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INTERIM CITY ENGINEER

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

To the Public Works and Gang Reduction Committee
Of the Honorable City Council
Of the City of Los Angeles

FEB 27 2014

Council File No. 13-1711
Council District: 15
Contact Person: Dale Williams
Phone: (213) 202-3491

Public Works and Gang Reduction Committee

Transmittal:

Transmitted herewith, is the City Engineer's report dated FEB 27 2014 for Council review and approval of:

VACATION APPROVAL - VAC- E1401215 - Council File No. 13-1711 – Grant Street and Southern Pacific Drive Vacation District

RECOMMENDATIONS:


1. That the City Council find that it has imposed all the mitigation measures that are within the control of the City, as described in the Final Environmental Impact Report (State Clearinghouse #9011169) that are associated with the impacts of the street vacation and that the other mitigation measures that are not within the authority of the City, have been or should be imposed as set forth in the findings of the Alameda Corridor Transportation Authority Governing Board, dated January 4, 1993, a copy of which is attached and incorporated.
2. Adopt the City Engineer's report dated FEB 27 2014 with the conditions contained therein.
3. Fiscal Impact Statement:

The petitioner has paid a fee of \$32,100.00 for the investigation of this request pursuant to Section 7.42 of the Administrative Code. Any deficit fee to recover the cost pursuant to Section 7.44 of the Administrative Code may be required of the petitioner.



4. That there is a public benefit to this vacation. Upon vacation of the street, the City is relieved of its ongoing obligation to maintain the right-of-way. In addition, the City is relieved of any potential liability that might result from continued ownership of the involved street easement.
5. There were no objections to the vacation submitted for this project in response to the Bureau of Engineering's notification sent on November 7, 2012 under Council File 13-1711.

Attachment:



Edmond Yew, Manager
Land Development Group
Bureau of Engineering

EY/DW/
H:\

Board Item #4

MEMO

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

January 4, 1993

TO:	Governing Board
FROM:	Gill V. Hicks
SUBJECT:	Certification of Final Environmental Impact Report

Approved unanimously
Recommendation:

Certify that:

- a) the Alameda Corridor Transportation Authority (ACTA) is the lead agency under the California Environmental Quality Act (CEQA),
- b) as lead agency, the ACTA Governing Board: (1) independently reviewed and analyzed the Alameda Corridor environmental document, (2) circulated the Draft EIR for public comment, and (3) finds that the Draft and Final environmental documents reflect its independent judgement,
- c) the Final EIR for the Alameda Corridor project has been completed in accordance with the California Environmental Quality Act (CEQA) of 1970 as amended (PRC 21000 et seq.), and the State Guidelines for Implementation of CEQA (CAC 15000 et seq.),
- d) that all required procedures pursuant to CEQA and the State Guidelines have been followed, and
- e) that the Final EIR for the Alameda Corridor project has been presented to the Governing Board and that the Governing Board has reviewed and considered the information contained in the Final EIR prior to approving the project.



Discussion:

Section 15050 of the State CEQA Guidelines requires that in the event that a project is to be carried out or approved by more than one public agency, one public agency shall be responsible for preparing an EIR or Negative Declaration for the project. The Alameda Corridor Transportation Authority (ACTA) Governing Board, acting in its capacity as a joint powers authority, accepted lead agency responsibility under CEQA. In accepting its responsibility under CEQA, the ACTA Governing Board also adopted the State CEQA Guidelines as its own on January 10, 1991. Item a) above reflects these actions.

Section 21082.1(c) of CEQA requires a lead agency to take the actions indicated in item b) above, for all projects for which a Notice of Preparation (NOP) was issued after January 1, 1992. The NOP for the Alameda Corridor project was issued on December 21, 1990, and therefore this requirement is not specifically mandated for the Alameda Corridor project. However, in recognition of the intent of this CEQA section, the Governing Board is being asked to attest to the actions identified in item b) above.

Section 15090 of the State CEQA Guidelines requires a lead agency to certify that the Final EIR was completed in compliance with CEQA and that it was presented to and reviewed and considered by the lead agency before making a decision to approve the project. Items c), d) and e) above respond to those requirements.



MEMO

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

January 4, 1993

TO:	Governing Board
FROM:	Gill V. Hicks
SUBJECT:	Adoption of Findings and Statement of Overriding Considerations

Recommendation:

Find that:

- a) the Alameda Corridor project will have significant effects and potentially significant effects upon the environment, as evidenced in the Environmental Impact Report prepared for the project and as described in the Findings and Statement of Overriding Considerations,
- b) changes and alterations have been incorporated into the project which avoid or substantially lessen significant effects, as outlined in the final EIR,
- c) some changes or alterations required to mitigate significant effects are within the responsibility and jurisdiction of another public agency and not the ACTA, and further that these changes or alterations can and should be adopted by the appropriate agency,
- d) not all significant effects upon the environment can be completely mitigated, despite the changes or alterations to the project that have been included, and therefore these effects are considered unavoidable,



- e) the benefits of the Alameda Corridor project outweigh the unavoidable adverse effects remaining after mitigation, these remaining adverse effects are therefore considered acceptable, and the reasons supporting this determination are provided in the Findings and Statement of Overriding Considerations, and
- f) documentation regarding all of the above items is provided in the Findings and Statement of Overriding Considerations, which is adopted for the record.

Discussion:

Section 15091 of the State CEQA Guidelines requires that a public agency shall not approve or carry out a project for which an EIR has been prepared which identifies one or more significant environmental effects of the project unless the public agency makes written findings for those effects, accompanied by an explanation of the rationale for each finding. The Findings and Statement of Overriding Considerations for the project contains the required findings and supporting rationale.

In all but a few instances, the project has incorporated mitigation measures which substantially lessen the adverse effects, but there are some effects for which 1) the authority over the mitigation measure is partially or wholly within the jurisdiction of another public agency, and/or 2) despite the proposed mitigation, adverse effects remain. The Findings and Statement of Overriding Considerations describes these occurrences.

Items a) through d) above are findings required by State CEQA Guidelines Section 15091.

Section 15092 of the State CEQA Guidelines requires that the lead agency, after having considered the Final EIR and in making findings under CEQA Section 15091, may decide how to approve or carry out a project. One option available to the public agency is to determine that remaining effects are unavoidable and are acceptable due to overriding considerations. Section 15093 of the State CEQA Guidelines requires the overriding considerations to be documented and be made part of the record of approval.

Items e) and f) above respond to State CEQA Guidelines Sections 15092 and 15093.



Office of the City Engineer

Los Angeles, California

To the Public Works and Gang Reduction Committee

Of the Honorable Council

Of the City of Los Angeles

FEB 27 2014

Honorable Members:

C. D. No. 15

SUBJECT:

VACATION APPROVAL - VAC- E1401215 - Council File No. 13-1711 – Grant Street
and Southern Pacific Drive Vacation District

RECOMMENDATIONS:

- A. That street vacation proceedings pursuant to the Public Streets, Highways and Service Easements Vacation Law be instituted for the vacation of the public right-of-way indicated below and shown colored blue on the attached Exhibit "B":
1. Portion of Grant Street from its westerly terminus to approximately 60 feet easterly of Farragut Avenue.
 2. Schley Avenue between Grant Street and Southern Pacific Drive and from the Southern Pacific Company Railroad R/W to approximately 20 feet southerly thereof.
 3. MacDonough Avenue between Grant Street and Southern Pacific Drive.
 4. Cushing Avenue between Grant Street and Southern Pacific Drive.
 5. Foote Avenue between Grant Street and Southern Pacific Drive.
 6. Portions of Farragut Avenue from Grant Street to approximately 120 feet southerly thereof and from Southern Pacific Drive to approximately 60 feet northerly thereof.
 7. East Opp Street between Foote Avenue and Perry Avenue.

8. Portion of Southern Pacific Drive north of the Southern Pacific Company Railroad R/W from its westerly terminus to Perry Avenue.
 9. Portion of the alley east of Farragut Avenue from East Opp Street to approximately 345 feet southerly thereof.
 10. Southern Pacific Drive south of the Southern Pacific Company Railroad R/W between Pennington Avenue and Sampson Avenue.
 11. The alley south of the Southern Pacific Company Railroad R/W between Sampson Avenue and MacDonough Avenue.
 12. Pennington Avenue from Southern Pacific Drive south of the Southern Pacific Company Railroad R/W to approximately 205 feet southerly thereof.
 13. Sampson Avenue from Southern Pacific Drive south of the Southern Pacific Company Railroad R/W to approximately 69 feet southerly thereof.
- B. That the vacation of the area shown colored orange on Exhibit "B", be denied.
- C. That the City Council find that it has imposed all the mitigation measures that are within the control of the City, as described in the Final Environmental Impact Report (State Clearinghouse #9011169) that are associated with the impacts of the street vacation and that the other mitigation measures that are not within the authority of the City, have been or should be imposed as set forth in the findings of the Alameda Corridor Transportation Authority Governing Board, dated January 4, 1993, a copy of which is attached and incorporated.
- D. The City Council finds that no new information exists to show that the project or circumstances of the project have been changed to require additional environmental review, as described in State CEQA Guidelines 15162, and therefore the existing environmental documents adequately describe the potential impacts for this street vacation.
- E. That the City Council find that there is a public benefit to this street vacation. Upon vacation of the street, the City is relieved of its ongoing obligation to maintain the street. In addition, the City is relieved of any potential liability that might result from continued ownership of the involved street easements.
- F. That, in conformance with Section 556 of the City Charter, the Council make the finding that the vacation is in substantial conformance with the purposes, intent and provisions of the General Plan.

- G. That, in conformance with Section 892 of the California Streets and Highways Code, the Council determine that the vacation area is not necessary for non-motorized transportation facilities.
- H. That, in conformance with Section 8324 of the California Streets and Highways Code, the Council determine that the vacation area is not necessary for present or prospective public use.
- I. That the Council adopt the City Engineer's report with the conditions contained therein.
- J. That the City Clerk schedule the vacation for public hearing at least 30 days after the Public Works and Gang Reduction Committee approval so the City Clerk and Bureau of Engineering can process the Public Notification pursuant to Section 8324 of the California Streets and Highways Code.

FISCAL IMPACT STATEMENT:

The petitioner has paid a fee of \$32,1000.00 for the investigation of this request pursuant to Section 7.42 of the Administrative Code. Any deficit fee to recover the cost pursuant to Section 7.44 of the Administrative Code will be required of the petitioner.

Maintenance of the public easement by City forces will be eliminated.

NOTIFICATION:

That notification of the time and place of the Public Works Committee and the City Council meetings to consider this request be sent to:

- 1. The Port of Long Beach
Attn: Director of Properties
P. O. Box 570
Long Beach, CA 90801
- 2. The Port of Los Angeles
Attn: Director of Property Management
P. O. Box 151
San Pedro, CA 90733-0151

3. AJC Sandblasting Inc.
932 Schley Avenue
Wilmington, CA 90744
4. Daniel Campbell
444 W. Ocean Boulevard, Suite 800
Long Beach, CA 90802
5. Randy Fishfader
2401 E. Anaheim Street
Wilmington, CA 90744
6. Southern California Edison Co.
Attn: Jane Stone
Corporate Real Estate
14803 Chestnut Street
Westminster, CA 92683-9912
7. Fastlane Transportation, Inc.
Attn: Patrick Wilson
2400 E. Pacific Coast Highway
Wilmington, CA 90744
8. Alameda Corridor Transportation
Attn: J.P. Preusch, CFO
1 Civic Plaza Dr., Ste 350
Carson CA 90745
9. Alameda Corridor Transportation Authority
Attn: Manuel Hernandez
1 Civic Plaza Dr., Ste 350
Carson CA 90745
10. Samir Bahnan
4743 W 164th St
Lawndale CA 90260
11. City of Los Angeles
Department of General Services
Asset Management Division
111 E. 1st St, Room 201
Los Angeles CA 90012

12. Long Beach City
P.O. Box 570
Long Beach CA 90801

CONDITIONS:

The Conditions specified in this report are established as the requirements to be complied with by the petitioner for this vacation. Vacation proceedings in which the conditions have not been completed within 2 years of the Council's action on the City Engineer's report shall be terminated, with no further Council action.

1. That any fee deficit under Work Order E1401215 be paid.
2. That a suitable map, approved by the Harbor District Engineering office, delineating the limits, including bearings and distances, of the areas to be vacated be submitted to the Land Development Group prior to the preparation of the Resolution to Vacate.
3. That a suitable legal description describing the areas being vacated and all easements to be reserved, including copies of all necessary supporting documentation, be submitted to the Land Development Group of the Bureau of Engineering prior to preparation of the Resolution to Vacate.
4. That a title report indicating the vestee of the underlying fee title interest in the areas to be vacated be submitted to the City Engineer.
5. That Foote Avenue, designated as a Collector Street, be redesignated to a Local Street. The petitioner shall initiate proceedings by applying to the Department of City Planning.
6. That the following dedications be provided adjoining the petitioner's properties in a manner satisfactory to the City Engineer:
 - a. Dedicate sufficient area as public street to provide for turning areas along the termini of Sampson Avenue and of Schley Avenue that are to remain.
 - b. Dedicate sufficient area as public street to provide for the alignment and width of the continuation of Farragut Avenue, including but not limited to the intersection of Farragut Avenue with Grant Street, and the intersection of Farragut Avenue with the Terminal Island Freeway right-of-way.
7. That the following improvements be constructed adjoining the petitioner's properties in a manner satisfactory to the City Engineer:

- a. Construct standard street improvements along Farragut Avenue, including the new alignment of the continuation of Farragut Avenue, the intersection of Farragut Avenue with Grant Street, and the intersection of Farragut Avenue with the Terminal Island Freeway right-of-way.
 - b. Construct standard street improvements along the southerly side of Grant Street east of Farragut Avenue.
 - c. Construct turnaround areas at the termini of Sampson Avenue and of Schley Avenue.
8. That arrangements be made with all utilities agencies maintaining facilities in the areas to be vacated including but not limited to the Department of Water and Power, Southern California Edison, Southern California Gas Company, Valero Wilmington Refinery, Tosco Distribution Company, Verizon, Phillips Petroleum Company, and Shell Pipeline Company, for the removal of affected facilities or the providing of easements or rights for the protection of affected facilities to remain in place.
 9. That satisfactory arrangements be made with the City Engineer for the relocation or abandonment of the storm drain facilities located within the areas to be vacated, unless easements are reserved from the vacation for their protection.
 10. That an ingress-egress easement be reserved in the Resolution to Vacate for the use of the Fire Department and other public service vehicles over that portion of Grant Street from Farragut Avenue to 820 feet westerly thereof.
 11. That street lighting facilities be installed or removed as required by the Bureau of Street Lighting.
 12. That street trees be planted and tree wells be installed as may be required by the Urban Forestry Division of the Bureau of Street Services.
 13. That consents to the vacation be secured from owners of property adjoining the areas to be vacated.

TRANSMITTAL:

Application dated October 4, 2012, from the Alameda Corridor Transportation Authority.

DISCUSSION:

Request: The petitioner, Alameda Corridor Transportation Authority, owner or proposed owner of the properties shown outlined in yellow on Exhibit "B", is requesting the

vacation of the public streets and alleys shown colored blue and orange. They are requesting the vacation to consolidate the areas for the purpose of building a maintenance yard facility to provide maintenance and equipment areas as well as to service the Alameda Corridor project.

This vacation procedure is being processed under Council File No. 01-1459 adopted by the Los Angeles City Council on March 5, 2002.

Resolution to Vacate: The Resolution to Vacate will be recorded upon compliance with the conditions established for this vacation.

Previous Council Action: The City Council on March 18, 2008 conditionally adopted the City Engineer's report dated November 5, 2007, under Council File 02-1713. Since the petitioner failed to complete all conditions of the vacation within the time limit, the vacation request expired. On October 3, 2012, the petitioner submitted a new application. The Council on January 7, 2014 under Council File No. 13-1711 adopted a new Rule 16 Motion initiating street vacation proceedings.

Zoning and Land Use: The properties surrounding the proposed vacation areas are zoned M3-1VL and are vacant lots.

Description of Areas to be Vacated: The streets sought to be vacated are all unimproved local streets inaccessible for vehicular travel. The alleys are dedicated either 15 feet or 12 feet wide and are also unimproved and inaccessible. Foote Avenue designated as a collector street, is barricaded and closed for vehicular traffic at the southerly end of the intersection with Southern Pacific Drive. Grant Street is dedicated 30 feet wide. East Opp Street is dedicated 80 feet wide and Southern Pacific Drive south of the Southern Pacific Company Railroad Company is dedicated 50 feet wide.

Adjoining Streets and Alleys: Most of the adjoining streets and alleys to the vacation areas are unimproved streets. Schley Avenue south of the proposed vacation area is a partially improved local street dedicated 60 feet wide with a 40-foot wide asphalt concrete roadway including a concrete curb and gutter on the westerly side only. There is no sidewalk within this street.

Surrounding Properties: The owners of lots adjoining the vacation areas have been notified of the proposed vacation.

Effects of Vacation on Circulation and Access: The vacation of the public streets and alleys should not have any adverse effect on vehicular circulation or access since all of the proposed streets and alleys are unimproved and inaccessible for vehicular travel.

The streets and alleys are also not needed for the use of pedestrians, bicyclists or equestrians.

Objections to the Vacation: In response to the Bureau of Engineering's notification letter sent on August 6, 2002, for the vacation request under Council File 02-1713, Mr. Patrick

Wilson of Fastlane Transportation, Inc. (Fastlane), owner of properties adjoining the proposed vacation areas objected to these vacations. He indicated in his letter, dated August 25, 2002, that the vacation of Foote Avenue north of the Southern Pacific Company Railroad R/W or any portion thereof would severely affect his trucking and container storage business due to the increase in distance its trucks would have to travel through an alternate route, thus adding to his operational cost of the business as well as traffic pollution.

He is also opposing to the vacation of Grant Street between Farragut Avenue and Perry Avenue by stating that “prior to condemnation, our company leased the property abutting Grant Street (on the north side) between Farragut Avenue and Perry Avenue. While we no longer lease this portion of property, we continue to lease the non-condemned portion (north of the railroad tracks), and still a part of that lease is a private rail crossing agreement that entitles our company to cross the tracks and access Grant Street. Granting a street vacation for Grant Street will have the effect of denying us access to a public right of way after crossing the tracks, an incalculable value to us due to the fact that our company is already severely impacted by a shortage of rail crossings, and the elimination of one more crossing will have a monumentally negative impact on our operation.”

Furthermore, he is objecting the vacation of that portion of Perry Avenue because the vacation would eliminate access to his leased properties.

A letter, dated December 9, 2002, was received from Mr. David A. Moritz of the Alameda Corridor Engineering Team concluding that the ACTA’s proposal to vacate public streets will not eliminate access to Fastlane’s properties. He indicated that Fastlane Transportation, Inc. is the fee owner of three contiguous parcels northeasterly of the proposed street vacation area and that ACTA’s proposal to vacate and construct improvements to certain public streets shown on the map titled “Long Beach Leads Extension right of Way Exhibit Street Vacation Map” (Drawing No. SE-RE849, Rev. C, Dated 6/11/02) would improve Fastlane’s access to his properties.

He stated “A review of ACTA’s construction plans, and a review of said Exhibit confirms that ACTA’s construction work will not eliminate any existing access to Fast Lane’s fee owned property from existing public streets, and in fact improves Fast Lane’s access by avoiding the former railroad crossing.”

In a communication dated February 20, 2014 from Lu Hersh of the Alameda Corridor Engineering Team, Mr. Hersh reiterated that the streets being vacated will not effect the access to properties owned or leased by Fastlane. Mr. Hersh also stated that there are no existing CPUC approved crossings of the ACTA Long Beach Leads track at Foote Avenue, Cushing Avenue, MacDonough Avenue, Schley Avenue, Sampson Avenue, or Sigsbee Avenue, nor of the ACTA track at the Grant Street alignment.

There were no objections to the vacation submitted for this project in response to the Bureau of Engineering's notification sent on November 7, 2012 under Council File 13-1711.

Support of the Vacation: In response to the Bureau of Engineering's notification letter sent on August 6, 2002, for the vacation request under Council File 02-1713, a letter dated July 10, 2003, was received from Mr. Sid Robinson of the Port of Los Angeles supporting this vacation project provided that an easement for access for the use of the Fire Department across portions of Opp Street, Foote Avenue, and Grant Street to the tank farms and chemical plants north of the San Pedro Subdivision of the former Union Pacific Railroad be reserved.

The Fire Department stated in its communication dated August 26, 2002 and again in a communication dated November 14, 2012 that it has no conditions or objections to this vacation.

Reversionary Interest: No determinations of the underlying fee interest of the vacation areas have been made as to title or reversionary interest.

Dedications and Improvements: It will be necessary that the petitioner provide for the dedications and improvements as outlined under the conditions of this report.

Sewers and Storm Drains: There are no existing sewer facilities within the areas proposed to be vacated. There are, however, existing storm drain facilities within these areas.

Public Utilities: The Department of Water and Power, Southern California Edison, Southern California Gas Company, Valero Wilmington Refinery, Tosco Distribution Company, Verizon, Phillips Petroleum Company, and Shell Pipeline Company maintain facilities in the areas proposed to be vacated.

Tract Map: Since the required dedications can be acquired by separate instruments and the necessary improvements can be constructed under separate permit processes, the requirement for the recordation of a new tract map could be waived.

State of California Department of Transportation: The State of California Department of Transportation stated in its letter dated February 15, 2013 that it has no objection to the vacation request.

City Department of Transportation: The Department of Transportation stated in its communication dated January 3, 2003 that based on a field investigation and traffic considerations, the vacation of the area shaded in blue is not opposed if through the requirements of a tract map or by other means, provisions are made for 1) lot consolidation, 2) driveway and access approval by DOT, and 3) any additional dedications and improvements necessary to bring all adjacent streets into conformance with the City's standard street dimensions.

The Department of Transportation did not respond to the Bureau of Engineering's referral letter dated November 7, 2012.

City Fire Department: The Fire Department stated in its communication dated November 14, 2012 that all items of concern appear to have been addressed adequately at earlier levels of review and that it has no objection to the vacation request. The Fire Department also provided recommendations that:

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

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

Department of City Planning: The Department of City Planning did not respond to the Bureau of Engineering's referral letter dated August 6, 2002 nor to the Bureau of Engineering's referral letter dated November 7, 2012.

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

1. They are unnecessary for present or prospective public use.
2. They are not needed for vehicular circulation or access.
3. They are not needed for non-motorized transportation purposes.


The area shown colored orange should not be vacated because it is needed for public street purposes.

Report prepared by:

LAND DEVELOPMENT GROUP

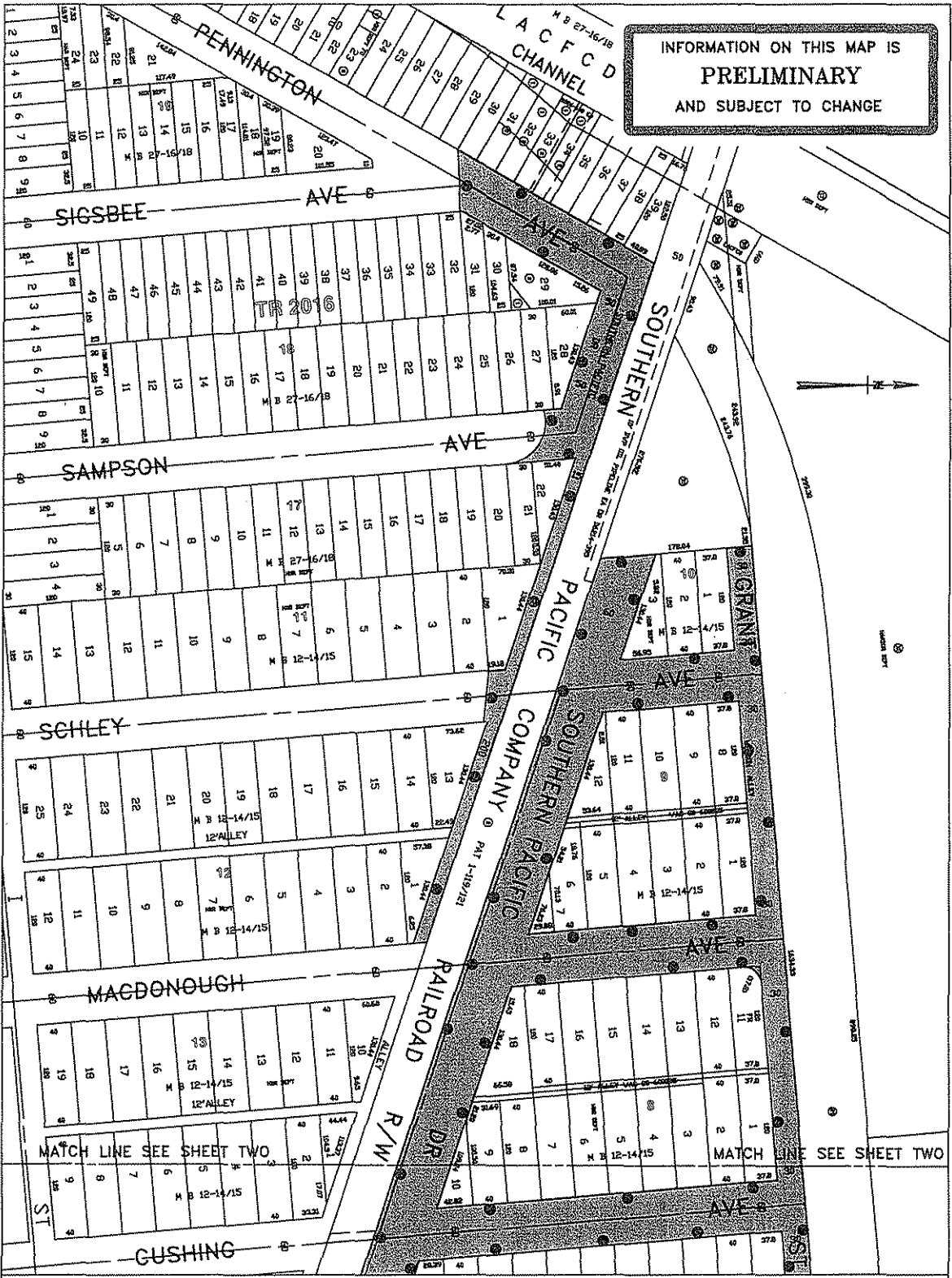
Dale Williams
Civil Engineer
(213) 202-3491

Respectfully submitted,


Edmond Yew, Manager
Land Development Group
Bureau of Engineering

EY/DW /

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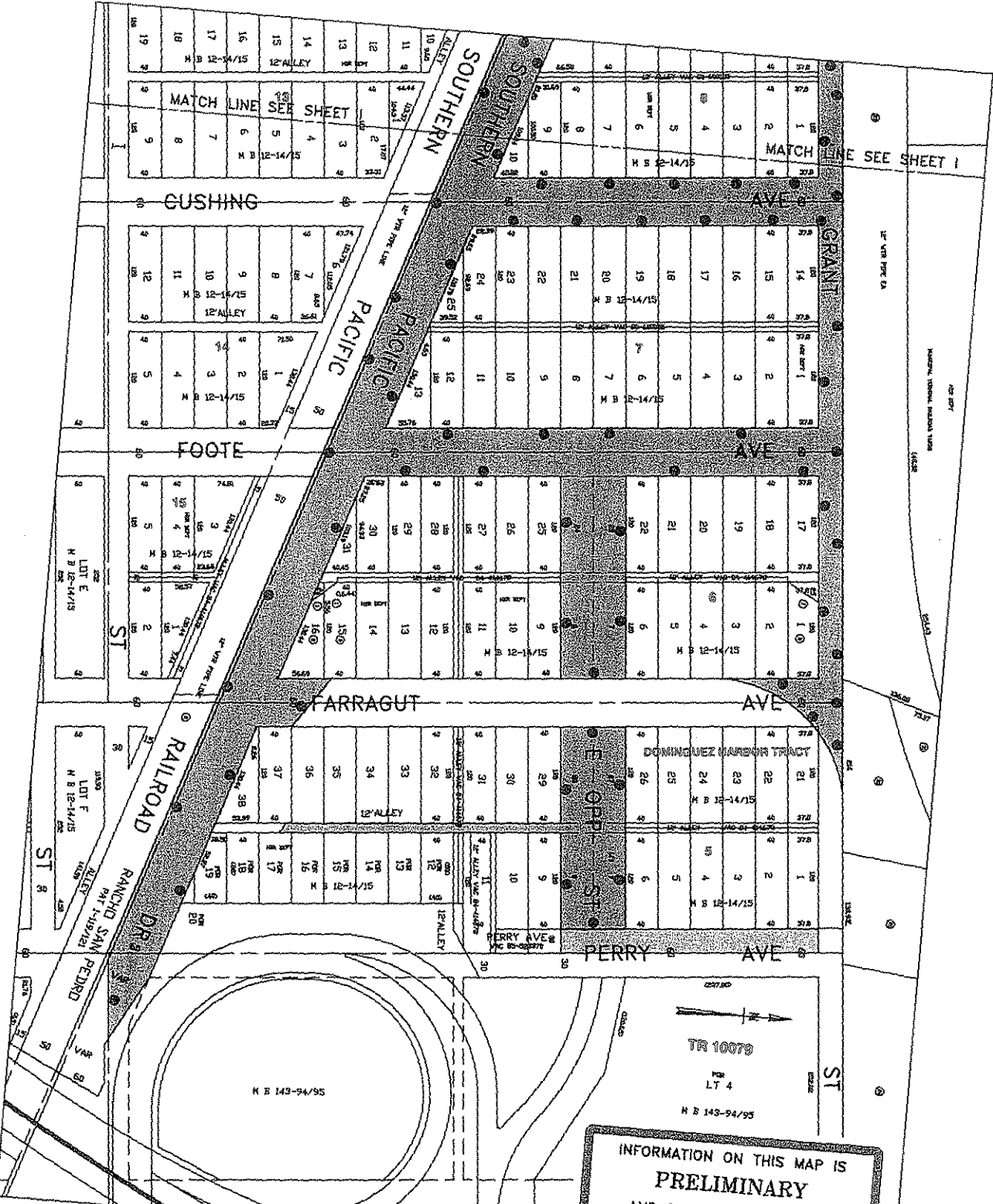
INFORMATION ON THIS MAP IS
PRELIMINARY
 AND SUBJECT TO CHANGE

TITLE: GRANT STREET AND SOUTHERN PACIFIC DRIVE VACATION DISTRICT.

WORK ORDER NO. VAC- E1401215
 COUNCIL FILE NO. 13-1711
 COUNCIL DIST. 15 DIV. INDEX 297,298
 ENG. DIST. HARBOR T.G. 794-H5
 DISTRICT MAP 033 -B- 217

DEPT. OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 CITY OF LOS ANGELES
 SHEET 1 OF 2 SHEETS

EXHIBIT B Legend: Vacation boundary as shown



INFORMATION ON THIS MAP IS
PRELIMINARY
 AND SUBJECT TO CHANGE

TITLE: GRANT STREET AND SOUTHERN PACIFIC DRIVE VACATION DISTRICT.

WORK ORDER NO. VAC- E1401215
 COUNCIL FILE NO. 13-1711
 COUNCIL DIST. 15 DIV. INDEX 297,298
 ENG. DIST. HARBOR T.G. 794-H5
 DISTRICT MAP 033B213 & 033B217

DEPT. OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 CITY OF LOS ANGELES
 SHEET 2 OF 2 SHEETS

EXHIBIT B

Legend: Vacation boundary as shown

APPLICATION FOR VACATION OF PUBLIC RIGHT OF WAY
ORIGINAL - (No copies or faxes)

DATE: Aug 30, 2017

PROJECT LOCATION AND DESCRIPTION:

- (1) Area proposed to be vacated is: An area bordered by Grant St., Southern
(Street/Avenue/Boulevard/alley/walk: N/S/E/W of)
and is located between: Pacific Drive, Pennington St., to Perry Ave.
~~(Street, Avenue, Boulevard or other limit)~~ and ~~(Street, Avenue, Boulevard or other limit)~~

• Attach a map if necessary.

- (2) The vacation area lies within or is shown on:

- (a) Engineering District: (check appropriately)

() Central Harbor () Valley () West Los Angeles

- (b) Council District No. 15

- (c) District Map No. _____

- (d) A CRA Redevelopment Area: n OR n
(YES) (NO)

- (3) Area (in sq. ft.) of the proposed vacation area is approx. 10 Acres sq. ft. If over 10,000 sq. ft. of buildable area, the vacation is not categorically exempt from the California Environmental Quality Act Guidelines and will require a higher level of environmental review. Contact a vacation staff member to discuss the effect of this on the processing of your application prior to submittal. If the applicant is required to have an environmental determination performed by the Bureau of Engineering Environmental Management Group, the applicant must submit an additional \$30,000 fee deposit. This will also increase the processing time by approximately 6 months.

• If the vacation is located within a Coastal Development Zone, a Coastal Development Permit will be required for the project. The applicant should be aware that vacations within a Coastal Development Zone will take longer to process and will be considerably more expensive. If the applicant is required to have a Coastal Development Permit processed by the Bureau of Engineering Environmental Management Group, the applicant must submit an additional \$30,000 fee deposit.

• Some city agencies, including LADOT, may require additional fees to be deposited to cover costs during the referral and investigation process. The applicant is responsible for paying the fees to the agency directly. Referral fees paid to other city agencies are separate from the Bureau of Engineering processing fees.

• If the proposed vacation is only for a portion of the Right-of-Way or a partial block, contact a vacation staff member prior to submitting application.

- (4) Purpose of vacation (future use of vacation area) is: Area to be used by ACTA for use of the site to house materials, vehicles and staff.

- (5) Vacation is in conjunction with: (Check appropriately)

() Revocable Permit () Tract Map () Parcel Map () Zone Change
() Other _____