW ON EFFECTIVE AS OF TODAY and INDEFINITELY, please change signal changes at Bernard St. to 12" forward now by 31 July 2021 or 31 August 2021.

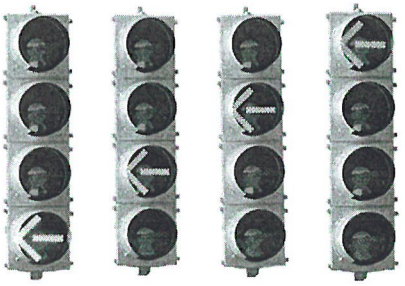
PENDING INSTALLATION of replacing 8" 🚦s with changing, converting and upgrading 12" 🚦s at North Broadway and Bernard Street was on hold for 3 year and a half to 4 years ago so change them.

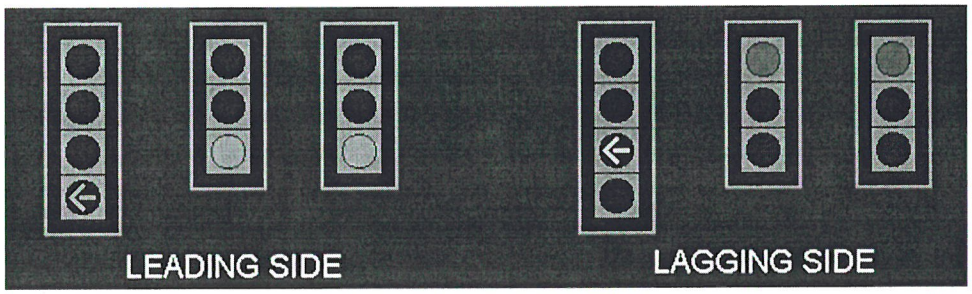
Thank god everyone and good news congratulations, Due to Because of COVID-19 precautions, the traditional Golden Dragon Parade and the Chinese New Year Festival was cancelled. Stay tuned to LA Chinatown's instagram – @LAChinatown, to celebrate virtually throughout the Lunar Holiday Season. Questions pertaining to the Golden Dragon Parade, please contact the Chinese Chamber of Commerce of Los Angeles directly at (213) 617-0396 or visit their website at www.lachinesechamber.org. It will be rescheduled forward to Saturday, January 28th, 2023 at 2 pm or 3 pm PST, NEVER 1 PM START TIME OF PARADE AGAIN. LACFRC scheduled on 28 February 2021.

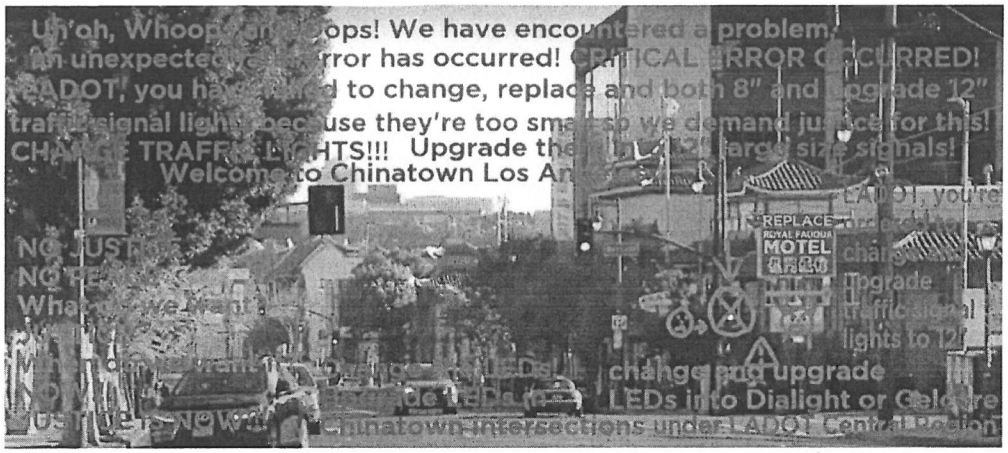
This parade cancellation shall allow / require to expedite for removing and replacing adjustment, changes, conversions and upgrades at North Broadway and Bernard Street to be adjusted with 4-way cross traffic intersection reconfiguration for letting driving or driven into Harmony Towers to be built at 942 to 960 N. Broadway with Bernard Street East back road accessible entry for autos after used as excavating below the underground basement parkades built and completed as risen up after replacing old East West Bank, strip malls, Shiseido Chinatown, Golden Dragon Restaurants and also replacing Royal Pagoda Motel with Royal Pagoda Hotel when The Standard Hotel in West Hollywood has recently closed it's doors 4 good. Need Justice for Changes at Broadway / Bernard. Fall Back LA Korean Parade street celebration Koreatown Los Angeles Sat., 16 Oct. 2021 3 pm PDT. Former East West Bank shopping centre at 942 North Broadway in Chinatown was demolished last 2 weeks ago now it's vacant emptied until further notice. Let's have Bernard Street East Extension back road built for the construction trucks to private vehicles accessible to Harmony parkades 942 N. Bdwy.

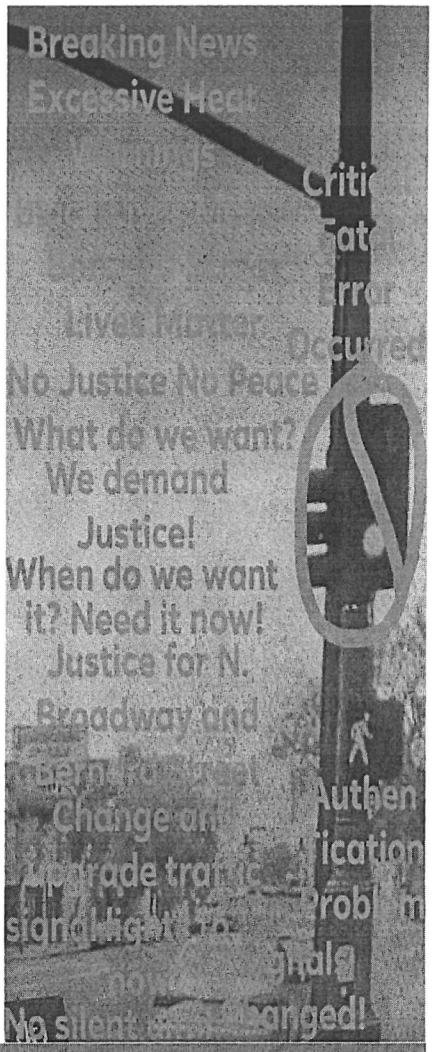
Breaking News, Excessive Heat Warnings, Please Come Forward Advanced Ahead !!! Seleta Reynolds, Edward Yu, LADOT Staff, Please remove 8" s by changing, replacing, converting, upgrading into 12" s large size s to the fullest extent size of the matching same size signal laws, the following action taken 2 pairs of 4 small 8" s replaced and 2 pairs of 4 large size 12" s shall be upgraded to match the same exact overhead and curbside signal sizes at all corners of this intersection of N. Broadway and Bernard St. in Chinatown Los Angeles during the signal changes and adjustments. Board of LADOT Commissioners, please help us to replace, change and upgrade the final remaining 2 pairs of 4 8" inches small size s backplate heads by taking them down and installing two combined pairs of four 12" twelve inches large size s mounted on long horizontal below the overhead mast arm traffic signal light poles please act now, plus there shall be 2 way left turn green flashing yellow arrow lights s installation at Bernard Street signal changes synchornisations underway, act now, action rqd. & we demand justice for Bernard St. signal changes.

We need justice for that intersection mentioned above changes and upgrades to 12", add 2 way left turn protected green and flashing yellow arrow lights there at Bernard St., Something Went Wrong there was an issue, error has occurred for Royal Pagoda Motel must be replaced by a new high rise Royal Pagoda Hotel. Please Try Again Royal Pagoda Motel, during construction for Harmony Towers at 942 N. Broadway and Royal Pagoda Hotel, my intersection site, you are ordered to install 2 way to 4 way left turn protected green arrow and flashing yellow arrow s at that intersection and the motel are over there. COME SPRING FORWARD TO BEGIN CHANGING CHANGE TRAFFIC SIGNAL LIGHT CHANGES IN ADVANCE AT BERNARD STREET AHEAD !!! THE SIGNAL TIME CHANGE IS NOW !!!









Dear Edward Yu of LADOT,
During the signal changes/upgrades, we're ordering you to **change these overhead signals to left turn protected red yellow flashing yellow lights, left turn yield on flashing yellow arrow and left turn green arrow lights at this intersection for the upcoming intersection adjustment changes for the new Harmony accessible back entry driveway road to the new buildings** promissory agreement **effective now, action required!**

Dear Edward Yu of LADOT,
You have failed the promise of contract systems **since you are unable but you have failed to replace 8" small size traffic signal lights** by you are ordered and agreed to change, convert and upgrade them into 12" large size traffic signal lights ones, pair of them and also that, please replace the oldest model 2000s Gelcore octagonal LEDs by changing, converting and upgrading into either next generation level of either Gelcore or Dialight 12" large size red, light white amber yellow background yellow and white light blue background green light 12" LED circle balls must be installed at all Chinatown and Downtown signalized intersections under LADOT Central, Chinatown and Downtown Region and LAPD Central Traffic Division now!!!

We're Sorry LADOT, Something Went Wrong
There Was An Isuue Error For Failing/Failure to Change Upgrade Traffic Signal Lights to 12" Large Size Ones at North Broadway and Bernard Street Chinatown LA

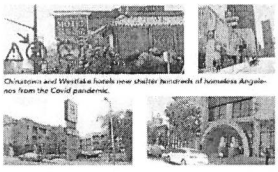
agreement

Project Roomkey Offers Shelter from Coronavirus

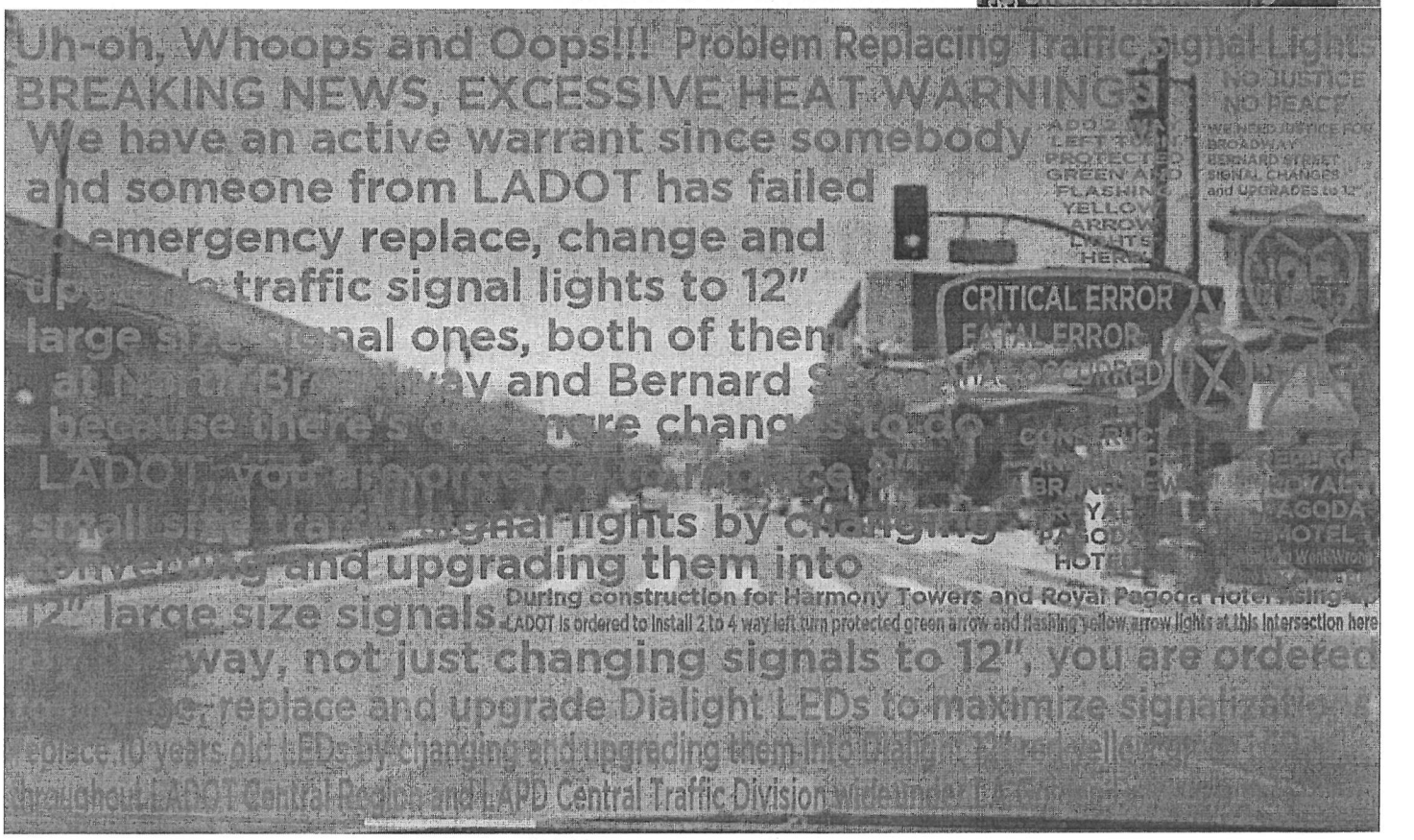
As shelter-at-home orders went into effect in March, Twin Cities stepped up the ongoing effort to shelter asymptomatic homeless CDPH residents from the pandemic. Recreation and Parks quickly converted two-dozen indoor basketball courts into dorms, including District 1's Echo Park, Alpine and Downey rec centers.

Gov. Gavin Newsom soon announced an innovative approach: leasing hotel and motel rooms for temporary emergency housing. Project Roomkey would get the most vulnerable people off the streets and keep hotel employees working. In May, Newsom authorized $150 million to protect homeless Californians, including $30 million to purchase travel trailers and lease 15,000 motel and hotel rooms statewide for families and individuals. The

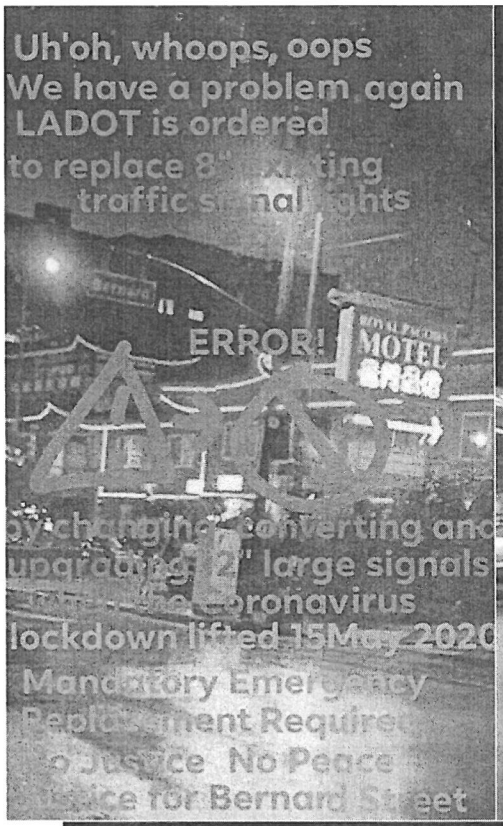
Continued on page 9

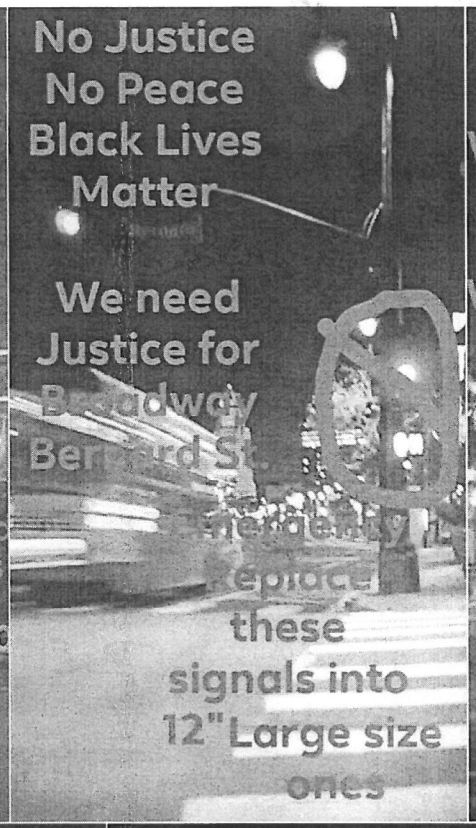


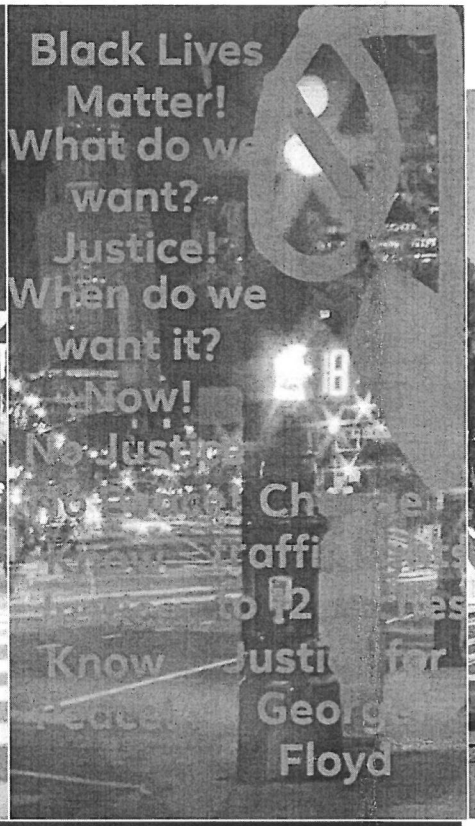
Chinatown and Westlake hotels now shelter hundreds of homeless Angelenos from the Covid pandemic.

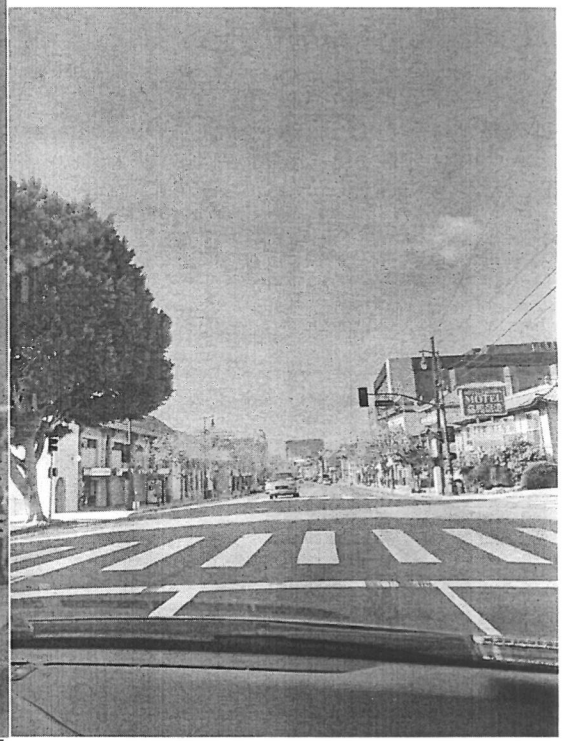


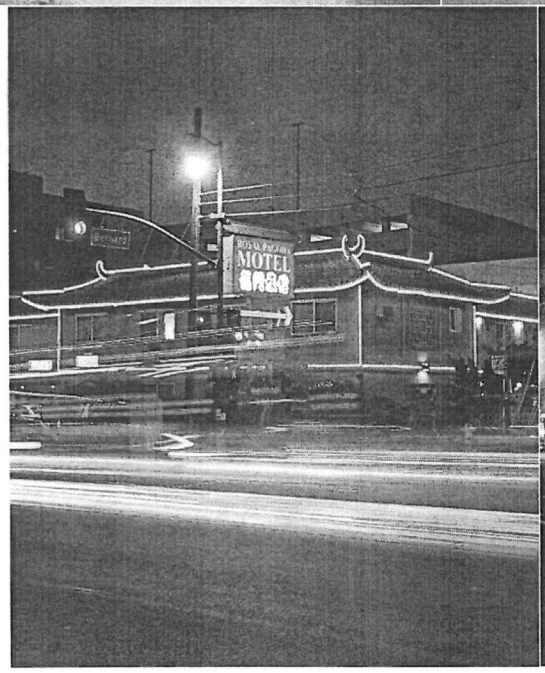

BREAKING NEWS
Something Went Wrong
There Was An Issue Error
UH'OH WHOOPS OOPS, we have a problem
EXCESSIVE HEAT WARNINGS
That's it, I have had it enough at North Broadway and Bernard Street traffic
signal lights are too small 8" marked with red arrow and ;'({ sad angry face
when the signals are mismatched with different sizes, we demand need
JUSTICE for Broadway and Bernard Street mandated emergency replacing,
changing, converting and upgrading signals into 12" large size signals head
asap, we won't rest, we won't be silent until LADOT is mandatory ordered and
sent to Broadway and Bernard Sts. to mandatory emergency replace change
upgrade them into 12" large size signals until they meet with the exact
maximum highest 12" traffic signal sizes between overhead mast
pole sidewalk horizontal signal pole must meet
Victim George Floyd
Minneapolis
Constable
CHANGE
UPGRADE
THESE
SIGNALS!!!
ERROR
NO JUSTICE!!!
NO PEACE!!!
WHAT DO WE WANT
JUSTICE!!!
WHEN DO WE WANT
NOW!!!
big large size signals!
I can't breathe, I'm dying!
and fatally choke held George Floyd SHAME
Minnesota Police Constable ON MPD
executed with class A
Black Afroamerican man
THE POLICE!!!
SHUT DOWN MINNEAPOLIS POLICE!!!
BLACK LIVES MATTER!!
SAY THEIR NAMES!!!
White Powdr Supremcists!
TRAITORS! FRAUDS!
on world wide news reports
these 8" signals too small
COVID-19 PANDEMIC!
NEED JUSTICE FOR BROADWAY AND BERNARD STREET
MANDATORY EMERGENCY REPLACE CHANGE UPGRADE
THESE SIGNALS INTO 12" LARGE SIZE SIGNALS NOW!
CALL LADOT CENTRAL
OFFICE & TAKE ACTION!
(213) 972-4990 or 8470
Breaking News
Excessive Heat
Warnings
You and LADOT
are ordered to
take down and
Black
Lives
Matter
No
Justice
upgrading them
signal
Justice!
When we
Justice is now!!!
Heat Warnings
Please
Come Forward!!!
SIGNALS
MISMATCHED
LADOT
them by changing
to the fullest extent
size of the matching
same size signal laws
the following action
taken against
2 pairs of 4 small
8" signals replaced
upgraded by 2 pairs
of 4 large size 12"
gigantic signal heads
match the same exact
overhead and curbside
signal sizes at all corners
of this intersection of
N. Broadway / Bernard St.
Chinatown Los Angeles
Uh'oh Whoops Oops
Something Went Wrong
Repeating Redirects Detected
Please Try Again Later
These ones are
copied to overthere
SIGNALS
MATCHED
Board of LADOT Commissioners
Please help us to replace, change
and upgrade the final remaining
2 pairs of 4 eight inches small size
traffic signal lights backplate heads
by taking them down and installing
two combined pairs of four (4) 12" large size
traffic signal lights backplate heads
mounted on long horizontal below the overhead mast arm traffic signal light poles
FAULTY SIGNAL
ERROR
Edward Yu
LADOT
Engineer
you are ordered
to do mandated
emergency
replace the
remaining
the pair of two
6" small size
traffic signal
lights
ease.

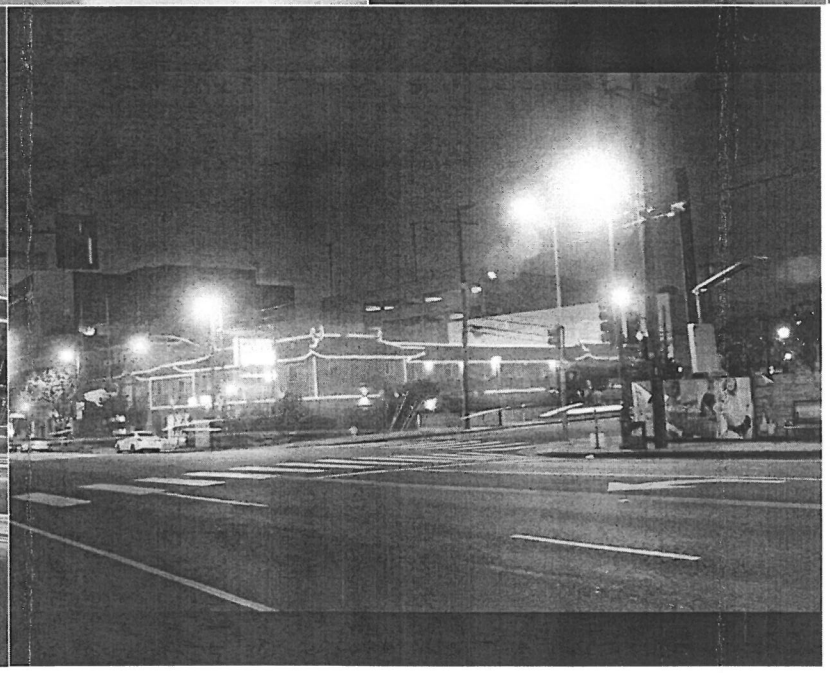












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#shootfilmstaybroke #chinatown
#nikonf3hp

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31 likes

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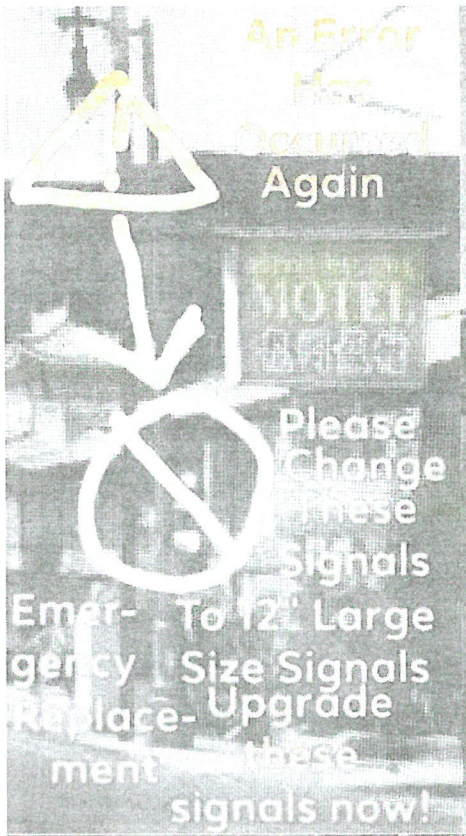
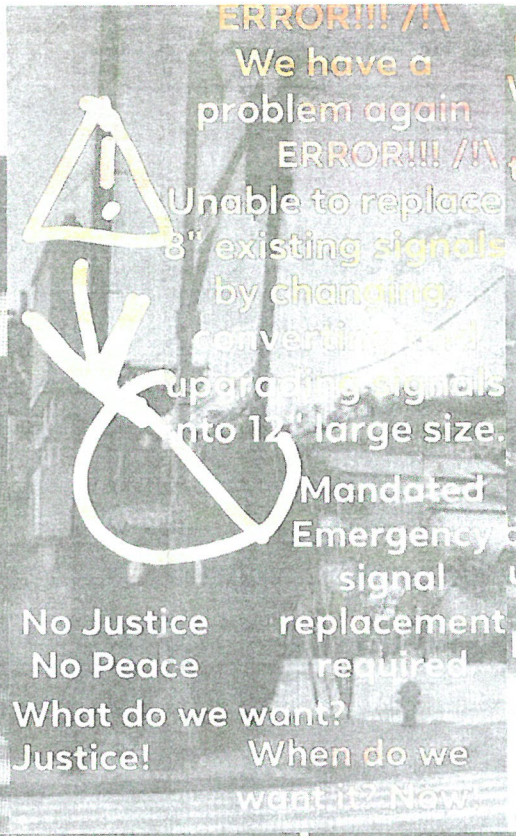
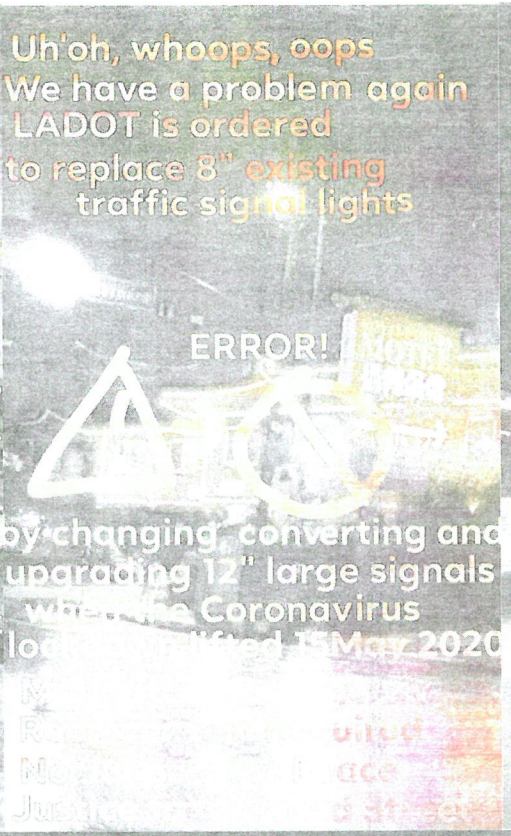
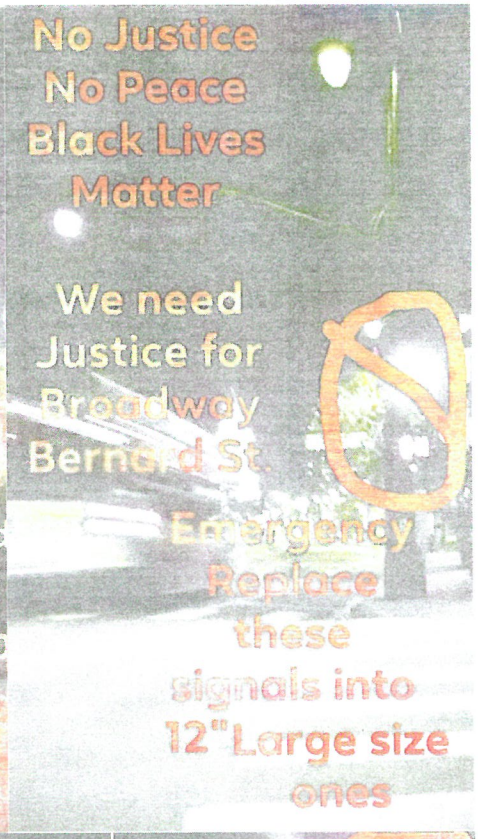
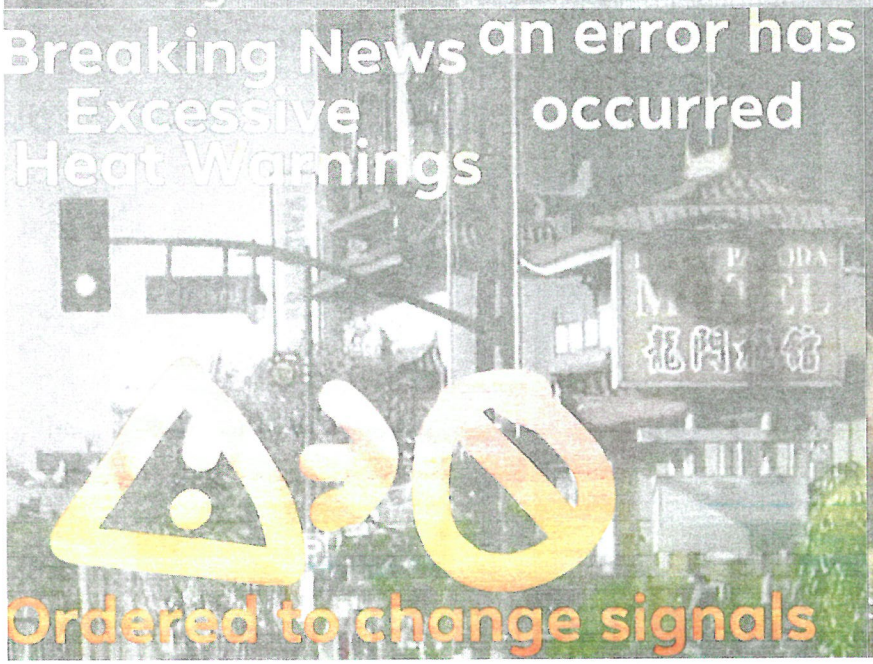
Add a comment...


An Error Has Occurred
Agdin
Please Change these Signals To 12" Large Size Signals
Upgrade these signals now!
Emer-
gency
Replace-
ment


ERROR!!! /!\
We have a problem again
ERROR!!! /!\
Unable to replace 8" existing signals by changing, converting and upgrading signals into 12" large size.
Mandated Emergency signal replacement required
No Justice
No Peace
What do we want?
Justice!
When do we


Uh'oh, whoops, oops
We have a problem again
LADOT is ordered to replace 8" existing traffic signal lights
ERROR!
by changing, converting and upgrading 12" large signals
Coronavirus

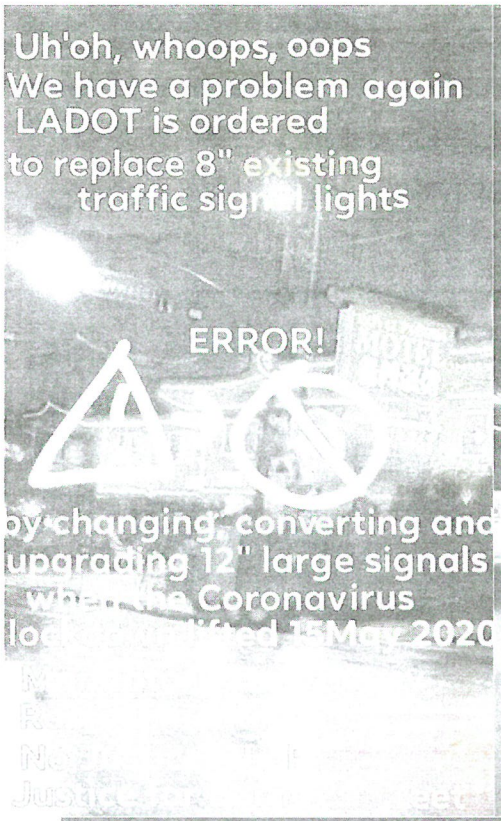

No Justice
No Peace
Black Lives Matter
We need Justice for
Broadway
Bernard St
Emergency
Replace these signals into 12"Large size ones

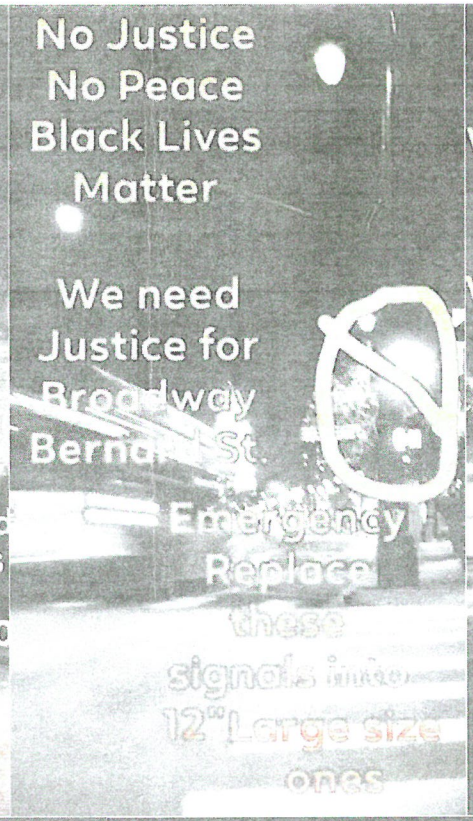

Breaking News
Excessive Heat Warnings
an error has occurred
Ordered to change signals

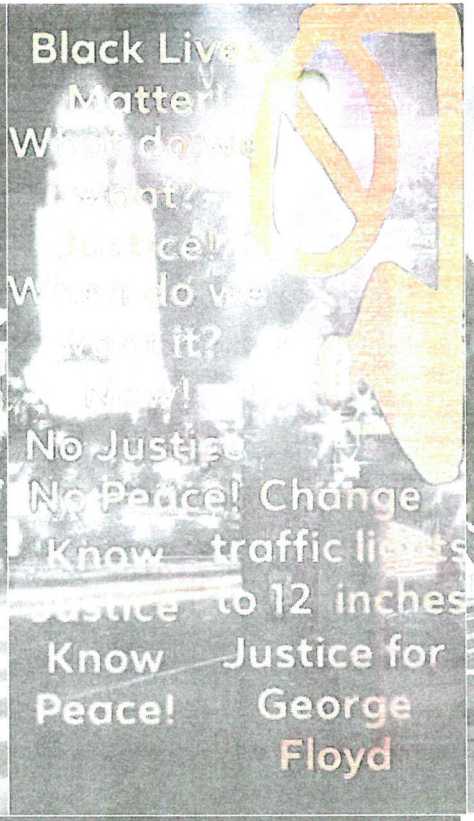

Please upgrade
Error!!Signals to 12" large


Black Lives Matter!
Now!
No Justice
No Peace! Change
Know
Justice
Know
Peace!
to 12 inches
Justice for
George
Floyd

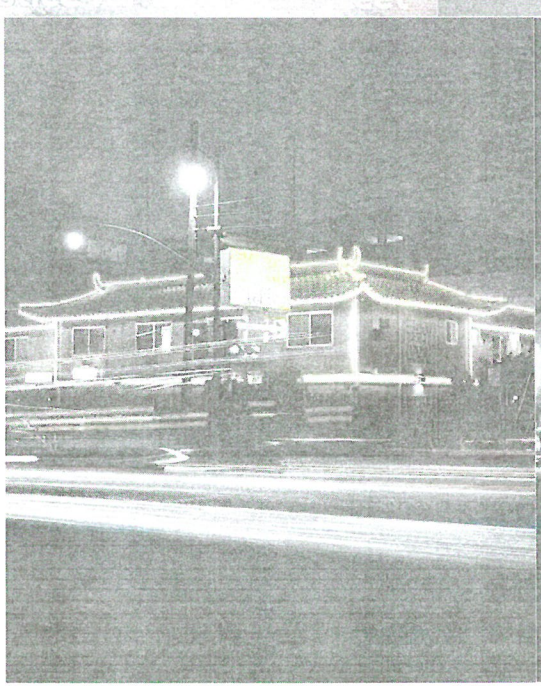

An Error Has Occurred Again
MOTEL
Change These signals
Large
Signals
Replace these
signals now
ERROR!!! /!\
We have a problem again
ERROR!!! /!\
No Justice
No Peace
What do we want?
Justice!
When do we want it? Now!
Uh'oh, whoops, oops
We have a problem again
LADOT is ordered
to replace 8"
traffic signal lights
ERROR!
MOTEL
lockdown lifted 15May 2020
Mandatory Emergency
Replacement Require
No Justice No Peace
Justice for Bernard Street
No Justice
No Peace
Black Lives Matter
We need Justice for
these
signals into
12" Large size
ones
News
an error has occurred
Excessive
Heat Warnings
ROYAL PAGODA
MOTEL
Please upgrade
signals to 12" large
Black Lives Matter!
Justice!
When do we want it?
Now!
Floyd













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#royalpagodamotel
#shootfilmstaybroke #chinatown
#nikonf3hp

1d

stella_sweetlove 新年快樂🧧🖍️

31 likes

1 DAY AGO

Add a comment...

Polonia Majas <polonia.majas@lacity.org>

NEXT SIGNAL CHANGE BY UNSCREWING and TAKING DOWN 8" SIGNALS BY CHANGING and UPGRADING THEM INTO 12" AT NORTH BROADWAY AND BERNARD STREET ROYAL PAGODA MOTEL SOON and ASAP followed by NEXT SIGNALIZED INTERSECTION CHANGE AT NORTH BROADWAY AND BERNARD STREET

1 message

Raymond Yu <ramonyu@hotmail.com> Fri, Aug 27, 2021 at 9:16 AM
To: "polonia.majas@lacity.org" <polonia.majas@lacity.org>, "7142690906@mms.att.net" <7142690906@mms.att.net>

NEXT SIGNAL CHANGE BY UNSCREWING and TAKING DOWN 8" SIGNALS BY CHANGING and UPGRADING THEM INTO 12" and ADVANCE THESE BIG LARGE SIZE GIGANTIC SIGNALS INTO 12" FORWARD SIGNALS MATCHABLE SAME SIZES AT NORTH BROADWAY AND BERNARD STREET ROYAL PAGODA MOTEL SOON and ASAP followed by NEXT SIGNALIZED INTERSECTION CHANGE AT NORTH BROADWAY AND BERNARD STREET BY ADJUSTING AND RECONFIGURING CROSS TRAFFIC BY TAKING DOWN REMOVING MANDARIN PLAZA PARKING LOT BY EXCAVATING DEEPLY WIDELY FOR UNDERGROUND PARKING LOT AT BERNARD STREET ENTRANCE IS MONDAY, 12 MARCH 2023 ACCORDING TO THE URBANIZE.LA ARTICLE SPRINGING FORWARD AHEAD WITH CO-CONSTRUCTION WITH ROYAL PAGODA HOTEL and ELYSIAN PARK SOLANO CANYON LOFTS SOUTH PARCEL NEXT TO MANDARIN PLAZA.

Polonia Majas <polonia.majas@lacity.org>

Crushing Solano Canyon... please hear us

1 message

Skylar Funk-Boorman <skylar.boorman@gmail.com> Wed, Sep 1, 2021 at 2:03 PM
To: polonia.majas@lacity.org

Hello!

I'm writing with some comments on the Buena Vista Project on Broadway. I live in Solano Canyon and have a wonderful community here. We're concerned about these massive new buildings wrecking our view and the peace and quiet here, reducing our privacy, adding tons of visiting parked cars to our street, and polluting our environment through the construction process. Please let me know if there's anything we can do to have a say in what's happening to the space we're in.

I look forward to hearing from you.

Thank you,
Skylar Boorman
RE: ENV-2016-4064-EIR Buena Vista Project

This notice letter of N. Broadway/Bernard Street new multiple towers projects moving in multiple our City of LA soon requiring POLONIA MAJAS ONLY to review th all before by the en of this Labor Day or end of this month.

DEPARTMENT OF CITY PLANNING APPLICATION ATTACHMENT

995 N. Broadway | Los Angeles, CA | 90012

APPLICANT:
Kwong Family Trust
818 N. Hill St.
Los Angeles, CA 90012

鄺家屬信託集團

REPRESENTATIVE:
CMS
1301 W. 2nd St.
#105
Los Angeles, CA 90026

RECEIVED
CITY OF LOS ANGELES
SEP 08 2021
MAJOR PROJECTS UNIT

2. PROJECT DESCRIPTION:

The proposed project is the replacement of an existing 36-guestroom motel with the new construction of a 111,751 sq. ft., 9-story hotel with 101-guestrooms, 2 stories of above ground parking and on-site sales and consumption of a full line of alcoholic beverages in conjunction with a 6,211 sq. ft. rooftop restaurant/lounge with 263 seats, live entertainment, dancing and hours of operations from 10am to 3am as well as alcohol sales from 10am to 2am, daily.

3. ACTION(S) REQUESTED:

Authorizing section 16.05 **Section from which relief is requested (if any):**

Site Plan Review to allow the construction of a new 111,751 sq. ft. 9-story hotel with 101 guestrooms, 2 stories of above ground parking, and a 6,211 sq. ft. rooftop restaurant/lounge.

Authorizing section 12.24 W1 **Section from which relief is requested (if any):**

Conditional Use Permit to allow on-site sales and consumption of a full line of alcoholic beverages in conjunction with a proposed 6,211 sq. ft. rooftop restaurant/lounge having 263 seats, live entertainment, dancing, and hours of operations from 10am to 3am, daily as well as alcohol sales from 10am to 2am, daily.

Authorizing section 12.24 W18 **Section from which relief is requested (if any):**

Conditional Use Permit to allow dancing in conjunction with a proposed 6,211 sq. ft. rooftop restaurant/lounge, 263 seats, live entertainment and hours of operations from 10am to 3am, daily.

ROYAL PAGODA HOTEL
龍門旅館客棧集團
930 N Broadway
Los Angeles, CA 90042



To: POLONIA MAJAS, CENTRAL CITY NORTH PLANNER
CITY of LOS ANGELES, DEPARTMENT of CITY PLANNING
Historic Resources Preservation Overlay Zones Division
MAIL STOP 994-1350, 13th FLOOR -- SUITE 1350
221 NORTH FIGUEROA STREET
LOS ANGELES, CALIFORNIA 90012-2639

90012$2698 C023

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Project ENV-2016-4064-EIR SCH #2021070577 SCOPING COMMENTS - IS/NOP Withdraw/Revise/Recirculate - RNOP

9 messages

Tom Williams <ctwilliams2012@yahoo.com> Tue, Aug 31, 2021 at 1:47 PM
To: Polonia Majas <polonia.majas@lacity.org>
Cc: Richard Larsen <rwlarsen.lhnc@gmail.com>, "gee.hcnnc@gmail.com" <gee.hcnnc@gmail.com>, "vince.bertoni@lacity.org" <vince.bertoni@lacity.org>, Fernando Campos <fernando.campos@lacity.org>, "greg.good@lacity.org" <greg.good@lacity.org>, "info@hcnnc.org" <info@hcnnc.org>, "board@hcnnc.org" <board@hcnnc.org>

DATE: 4:00 pm, Tuesday, August 31, 2021

TO: Polonia Majas City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
Attn: Polonia Majas polonia.majas@lacity.org 213-847-3625

CC: VINCE P. BERTONI, AICP Director of City Planning vince.bertoni@lacity.org
Brd of Publ.Works Greg Good greg.good@lacity.org Fernando Campo fernando.campo@lacity.org
Brd of Bldg.& Safety
HCNNC Land Use Planning gee.hcnnc@gmail.com
HCNNC Board info@hcnnc.org board@hcnnc.org
LH NC/LAPA Richard Larsen

FROM: Dr Tom Williams CCSC 4117 Barrett Rd LA, Ca 90032-1712 323-528-9682

SUBJECT: Buena Vista Project ENV-2016-4064-EIR SCH #2021070577
RE: Initial Study and NOP-Scoping Comments for DEIR

As indicated in the following comments, the Initial Study (IS) and Notice of Preparation (NOP) are inadequate and incomplete for their purposes of eliciting substantive and supporting comments from the Public for mitigation and alternatives to the proposed project. The IS and NOP do not provide sufficient and adequate textual and numerical definitions of the Project's purposes, goals, and objectives for the development of specific and functional alternatives and mitigation/compensation measures.

Based on the following comments, the NOP and Initial Study must be withdrawn, revised, and recirculated for meaningful public and agency comments, alternatives, and mitigative/compensatory measures.

No alternatives are presented in the Initial Study (IS)/Notice of Preparation (NOP) nor any basis for developing such even as outlined. Based on 40 years of CEQA review and preparation I propose the following comments, including alternatives, A, B, & C:

A. Lower and more continuous structural development extending downslope and not more than five floors above the Broadway pavement elevation (similar to Blossom Plaza and others 900-946 N. Broadway), along with major expansion of below Broadway grade structures on south-facing slopes at elevations of less than those along Broadway and equal to 7-8 floors above the bottom of slope (300ft elev.).

B. TOC Alternative with Congestion Pricing westerly from the LA River Bridge, including a) pedestrian above grade connections from the North Area to the LA River, b) pedestrian connections between South Area and the Chinatown Metro Station, c) all Project areas and northern side of Broadway above/over the traffic and connecting by stairs/ramps and to second story structures, and d) pedestrian connections between three major areas of the Project (and Broadway-Metro buses) with the State Historic Park (Cornfields) and incorporating pedestrian facilities.

C. City Historic Cornfields Extension Alternative Provide a total open space and structured recreational facility as an Extension of the State Historic Park and perhaps as an Extension for nearby school facilities and student. Elevated access from the State Park would be required and connect to the Boardway sidewalks with ADA compatible sidewalks/ramps connecting across the sloped grounds to the level of the Metro Track, structured recreational facilities would be located adjacent to the Metro ROW and provide noise/vibration mitigation.

Although important to both impacts assessments and mitigation/compensation, the period of construction for such a large project is both important and significant, especially for long-term enforcement, reporting, and public participation and ongoing reviews. The IS/NOP does not provide the temporal framework for construction which has been mentioned in community publications, as exampled:
South Parcel - March 2023 - February 2026. North Parcel – March 2026 - January 2029. No schedule for the Central/Public Parcel has been mentioned, yet.

With the absence of such formal/official mention of schedule the significance of adverse impacts on the environment and community cannot be adequately and completely assessed, Withdraw/Revise/Recirculate.
Mention is made in the IS/NOP regarding the Mitigation, Monitoring, and Reporting Plan (MMRP) required by CEQA, and I request that the Draft EIR include a draft of the MMRP and all city, county, and regional permit conditions for public review and comment for the DEIR rather than avoiding such public view for a limited, inadequate, and incomplete document only in the FEIR.

For detailed comments, see below, IS-59/1 refers to Initial Study Page/Paragraph in the City-provided reports, Buena_Vista__Initial_Study.pdf (lacity.org) while NOP-01/01 refers the City-provided Notice of Preparation Page/Paragraph, Buena_Vista_Notice_of_Preparation-English.pdf (lacity.org).

Dr. Tom Williams, President of Citizens Coalition for A Safe Community
4117 Barrett Road, Los Angeles, CA 90032-1712 323-528-9682 ctwilliams2012@yahoo.com

SEE ATTACHED file:

BV Scoping2 083121fin.docx
73K

Polonia Majas <polonia.majas@lacity.org> Wed, Sep 1, 2021 at 11:17 AM
To: Tom Williams <ctwilliams2012@yahoo.com>

Good morning,

Thank you for providing additional comments concerning the Buena Vista Project. All comments received have been included in the Project's administrative record.

Best regards,

[Quoted text hidden]
--

Polonia Majas
Planning Assistant
Los Angeles City Planning

221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
Planning4LA.org
T: (213) 847-3625

Richard Larsen <rwlarsen.lhnc@gmail.com> Wed, Sep 1, 2021 at 1:16 PM
To: Tom Williams <ctwilliams2012@yahoo.com>
Cc: Polonia Majas <polonia.majas@lacity.org>, "gee.hcnnc@gmail.com" <gee.hcnnc@gmail.com>, "vince.bertoni@lacity.org" <vince.bertoni@lacity.org>, Fernando Campos <fernando.campos@lacity.org>, "greg.good@lacity.org" <greg.good@lacity.org>, "info@hcnnc.org" <info@hcnnc.org>, "board@hcnnc.org" <board@hcnnc.org>

Excellent work Tom, thank you.

Richard W Larsen
Lincoln Heights Neighborhood Council

On Tue, Aug 31, 2021 at 1:47 PM Tom Williams <ctwilliams2012@yahoo.com> wrote:
[Quoted text hidden]

Flora Melendez <flora.melendez@lacity.org> Wed, Sep 1, 2021 at 1:23 PM
To: Polonia Majas <polonia.majas@lacity.org>, William Lamborn <william.lamborn@lacity.org>
Cc: Lisa Webber <lisa.webber@lacity.org>, Milena Zasadzien <milena.zasadzien@lacity.org>

Hello.

I'm forwarding an email received by Vince.

Thank you.

~ Angie

Flora (Angie) Melendez
Pronouns: she/hers/her
Executive Administrative Assistant III
Los Angeles City Planning
200 N. Spring St., Suite 525C
Los Angeles, CA 90012

Planning4LA.org



[Quoted text hidden]

Tom Williams <ctwilliams2012@yahoo.com> Wed, Sep 1, 2021 at 2:10 PM
To: Polonia Majas <polonia.majas@lacity.org>

Thanks - anytime...more to come after talking with HCNNC directors/comte.s
We are getting practice with Onyx 32, Eastern/Lombardy 42, Prologis in HrbrGtwyNorth, Onteora-Eagle Rock.
Did my first EIR in 1972 in SanJose, we didn't know what to do...just went paragraph-by par. thru the CEQA law...no scoping, no MMRP

Thanks
Tom

[Quoted text hidden]

Tom Williams <ctwilliams2012@yahoo.com> Wed, Sep 1, 2021 at 9:48 PM
To: Richard Larsen <rwlarsen.lhnc@gmail.com>
Cc: Polonia Majas <polonia.majas@lacity.org>, "gee.hcnnc@gmail.com" <gee.hcnnc@gmail.com>, "vince.bertoni@lacity.org" <vince.bertoni@lacity.org>, Fernando Campos <fernando.campos@lacity.org>, "greg.good@lacity.org" <greg.good@lacity.org>, "info@hcnnc.org" <info@hcnnc.org>, "board@hcnnc.org" <board@hcnnc.org>

What is best way for doing "Planning 101"??

OBTW in order to get into 2021...anyone you know who can recommend a good hardware/laptop and screen-camera and audi and software for ZOOM and the other webinar format?

Tom

[Quoted text hidden]

Richard Larsen <rwlarsen.lhnc@gmail.com> Fri, Sep 3, 2021 at 2:14 PM
To: Tom Williams <ctwilliams2012@yahoo.com>
Cc: Polonia Majas <polonia.majas@lacity.org>, "gee.hcnnc@gmail.com" <gee.hcnnc@gmail.com>, "vince.bertoni@lacity.org" <vince.bertoni@lacity.org>, Fernando Campos <fernando.campos@lacity.org>, "greg.good@lacity.org" <greg.good@lacity.org>, "info@hcnnc.org" <info@hcnnc.org>, "board@hcnnc.org" <board@hcnnc.org>

Just saying from my perspective, yes there are a few things helpful with Planning 101, but they don't "cut to the chase". It's more like "when Mickey has his hand on the 12.." and they need to give a better overview before getting into the details. Some big scale-small scale presentation would go much farther. The presentations "trainings" were not an outstanding effort when we see only our bureaucrats presenting. Having one of our own presenting, and actually empowering us, would be better.

And perhaps it should be smaller groups where people don't feel embarrassed asking what they think are stupid questions. When we see the procedures and practices rolling out, there are no stupid questions.

Also, as Tom noted recently, the California Attorney General had to teach our DCP as few things in Harbor Gateway North. I don't want to take his thunder, so Tom please explain further.

On the hardware laptop side, I've always enjoyed the Macintosh audio-camera plug and play approach. One of the best laptops made is from 2013, the 15" MacBook Pro i7 quad core, 2.6Ghz was one of the best, and using OSX Sierra or High Sierra, which is now nearly obsolete, works fine. One can use an 1/8" TRS earbud type microphone attached to the laptop, and it's pretty seamless. However any similar computer or laptop should work, including a smartphone.

A MBP from this era has a direct HDMI output connection but they are also Thunderbolt ready, so one can use any HDMI TV through a hub, using the TV monitor for meetings and audio playback as well. The larger screen on a TV-type monitor makes meetings really easy to follow. The HDMI or Thunderbolt accessibility does not interfere with recording the meeting on a separate smartphone. And it's easier, details below.

On the audio, zoom handles most of that. However if you want immediate access, what I do is use an ios app called Microphone, and have the phone record the meeting. Later, using iTunes, you can import the audio into your computer, and an easily learned application like Amadeus Pro is great. You can add Markers with notation to find the spots in the meeting you can access quickly. Also you can export snips as mp3's.

The only drawback here is if you really need video. Sometimes our meetings are not video recorded, or the video is very late in being available, But nothing is perfect.

Contact me directly if anyone needs more info. This is just one person's perspective on a relatively easy platform solution. This MBP will no do virtual backgrounds very easily, and some need that capability, so there is that drawback. I was able to make zoom do a background with their latest update, but the virtual background was not exactly perfect.

Best regards,

Richard W Larsen
Lincoln Heights Neighborhood Council

[Quoted text hidden]

Anna Orellana <anna.orellana@lacity.org> Fri, Sep 3, 2021 at 2:46 PM
To: Polonia Majas <polonia.majas@lacity.org>
Cc: William Lamborn <william.lamborn@lacity.org>, Milena Zasadzien <milena.zasadzien@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Flora Melendez <flora.melendez@lacity.org>

Hi

Please see the email Vince received.

Thanks

---------- Forwarded message ---------
From: **Vince Bertoni** <vince.bertoni@lacity.org>
Date: Fri, Sep 3, 2021 at 2:18 PM
Subject: Fwd: Buena Vista Project ENV-2016-4064-EIR SCH #2021070577 SCOPING COMMENTS - IS/NOP Withdraw/Revise/Recirculate - RNOP
To: Anna Orellana <anna.orellana@lacity.org>

Vincent P. Bertoni, AICP
Pronouns: He, His, Him
Director of Planning
Los Angeles City Planning
200 N. Spring St., Suite 525C
Los Angeles, CA 90012
Planning4LA.org
T: (213) 978-1271 | F: (213) 978-1275
E: vince.bertoni@lacity.org



---------- Forwarded message ---------
From: **Richard Larsen** <rwlarsen.lhnc@gmail.com>
Date: Fri, Sep 3, 2021 at 2:14 PM
Subject: Re: Buena Vista Project ENV-2016-4064-EIR SCH #2021070577 SCOPING COMMENTS - IS/NOP Withdraw/Revise/Recirculate - RNOP
To: Tom Williams <ctwilliams2012@yahoo.com>
Cc: Polonia Majas <polonia.majas@lacity.org>, gee.hcnnc@gmail.com <gee.hcnnc@gmail.com>, vince.bertoni@lacity.org <vince.bertoni@lacity.org>, Fernando Campos <fernando.campos@lacity.org>, greg.good@lacity.org <greg.good@lacity.org>, info@hcnnc.org <info@hcnnc.org>, board@hcnnc.org <board@hcnnc.org>

[Quoted text hidden]

--

Anna Orellana
Secretary
Los Angeles City Planning
200 N. Spring St., Room 525
Los Angeles, CA 90012
Planning4LA.org
T: (213) 978-1271
[Quoted text hidden]

Tom Williams <ctwilliams2012@yahoo.com> Sat, Sep 4, 2021 at 10:59 AM
To: Polonia Majas <polonia.majas@lacity.org>

1923



ALSO 1923 cropped and enlarge from above 1":1000ft



Got yesterday...they were delayed but still appropriate for SCOPING

Historic Resources, the Worker/Pedestrian Bridge

Structures along the bottom of Project slope - probably for transferring truck materials to bays to train cars at sidings.

These are from 1923, check LACity Hall 525B corridor wall photo, they (Lightbox, & now I) also have for 1928, 1938, and 1948 for most of CASP at 1":1000ft

They LightBox (Robert Glaze <rglaze@lightboxre.com>) also has higher resolution 1"=500ft (more $$$) rather than these at 1"=1000ft...once you locate then they can provide best at 1:500ft for aspecific area, north end of the workers' bridge across the yard.
.
Tom

[Quoted text hidden]

ROYAL PAGODA MOTEL 龍門旅館
995 NORTH BROADWAY
LOS ANGELES, CALIFORNIA 90012
(323) 223-3381

CITY OF LOS ANGELES
SEP 14 2021
MAJOR PROJECTS
UNIT

NOTICE OF SIGNALISED INTERSECTION TRAFFIC SIGNAL LIGHTS CHANGE and UPGRADE at NORTH BROADWAY and BERNARD ST. DUE TO BECAUSE OF BUENA VISTA PROJECTS between ELYSIAN PARK SOLANO CANYON LOFTS SOUTH PARCEL & ROYAL PAGODA HOTEL. We advance and set our clocks to 1 hour forward ahead as Spring Forward Ahead on Sunday, 12 12 March 2023 at 01:59 PST to 03:00 PDT by losing an overnight sleeping gaining more daylight hours to sunset later on those days prior to the start of construction of new EPSCL South Parcel.

TO: CITY PLANNER POLONIA MAJAS of
L.A. CITY PLANNING DEPARTMENT
MAIL STOP 994-1350, SUITE 1350, 13th FLR.
221 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012-2601

Date of Notice: 18 September 2021 136

Dear Polonia Majas of Central City North Los Angeles City Planner in conjunction of LADOT Edward Yu,

To whom it informs and this letter is to inform you as we regret current existing Mandarin Plaza slopy ramp parking lot and the old skool classic hundred years old trees standing there will be imploded, exploded, taken down, torn down, removed, demolished and replaced by a proposed brand new Elysian Park Solano Canyon Lofts South Parcel underground parking lot down below to 3rd basement underground floor storing 500 cars for 500 residents parking there to move into a brand new EPSCL South Parcel to be built up where we will have it's general public entrance and exit driveway even ramp located at across the street from my hotel in front of Mandarin Plaza Parking Lot to be imploded replaced by excavating 100 metres down proposed loft towers parking lot across the street from in front of my hotel with my concerned and investigated intersection of North Broadway and Bernard Street general public entrance ramp follows the next time change for the replacing current existing tiny signals by advancing and upgrading them into 12" spring forward 12" ahead from 8" ones and the time change intersection is to be upgraded to 4 way junction is springing forward replacing 3 way intersection exclusively at North Broadway and Bernard Street needs to be changed as adjusted and reconfigured for the new upcoming 2-3 towers will move into 1000 North Broadway and the cross street I said to you is Bernard Street ONLY in Chinatown Los Angeles and Solano Canyon area in the City of Los Angeles, California 90012 across the street from my site to the current Chinese Friends Restaurant of Mandarin Plaza at 984 North Broadway in our city and next door north of mine is OWSLA 1001 North Broadway in its district like Solano Canyon across my office and my district North of Bernard Street still in our city where we support them which are our EPSCL South Parcel Towers and my new upcoming Royal Pagoda Hotel tower built at my site in the future between Spring Forward March 2023 and Fall Back Novmbr 2025 or 2026. These cohort me when 8" signals needed to be taken down - taken out of service.

In the meantime, my motel has heavily armed private security guard constable officers carrying tactic gears between firearm weapon pistol shooting guns, dispatching radios, batonsticks, tasers and handcuffs around the belts of the guards safeguarding my motel preventing any homelessness, bums and transients unauthorised entry into my site since it's closed to the general public and off-limits during COVID-19 pandemic season unless bookings made in advanced ahead of time since last 2 years ago. We have to await my county health officer's orders when the pandemic is over or not, my founders Peter and Eric Kwong would have to evict us since my hotel could be closed for upgrading it into a brand new Royal Pagoda Hotel requiring 10th floors with guestrooms, bars and an additional public amenities and more since my current motel has no amenities at all times because it's 60 years or older and current 8" current existing tiny traffic signal lights are seriously obsolete and outdated as non-compliance and out of compliance because these signals below the overhead must be upgraded to 12"

large size ones in order to meet the goals of replacing my motel with rising up my future hotel and their new loft towers requiring left turn yield on flashing yellow lights both directions at my cross traffic intersection in our city in the future between 2022-2026 I told you again and I mentioned you before.

In the meantime and as of result, we vote to support and trust the new lane shifting layout plan for North Broadway and Bernard Street with the proposed first phase of EPSCLSP = Elysian Park Solano Canyon Lofts South Parcel, North Broadway kerbside = curbside lane will be removed and K-rail barrier and barricades will be in place as present when the bulldozer demolisher machines will implode, explode, take down, take out, remove and replace current existing outgoing narrow lowest clearance Mandarin Plaza abrupted slopy tightened car parks parking lot for deepliest excavating down to 100 metres down walling against the wall of below and beneath next to North Broadway and Chinese Friends Restaurant Mandarin Plaza but digging under North Broadway could lead to an access to proposed Royal Pagoda Hotel underground parking lots accessible from the loft's property and mine. Accessible to the general public to my across the street neighbour loft's south parcel is always ONLY on BERNARD STREET ONLY pulling off - turning off from my street which is on North Broadway again!!!

We must elect and vote to oppose which is NO on additional full signalised intersection traffic signal lights installation at North Broadway and Cottage Home Street because we already have my existing signalised intersection which has current traffic signal lights next to my home which is my motel, which will interrupt the motorists travelling to and from work in Downtown Los Angeles and Lincoln Heights via on my street high volume of sharp curvy slow traffic congestion causing them to hard brake when the light turns yellow to red on two signalised intersections affecting their lives during weekday peak brushy hours plus at all times. It costs too much money fundings to install another new traffic signal lights at Cottage Home Street with full unrestricted access when money spent multiple additional high rise residential towers are being built up, we can't afford those since we need to save money for new additional mid to high rise residential mixed use commercial buildings built on my district gentrifying Chinatown Los Angeles renaming Central City North Mission Junction area. Cottage Home Street on single directions either the loft or single family house areas will require right turn only from the loft and will require left or right turns to Broadway ONLY without going straight since the cones or bollards blocks off straight preventing accessible to the loft's south parcel, impassible and impossible to drive straight to the private loft entry, or both directions on that street approaching my street should make turns preventing going straight which means NO THRU TRAFFIC NOR STRAIGHT THRU TRAFFIC TO COTTAGE HOME STREET. There will be a barrier setting up on Cottage Home Street loft exit entry setting motorists facing right turn only and no left turn signages installed at into North Broadway when NO THRU TRAFFIC INTO COTTAGE HOME STREET from the loft's south parcel north driveway signage is posted as installed on one way exit only. North entry to the loft's south parcel at Cottage Home Street is a restricted and limited private driveway service maintenance vehicles yard only while public pick up / drop off to it's property across the street from my site is always on my intersection only.

There will be it's (the Loft of Elysian Park Solano Canyon Towers) south parcel general public driveway layout on Bernard Street containing 5 lanes, two Eastbound lanes, two Westbound lanes and a center lane for turning left into North Broadway northbound and southbound on both directions as we mentioned before. Upon approaching the intersection into North Broadway, there will be one left turn lane on a center left lane on both directions to turn left to all directions, center lane goes straight on Bernard Street to State Highway Junction Route CA-110 Arroyo Seco Parkway from the loft's exit and incoming back to it's property straight crossing through North Broadway from Hill Street to the loft's south parcel property drop off / pick up reception area and parking lots, and right turn lanes on both directions leaning against a kerbside on my intersection with another street is Bernard Street turning rights on both directions into my street which is on North or South Broadway to Chinatown Los Angeles. New fifteen red yellow green LED circle balls traffic signal lights will be installed facing towards Bernard Street both directions while new four LEFT TURN YIELD ON FLASHING YELLOW LIGHTS containing left turn red, yellow, left turn flashing yellow arrow lights and left turn protected green arrow lights four circle shaped will be installed following the replacements with unscrewing, taking down, disassembling, removing and taking away the current existing excessive heat humidity warning longstanding 13 years old, one decade and a half old tiny 8" small size traffic signal lights as surpluses from my corner of my intersection to the scrapyard / junkyard in my North County's Antelope Valley – Palmdale Lancaster

Valley area to selling them into car wash facilities outside of our city. While left turn flashing yellow green arrow lights installed at my intersection will lead to my across the street new neighbours which are Elysian Park Solano Canyon Lofts South Parcel Bernard Street general public driveway exit / entrance after the trees removed and former Mandarin Plaza parking lots demolished as taken out of my intersection next to current existing Chinese Friends Restaurant at Mandarin Plaza for the rest of the life and 200 metres down to my new neighbour of Harmony Lofts at Upper Chinatown Los Angeles with the entrance accessible on Bernard Street East across the street from my next-door on this side South to 977 North Broadway office complex buildings, Chinatown Central Plaza and west of my property is Upper Chinatown Plaza 988 North Hill Street parking lot which was home of the Empress Pavilion Seafood Restaurant then my next-door across Bernard Street north of my site is the former OWSLA = Operating Whilst Sober in Los Angeles general merchandise store building will be taken down as demolished for a temporary portable office building motorhome trailers setting up for Elysian Park Solano Canyon Lofts both parcels and Royal Pagoda Hotel recruiting office sales centre while the both lofts and my proposed hotel will be built up higher across my street, both lofts and my future hotel sales office located at 1001 North Broadway next door to MP My Phuong Plaza, Pho 87 Vietnamese Restaurant 1019 North Broadway, northwest of it has Chinese Historical Society of Southern California and that street goes to State Highway Junction Route CA-110 Arroyo Seco Parkway Only by turning right into North Hill Street. We need to eliminate hating 8" current existing signals in my intersection.

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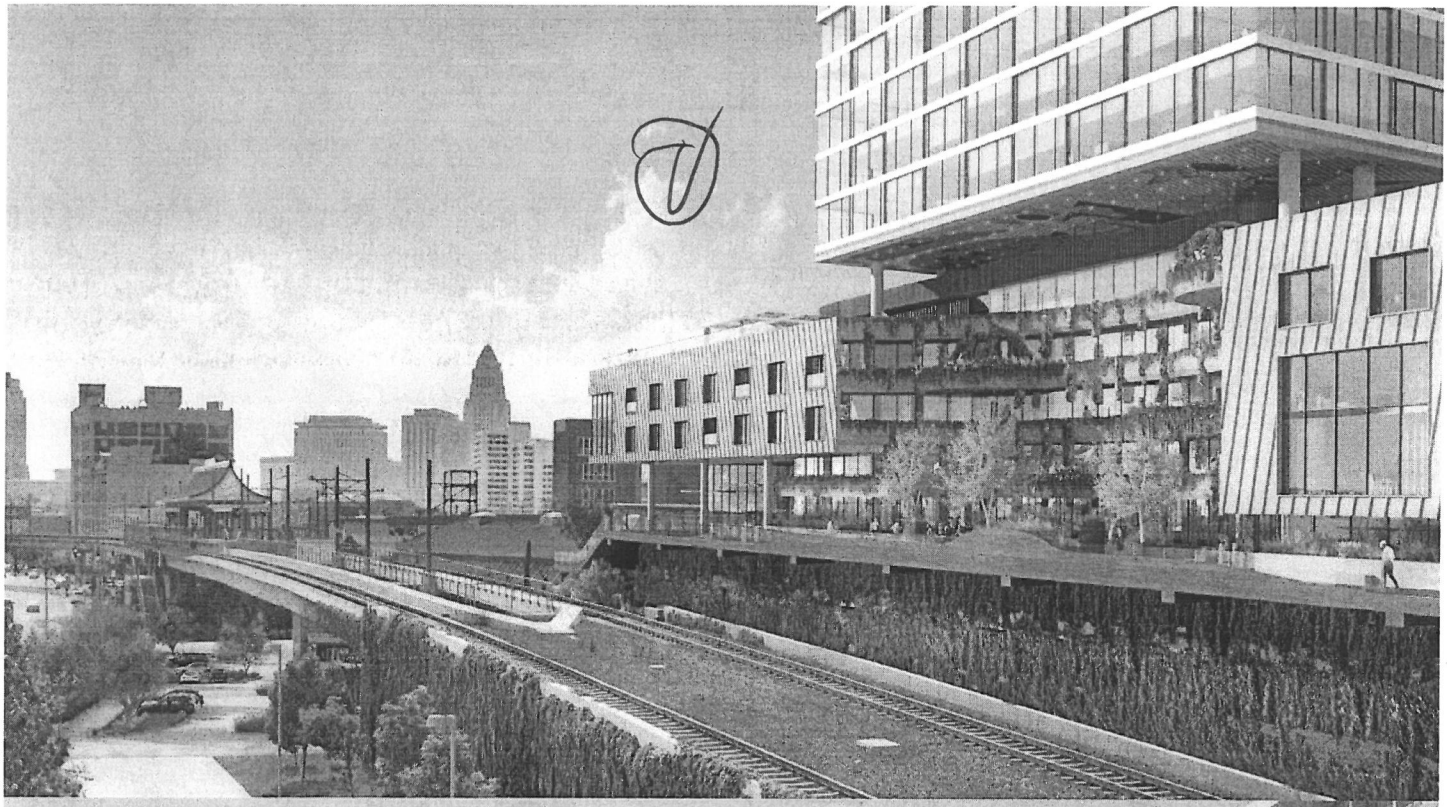
Our city mayor Eric Garcetti Orders' Ordering you and LADOT is Ordered to do mandated emergency replace these current existing 8" tiny/small size traffic signal lights where they're getting upgraded to 12" large size 🚦s at my intersection and my corner as I mentioned to you before listed above, expected to get these things done soon before the execution of two new multiple lofts both parcels will take place in my district next year or soon. Everything had been submitted to LADOT Central District Office Hdqtrs.









WE WANT THESE
WE TRUST THEM
WE SUPPORT THEM



VOTE

NO ON RECALL
FOR ELYSIAN PARK
SOLANO CANYON LOTS
BOTH N./S. PARCELS

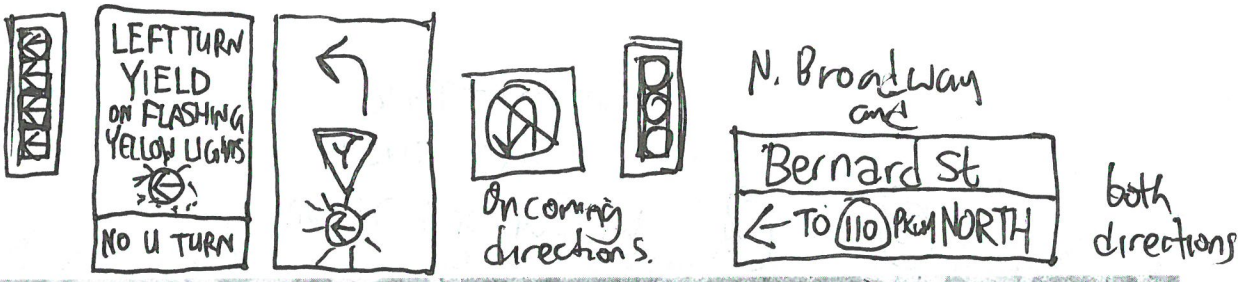
YES ON RECALL &
REPLACE 8" [illegible] W/ 12" [illegible]

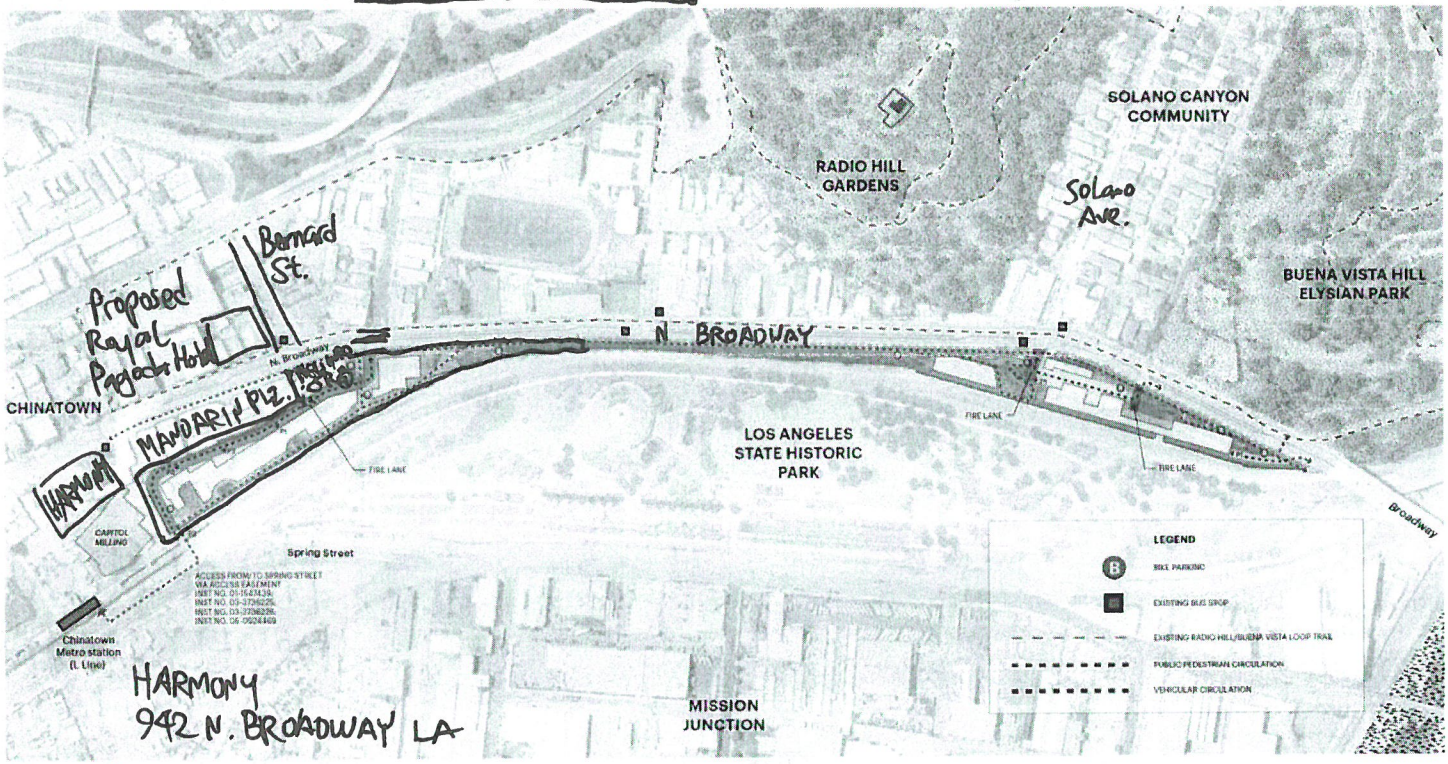
My corner is my intersection.
Broadway / Bernard St



KEY

- SOUTH PARCEL
- NORTH PARCEL





Sincerely

Peter Kwong & Eric Kwong

Peter and Eric Kwong, co-owners of Best Dragon Hotel Groups in Chinatown Los Angeles in conjunction of my motel is being replaced by Royal Pagoda Hotel 10th floor story with bar and lounges.

ROYALE PAGODA MOTELE 龍門旅館
995 NORTH BROADWAY
LOS ANGELES, CALIFORNIA 90012
PLEASE CALL ME AT (323) 223-3381 TO CHANGE and ADVANCE TRAFFIC SIGNAL LIGHTS TO 12" SPRING FORWARD 12" AHEAD !!!

TO: Poloñia Majas, Central City North Planner
L.A. CITY PLANNING DEPARTMENT
MAIL STOP 994-1350, SUITE 1350
221 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012-2601

RECEIVED
CITY OF LOS ANGELES
SEP 21 2021
MAJOR PROJECTS UNIT

NOTICE OF SIGNALISED INTERSECTION TRAFFIC SIGNAL LIGHTS CHANGE and UPGRADE at NORTH BROADWAY and BERNARD ST. DUE TO BECAUSE OF BUENA VISTA PROJECTS between ELYSIAN PARK SOLANO CANYON LOFTS SOUTH PARCEL & ROYAL PAGODA HOTEL. We advance and set our clocks to 1 hour forward ahead as Spring Forward Ahead on Sunday, 12 March 2023 at 01:59 PST (UTC -8, -08:00) to 03:00 PDT (UTC -7, -07:00) by gaining more daylight hours to sunset later on those days prior to the start of construction of new EPSCL South Parcel.

Date of Notice: 23 September 2021, we will time change 1 hour fall backward 1 Nov. 2026 at 01:59 PDT to 01:00 PST, (UTC -7, -07:00 to UTC -8, -08:00) when it's done.
Dear Central City North Planner Poloñia Majas (reference # ENV-2016-4064-EIR) on behalf of Ed Yu,

To whom it informs and this letter is to inform you as we regret current existing Mandarin Plaza slopy ramp parking lot and the old skool classic hundred years old trees standing there will be imploded, exploded, taken down, torn down, removed, demolished and replaced by a proposed brand new Elysian Park Solano Canyon Lofts South Parcel underground parking lot down below to 3rd basement underground floor storing 500 cars for 500 residents parking there to move into a brand new EPSCL South Parcel to be built up where we will have it's general public entrance and exit driveway even ramp located at across the street from my hotel in front of Mandarin Plaza Parking Lot to be imploded replaced by excavating 100 metres down proposed loft towers parking lot across the street from in front of my hotel with my concerned and investigated intersection of North Broadway and Bernard Street general public entrance ramp follows the next time change for the replacing current existing tiny signals by advancing and upgrading them into 12" spring forward 12" ahead from 8" ones and the time change intersection is to be upgraded to 4 way junction is springing forward replacing 3 way intersection exclusively at North Broadway and Bernard Street needs to be changed as adjusted and reconfigured for the new upcoming 2-3 towers will move into 1000 North Broadway and the cross street I said to you is Bernard Street ONLY in Chinatown Los Angeles and Solano Canyon area in the City of Los Angeles, California 90012 across the street from my site to the current Chinese Friends Restaurant of Mandarin Plaza at 984 North Broadway in our city and next door north of mine is OWSLA 1001 North Broadway in its district like Solano Canyon across my office and my district North of Bernard Street still in our city where we support them which are our EPSCL South Parcel Towers and my new upcoming Royal Pagoda Hotel tower built at my site in the future between Spring Forward March 2023 and Fall Back Novmbr 2025 or 2026. These cohort me when 8" signals needed to be taken down - taken out of service.

In the meantime, my motel has heavily armed private security guard constable officers carrying tactic gears between firearm weapon pistol shooting guns, dispatching radios, batonsticks, tasers and handcuffs around the belts of the guards safeguarding my motel preventing any homelessness, bums and transients unauthorised entry into my site since it's closed to the general public and off-limits during COVID-19 pandemic season unless bookings made in advanced ahead of time since last 2 years ago. We have to await my county health officer's orders when the pandemic is over or not, my founders Peter and Eric Kwong would have to evict us since my hotel could be closed for upgrading it into a brand new Royal Pagoda Hotel requiring 10th floors with guestrooms, bars and an additional public amenities and more since my current motel has no amenities at all times because it's 60 years or older and current 8" current existing tiny traffic signal lights are seriously obsolete and outdated as non-compliance and out of compliance because these signals below the overhead must be upgraded to 12"

large size ones in order to meet the goals of replacing my motel with rising up my future hotel and their new loft towers requiring left turn yield on flashing yellow lights both directions at my cross traffic intersection in our city in the future between 2022-2026 I told you again and I mentioned you before.

In the meantime and as of result, we vote to support and trust the new lane shifting layout plan for North Broadway and Bernard Street with the proposed first phase of EPSCLSP = Elysian Park Solano Canyon Lofts South Parcel, North Broadway kerbside = curbside lane will be removed and K-rail barrier and barricades will be in place as present when the bulldozer demolisher machines will implode, explode, take down, take out, remove and replace current existing outgoing narrow lowest clearance Mandarin Plaza abrupted slopy tightened car parks parking lot for deepliest excavating down to 100 metres down walling against the wall of below and beneath next to North Broadway and Chinese Friends Restaurant Mandarin Plaza but digging under North Broadway could lead to an access to proposed Royal Pagoda Hotel underground parking lots accessible from the loft's property and mine. Accessible to the general public to my across the street neighbour loft's south parcel is always ONLY on BERNARD STREET ONLY pulling off - turning off from my street which is on North Broadway again!!!

We must elect and vote to oppose which is NO on additional full signalised intersection traffic signal lights installation at North Broadway and Cottage Home Street because we already have my existing signalised intersection which has current traffic signal lights next to my home which is my motel, which will interrupt the motorists travelling to and from work in Downtown Los Angeles and Lincoln Heights via on my street high volume of sharp curvy slow traffic congestion causing them to hard brake when the light turns yellow to red on two signalised intersections affecting their lives during weekday peak brushy hours plus at all times. It costs too much money fundings to install another new traffic signal lights at Cottage Home Street with full unrestricted access when money spent multiple additional high rise residential towers are being built up, we can't afford those since we need to save money for new additional mid to high rise residential mixed use commercial buildings built on my district gentrifying Chinatown Los Angeles renaming Central City North Mission Junction area. Cottage Home Street on single directions either the loft or single family house areas will require right turn only from the loft and will require left or right turns to Broadway ONLY without going straight since the cones or bollards blocks off straight preventing accessible to the loft's south parcel, impassible and impossible to drive straight to the private loft entry, or both directions on that street approaching my street should make turns preventing going straight which means NO THRU TRAFFIC NOR STRAIGHT THRU TRAFFIC TO COTTAGE HOME STREET. There will be a barrier setting up on Cottage Home Street loft exit entry setting motorists facing right turn only and no left turn signages installed at into North Broadway when NO THRU TRAFFIC INTO COTTAGE HOME STREET from the loft's south parcel north driveway signage is posted as installed on one way exit only. North entry to the loft's south parcel at Cottage Home Street is a restricted and limited private driveway service maintenance vehicles yard only while public pick up / drop off to it's property across the street from my site is always on my intersection only.

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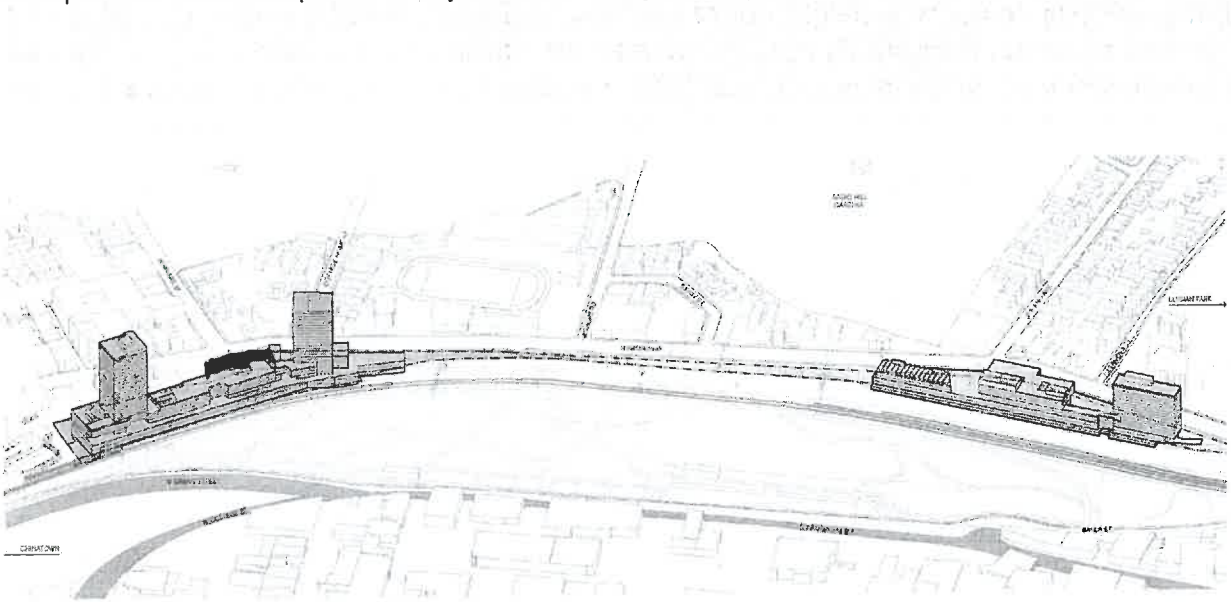
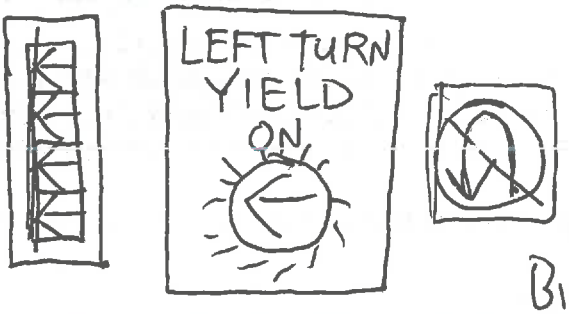
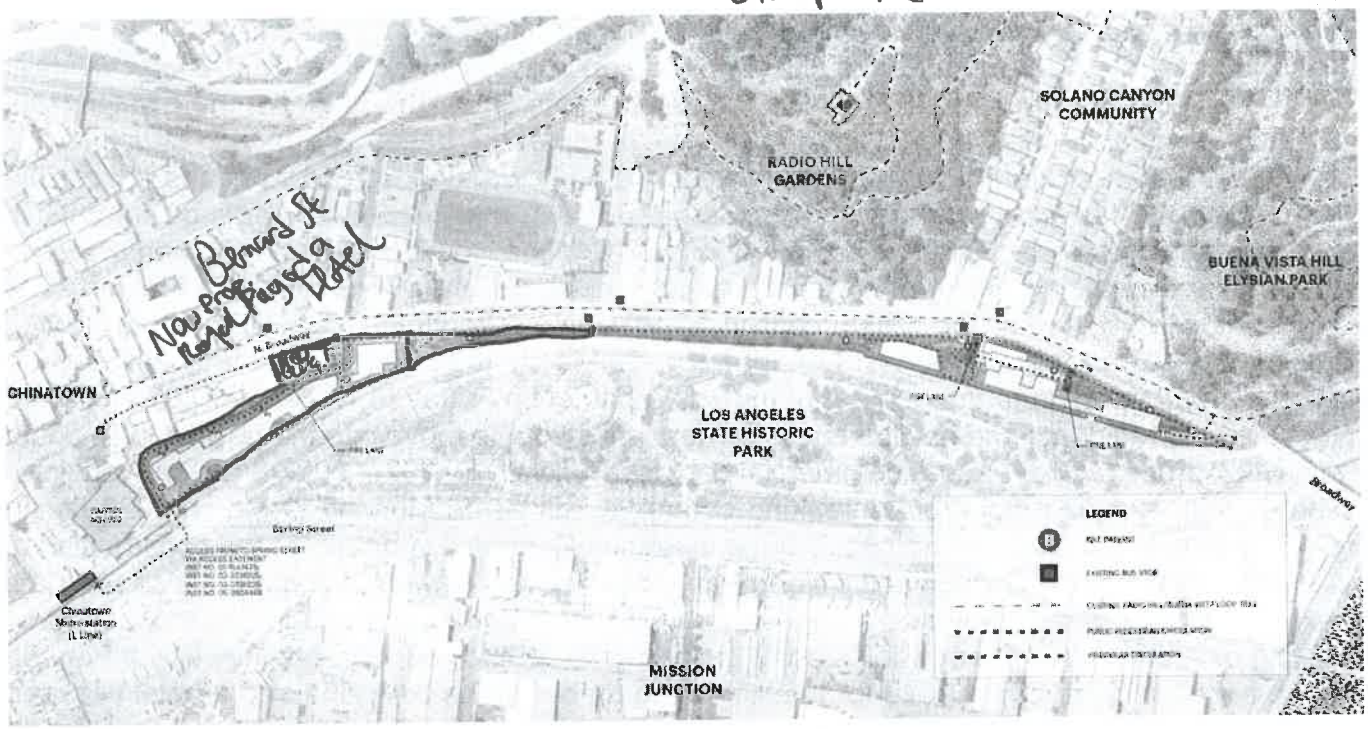
Our Elysian Park-Solano Loft South Parcel driveway front main entrance to the general public is always accessible on North Broadway and Bernard Street ONLY with demanding and requiring mandated emergency take-down take-out and replacing excessive humid heat warning hating 8" 🚦s anti-8" 🚦s with changing to 12" large size 🚦s upgraded by LADOT ASAP - soon prior to my 12" 🚦s signalised intersection is about to change and upgraded to 4-way modified cross-traffic is set to Spring Forward 12 March 2023 08:00 PDT (GMT -7) Ahead until we wrapped up grand opening to all on Fall Back on 6 Nov. 2026





at N. Broadway between Bernard Street, Bishops Rd. and Solano Ave.



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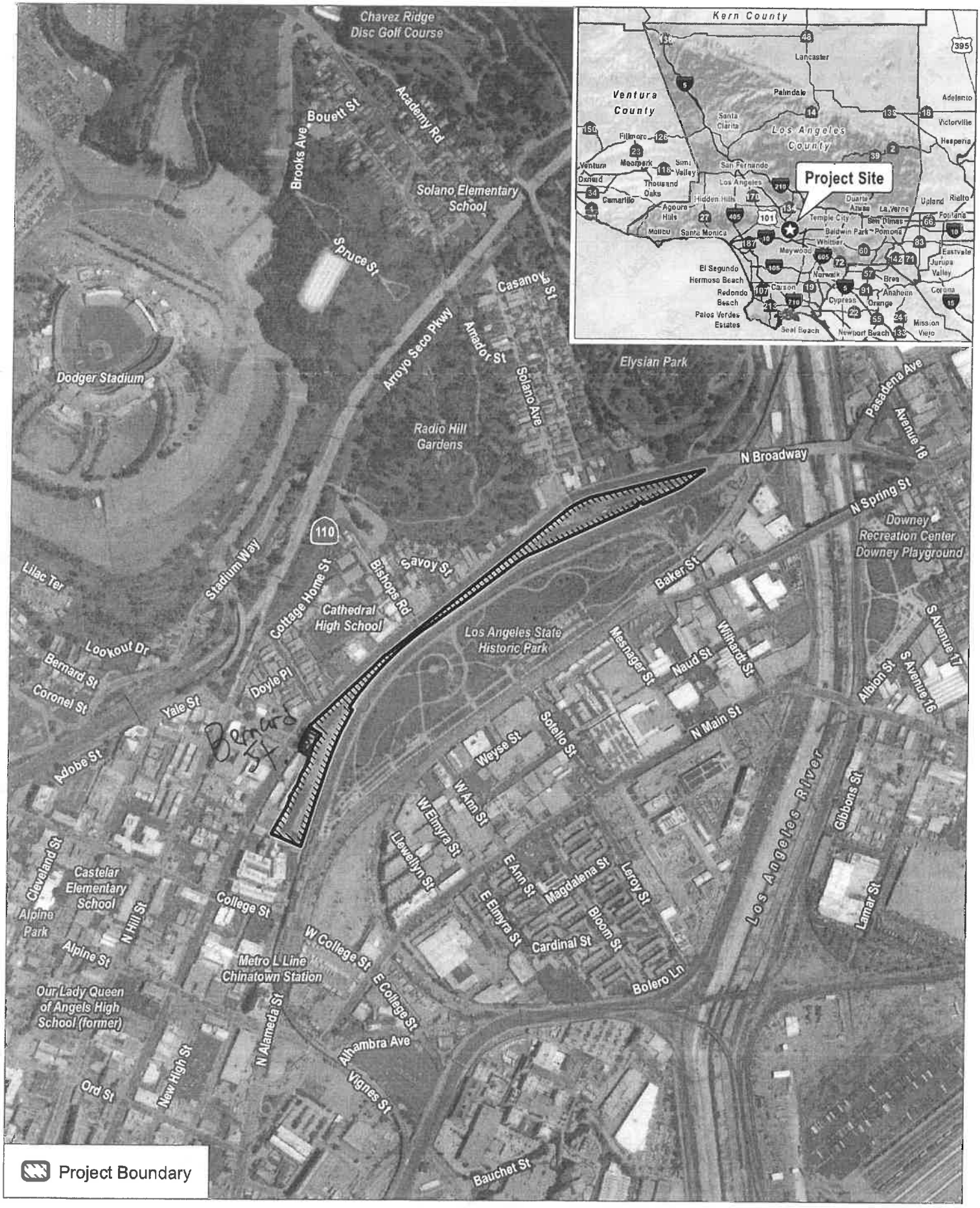


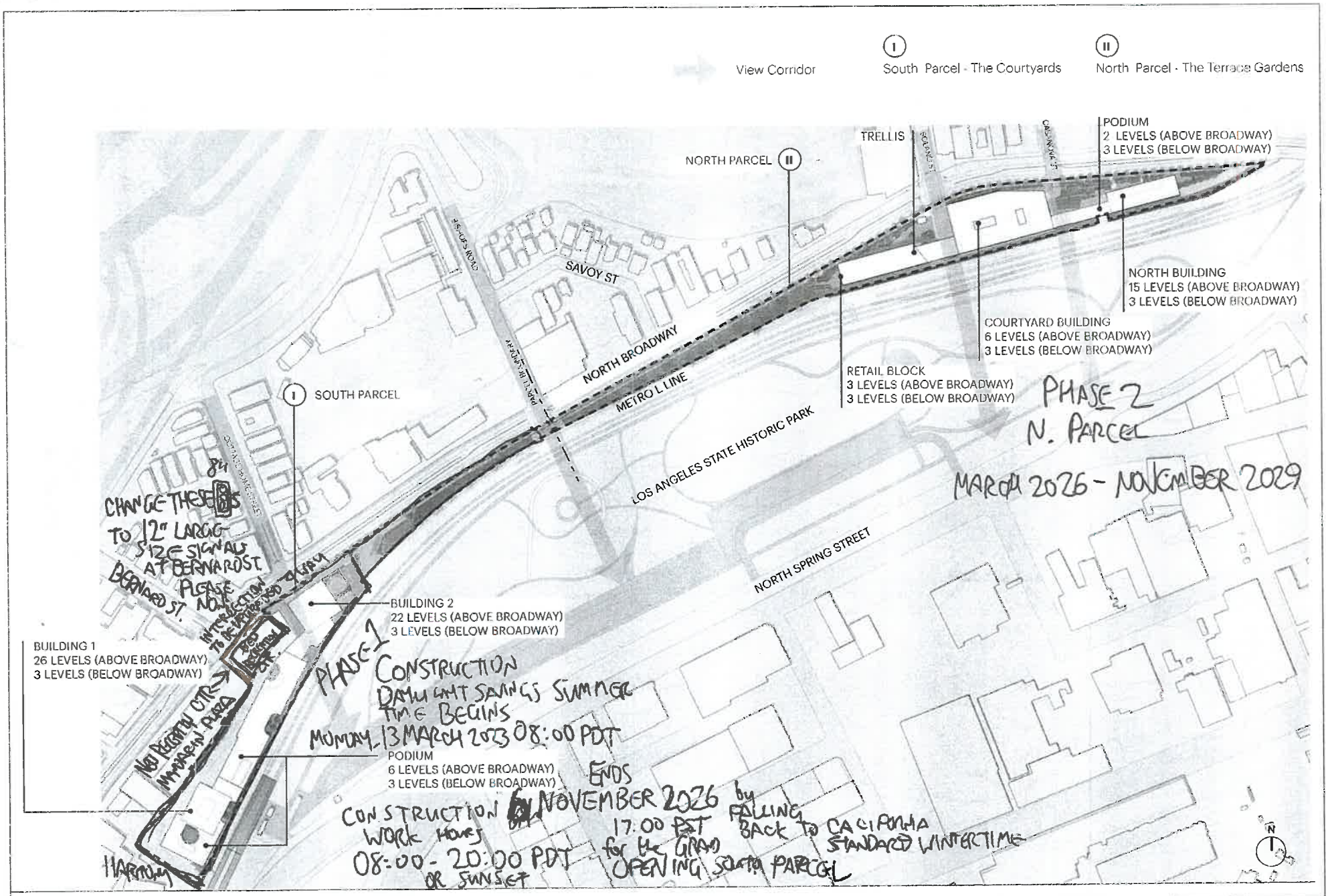
SOURCE: Esri and Digital Globe, Open Street Map 2019

0 405 810 Feet

FIGURE 1

Regional Location and Vicinity Map

Buena Vista Project Notice of Preparation



SOURCE: RCH Studios 2021

FIGURE 3

Conceptual Site Plan

Buena Vista Project Notice of Preparation

Polonia Majas <polonia.majas@lacity.org>

Buena Vista Comments (ENV-2016-4064-EIR)

1 message

Wendy Yao <wyao5@aol.com> Wed, Sep 1, 2021 at 2:02 PM
To: polonia.majas@lacity.org, Gilbert.Cedillo@lacity.org

Dear Ms. Majas,

My name is Wendy Yao and I have been a stakeholder and business owner in Chinatown. I have rented and worked in this community for 17 years and am extremely concerned about the Buena Vista project being proposed next to the State Historic Park.

I am deeply concerned about the aggressive development proposals in the area and worry that our Chinatown will be irrevokably damaged. I have been an Los Angeles resident for 43 years, and am of Chinese descent. When my family first immigrated to this country, we relied on Chinatown to be the anchor for community and culturally relevant essential services. Wherever we travel around the world, my family always seeks out the local Chinatown first. Chinatown has both a practical and symbolic significance to the Asian diaspora worldwide and it's important we keep it a community that welcomes and provides sustainable living for multigenerational immigrants of all economic classes.

The project claims to include 200 affordable units (20% of total units). However the affordable housing that they are proposing could charge close to what is currently market rate and 3 times higher than what most working families and seniors in Chinatown and Solano Canyon can afford. We need to protect working families and seniors that live in Chinatown and Solano Canyon, and include units affordable to the current community residents.

This parcel should not be developed as a luxury mixed-use property that will divide the community. This property is next to the State Historic Park and we need to support and enhance the ability of families and seniors to access and enjoy the Park. The project could block access and have negative impacts on the Park.

I am also concerned about how this project is going to affect traffic along Broadway. Many of our youth and seniors rely on public transportation, and the increase in traffic will make it very difficult to get around. The increased traffic will also mean more noise and worse air quality for our community, which already struggles with air pollution.

Please ensure that all these issues are considered in the environmental review of the project.

Sincerely,
Wendy Yao