

# Exhibit B

## Environmental Clearance

### Exhibit B -1

- Mitigated Negative Declaration

### Exhibit B-2

- Response to Comments

### Exhibit B-3

- Mitigated Monitoring Program

## ENV-2023-6313-MND

9143 De Soto Avenue Self Storage Project

9129, 9143, 9145 De Soto Avenue

### Mitigated Negative Declaration

<https://planning.lacity.gov/odocument/d903fb54-e233-454f-a80e-e5b0e457952e/ENV-2023-6313.pdf>

- Appendix A

<https://planning.lacity.gov/odocument/e6fe768e-26e4-4a59-9a67-813d22942737/ENV-2023-6313-A.pdf>

- Appendix B

<https://planning.lacity.gov/odocument/03df812f-8afb-434e-915f-7683e38d4536/ENV-2023-6313-B.pdf>

- Appendix C

<https://planning.lacity.gov/odocument/d029e254-dc2a-48c1-9461-d8c3128fb05c/ENV-2023-6313-C.pdf>

- Appendix D

<https://planning.lacity.gov/odocument/8134d5c4-a5db-4568-a2ca-2a5327037c91/ENV-2023-6313-D.pdf>

- Appendix E

<https://planning.lacity.gov/odocument/acb56a42-cad4-4539-91ee-bb4ef795bfa5/ENV-2023-6313-E.pdf>

- Appendix F

<https://planning.lacity.gov/odocument/fc861f3f-1e91-44fd-8b52-7d2dd9490a56/ENV-2023-6313-F.pdf>

- Appendix G

<https://planning.lacity.gov/odocument/e048c390-3c22-42da-8c64-6241a8e28799/ENV-2023-6313-G.pdf>

- Appendix H

<https://planning.lacity.gov/odocument/87953576-52a3-436e-9bb6-8a0e42b2b766/ENV-2023-6313-H.pdf>

- Appendix I

<https://planning.lacity.gov/odocument/7e729622-c2ad-45f7-8528-065132c66968/ENV-2023-6313-I.pdf>

- Appendix J

<https://planning.lacity.gov/odocument/a41c618e-c46b-459f-877f-4d7628b75f24/ENV-2023-6313-J.pdf>

## COMMENT LETTER NO. 1

Anthony Higgins  
Acting LDR/CEQA Branch Chief

Department of Transportation  
District 7  
100 S. Main Street, MS 16  
Los Angeles, California 90012

### 1-1

#### Comment No. 1-1

*Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The proposed project is for the construction, use, and maintenance of three new buildings for a total of 108,448 square feet, ranging from one to four stories for a new self-storage facility with one caretaker's unit. The project involves a zone change from the MR2 and P zone designations to C2, a conditional use review to operate as a self-storage in the C2 zone, and a site plan review for a project exceeding 50,000 square feet. The project will utilize Assembly Bill 2097 and will also provide a total of 22 parking spaces on a proposed surface parking lot. The City of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).*

#### Response to Comment No. 1-1

This introductory comment, which provides general information regarding the Project and its location relative to Caltrans facilities, which does not raise CEQA issues with respect to the Draft Initial Study/Mitigated Negative Declaration (IS/MND) or any of the impact analyses in the Draft IS/MND, is noted for the record.

### 1-2

#### Comment No. 1-2

*Caltrans aims to reach zero traffic-related fatalities and serious injuries by 2050 as there is a direct link between impact speeds and the likelihood of fatality or serious injury. To reach this goal, Caltrans encourages the Lead Agency to improve pedestrian and bicyclist amenities along De Soto Ave and connect to community destinations. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles are through physical design and geometrics.*

*These methods include constructing physically separated facilities such as Class IV bikeways, wide sidewalks, curb extensions, pedestrian refuge islands, landscaping, street furniture, reductions in overall parking, and roadway narrowing. Visual indicators such as pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to people walking or riding bikes.*

### **Response to Comment No. 1-2**

The Commenter states Caltrans' goal for zero traffic-related fatalities and serious injuries by 2050 and provides different methods of achieving goals they recommend that the Lead Agency implement. The project includes implementation of three of the methods noted by Caltrans: *wide sidewalks, landscaping, reduced parking*.

- *Wide Sidewalks*: The project is required to widen the existing 10-foot sidewalk by five feet in order to achieve a 15-foot sidewalk (BOE requires a three-foot right of way dedication along with a two-foot easement in-order to achieve a 15-foot-wide overall sidewalk).
- *Landscaping*: The project is providing nine Street Trees where currently there are zero street trees. Street Tree planting is subject to Urban Forestry review and approval.
- *Reduced Parking*: The project is utilizing State Bill AB 2097 to provide 22 parking spaces in lieu of the code required 41 parking spaces.

Additionally, the Project would be developed in compliance with applicable Los Angeles City Municipal Code regulations and must be reviewed and approved by the Department of Building and Safety and the Department of Transportation.

Therefore, the project as proposed and as evaluated in the MND/IS has addressed this comment.

### **1-3**

#### **Comment No. 1-3**

*As a reminder, any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on State Highways will need a Caltrans transportation permit. Caltrans recommends that the Project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.*

#### **Response to Comment No. 1-3**

The Commenter recommends that large size truck trips be limited to off-peak hours. As discussed in the IS/MND in Section 3.4, Project Description, the Project would implement Project Design Feature-1: Construction Traffic Management Program, which would schedule construction-related activities (such as deliveries/hauling) outside commuter peak hours. The Construction Traffic Management Program will be prepared by the contractor and must be submitted to the City for review and approval. The comment regarding Caltrans transportation permits is noted for the record and will inform the Applicant. Such permits are not discretionary City approvals and are thus separate from the approvals listed in the IS/MND. No further analysis or mitigation measures are required.

**1-4**

**Comment No. 1-4**

*If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-LA-2024-04585.*

**Response to Comment No. 1-4**

This comment concludes the letter and provides the contact information. This comment does not raise CEQA issues with respect to the IS/MND or any of the impact analyses in the IS/MND.

**COMMENT LETTER NO. 2**

Sahar Ghadimi  
Air Quality Specialist, CEQA IGR

South Coast Air Quality Management District  
Planning, Rule Development & Implementation  
21865 Copley Drive  
Diamond Bar, CA 91765

**2-1****Comment No. 2-1**

*I hope this email finds you well.*

*South Coast AQMD staff received a Notice of Intent to Adopt a Mitigated Negative Declaration for the 9143 De Soto Self Storage Facility Project (South Coast AQMD Control Number: LAC240801-01). Staff is currently in the process of reviewing the MND.*

**Response to Comment No. 2-1**

This introductory comment, which the South Coast AQMD acknowledges receipt of the Notice of Intent to adopt the Project IS/MND. The letter states AQMD staff is in the process of reviewing the IS/MND and does not raise CEQA issues with respect to the Draft IS/MND or any of the impact analyses in the Draft IS/MND.

**2-2****Comment No. 2-2**

*Please provide an electronic copy of any live modeling and emission calculation files (complete files, not summaries) that were used to quantify the air quality impacts from construction and/or operation of the Proposed Project as applicable:*

*CalEEMod, Input Files (.csv files).*

*Live EMFAC output files.*

- *Any Emission calculation file(s) (live version of excel file(s); no PFD) used to calculate the Project's emission sources*

*(i.e., truck operations)*

*You may send the above-mentioned files via a Dropbox link in which they may be accessed and downloaded by South Coast AQMD staff. Without files and supporting documentation, South Coast AQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.*

*If you have any questions regarding this request, please contact me.*

### **Response to Comment No. 2-2**

The commenter requested the Lead Agency to provide an electronic copy of any live modeling and emissions files used to quantify estimated Project air quality emissions. Envicom Corporation ran CalEEMod version 2022.1.1.21 to quantify potential air quality impacts and provided the Lead Agency with the CalEEMod export file and detailed emissions excel. The data was provided to the South Coast AQMD by the City via email on August 6, 2024 (the same day the AQMD comment was received). The EMFAC data used to estimate emissions is incorporated within CalEEMod version 2022.1. Per the CalEEMod User Guide, the fleet mix is derived from EMFAC 2021 using EMFAC2007 vehicle category classifications.<sup>1</sup> It is noted that the AQMD staff may require additional time beyond the end of the comment period. To date no follow up comment has been provided by AQMD

This comment does not raise specific CEQA comments with respect to the Draft IS/MND or the impact analysis in the Draft IS/MND. No further response is required.

As of the publication of this Response to Comments document, the City has not received subsequent communications from AQMD after providing the requested materials.

## **2-3**

### **Comment No. 2-3**

*If you have any questions regarding this request, please contact me.*

### **Response to Comment No. 2-3**

This comment concludes the letter. This comment does not raise specific CEQA comments with respect to the Draft IS/MND or the impact analysis in the Draft IS/MND.

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<sup>1</sup> California Air Pollution Control Officers Association (CAPCOA), CalEEMod User Guide Version 2022.1, April 2022.

# MITIGATION AND MONITORING PROGRAM

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## 1.1 INTRODUCTION

This Mitigation Monitoring Program (“MMP”) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project’s impacts in the MND takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

## 1.2 ORGANIZATION

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: the agency with the power to enforce the PDF or MM.
- Monitoring Agency: the agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase: the phase of the Project during which the PDF or MM shall be monitored.
- Monitoring Frequency : the frequency at which the PDF or MM shall be monitored.
- Action Indicating Compliance: the action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

### **1.3 ADMINISTRATIVE PROCEDURES AND ENFORCEMENT**

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

### **1.4 PROGRAM MODIFICATION**

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not in and of itself require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

## 1.5 MITIGATION MONITORING PROGRAM

### A. TRIBAL CULTURAL

#### *Mitigation Measure*

**TCR-1-MM-1:** Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleño Band of Mission Indians – Kizh Nation. Any qualified archeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources (“OHR”).

The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring the on-site monitoring shall end when the ground disturbing activities are completed, or when the archeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources.

Prior to commencing any ground disturbance activities, the archaeological monitor in consulting with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporary cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in conjunction with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and OHR.
2. If OHR determines, pursuant to Public Resources Code Section 21074(a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant,

or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendation are reasonable and feasible
4. In addition to any recommendations from the applicable tribe(s), a qualified archaeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with the best practices identified the Native American Heritage Commission and in compliance with applicable federal, state, or local law, rule or regulation.
5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all cost and fees associated with the mediation.
6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long the radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
7. The Applicant, or successor, may recommence ground disturbance activities inside of the specified radius of the discovery only after it has complied with all the recommendations developed and approved pursuant to the process to the process set forth in paragraphs 2 through 5 above.
8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
9. Notwithstanding paragraph 8 above, any information that Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidential Protocols.

**Enforcement Agency:** Department of City Planning, Office of Historic Resources (“OHR”).

**Enforcement Agency:** Los Angeles Department of Building and Safety, Department of City Planning

**Monitoring Agency:** Los Angeles Department of Building and Safety, Department of City Planning

**Monitoring Phase:** Pre-construction; Construction

**Monitoring Frequency:** Ongoing during pre-construction and construction

**Action Indicating Compliance:** Issuance of Certificate of Occupancy or Land Use Permit

## B. TRANSPORTATION

### *Project Design Feature*

**PDF-1 Construction Traffic Management Program:** A Construction Traffic Management Program, including but not limited to, lane closure or modification information, hauling, staging, and temporary access and parking plans, as necessary, shall be prepared by the Project construction contractor and submitted to the City for review and approval. The Construction Traffic Management Program shall convey the specific actions of the construction process, with focus on the activities that may potentially affect off-site rights-of-way. The Construction Traffic Management Program shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Construction vehicle and equipment parking or staging on surrounding public streets shall be minimized to the extent feasible.
- Temporary vehicular traffic controls (such as signage and/or flag persons) during construction activities adjacent to public rights-of-way to improve traffic flow on public roadways shall be implemented.
- Safety precautions for pedestrians and bicyclists, through such measures as signage and protection barriers, shall be implemented, as appropriate.
- Construction-related activities (such as deliveries and/or hauling) shall be scheduled to occur outside the commuter peak hours.
- To avoid structural damage related to construction period vibration, loaded trucks shall be prohibited from operating within 15 feet of off-site structures.

**Enforcement Agency:** Los Angeles Department of Building and Safety, Los Angeles Department of Transportation

**Monitoring Agency:** Los Angeles Department of Building and Safety, Los Angeles Department of Transportation

**Monitoring Phase:** Pre-construction; Construction

**Monitoring Frequency:** As needed

**Action Indicating Compliance:** Issuance of Grading and/or Building Permits