
ERRATUM NO. 2 TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE SOUTHERN CALIFORNIA FLOWER MARKET PROJECT

INTRODUCTION

This Erratum makes minor technical corrections and clarifications to the Final Environmental Impact Report (EIR) for the Southern California Flower Market Project (Project). These EIR modifications clarify and refine the EIR and provide supplemental information to the City decision-makers and the public. CEQA requires recirculation of a Draft EIR only when “significant new information” is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. Section 15088.5 of the CEQA Guidelines specifically states:

New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

- *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
- *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.*
- *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.*
- *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

CEQA Guidelines Section 15088.5 also provides that “[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR [...] A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.”

The information added pursuant to this Erratum does not disclose a new significant environmental impact that would result from the Project or from a new mitigation measure or substantial increase in the severity of an environmental impact. Nor does it contain significant new information that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect that the Applicant has declined to adopt. Additionally, information provided in this Erratum does not

present a feasible Project alternative or mitigation measure considerably different from others previously analyzed in the EIR. All of the information added pursuant to this Erratum merely clarifies, corrects, adds to, or makes insignificant modifications to information in the EIR. The City has reviewed the information in this Erratum and has determined that it does not change any of the basic findings or conclusions of the EIR, does not constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5, and does not require recirculation of the EIR.

Minor Corrections and Additions

Addition of Clarifying Language to Project Design Feature L-1

Los Angeles County Metropolitan Transportation Authority (Metro) sent a comment letter to the Final EIR on May 8, 2019 outlining recommendations germane to Metro’s responsibilities regarding regional transportation. These recommendations are addressed through the addition of clarifying language to Project Design Feature L-1, which details the Construction Traffic Management Plan for the Project, requiring coordination with Metro and other public transit agencies. This coordination will ensure that disruptions to the existing transit network are minimized.

The following addition shall be made to EIR Project Design Feature L-1, in order to clarify the role of the Construction Traffic Management Plan in coordinating with public transit agencies. Additions are provided in **bold, underlined**.

L-1: Construction Traffic Management Plan. A detailed Construction Traffic Management Plan, including street closure information, detour plans, haul routes, and staging plans would be prepared and submitted to the City, including its Department of Transportation, for review and approval. The Construction Traffic Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of specific construction activities and other projects in the vicinity, and will include the following elements as appropriate:

- Providing for temporary traffic control during all construction activities within public rights-of-way to improve traffic flow on public roadways (e.g., flagmen);
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- **Coordinate with public transit agencies, including LADOT and Metro, to provide advanced notifications of any temporary transit stop relocations, to ensure continued access to the bus stop directly adjacent to the site on 7th Street and Maple Avenue, and to follow all safety-required procedures required by the concerned agency;**
- Rerouting construction trucks to reduce travel on congested streets to the extent feasible;

- Prohibiting construction-related vehicles from parking on surrounding public streets;
- Providing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Accommodating all equipment on-site; and
- Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project.
- Providing off-site truck staging in a legal area furnished by the construction truck contractor. Haul trucks would be radioed in from the off-site staging area to minimize queuing along streets in the immediate vicinity of the Project Site.
- Ensuring that access will remain unobstructed for land uses in proximity to the Project Site during Project construction.

Enforcement Agency: City of Los Angeles Department of Transportation; Los Angeles Metropolitan Transportation Authority

Monitoring Agency: City of Los Angeles Department of Transportation; Los Angeles Metropolitan Transportation Authority

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; periodic field inspection

Action Indicating Compliance: Plan approval; field inspection sign-off

These clarifications and additions do not alter the conclusions of the EIR, as is presented in the analysis below.

ENVIRONMENTAL IMPACT ANALYSIS

1. Aesthetics

No changes are proposed to the Project design or the types of land uses included in the Project, and only a change is proposed with respect to the Construction Traffic Management Plan. Therefore, the impacts with respect to aesthetics would remain unchanged from the EIR.

2. Air Quality

The conditions that could affect impacts to air quality would remain unchanged with the change proposed with respect to the Construction Traffic Management Plan. As no additional vehicle trips would be generated, the impacts with respect to air quality would remain unchanged from what was analyzed in the EIR, and impacts would continue to be less than significant.

3. Cultural Resources

The conditions that could affect impacts to cultural resources would remain unchanged with the change to the Construction Traffic Management Plan. There are no historic buildings located on the Project Site, and there are no changes to the proposed construction footprint or amount of excavation. Therefore, the potential to encounter archaeological resources, paleontological resources, or human remains would be the same as disclosed in the EIR, and the impacts with respect to cultural resources would remain unchanged.

4. Geology and Soils

The conditions that could affect impacts to geology and soils would remain unchanged from the analysis provided in the EIR. The change to the Construction Traffic Management Plan does not change the existing geologic conditions of the Project Site, or the engineering and excavations plans for the development. Therefore, the geology and soils impacts would remain unchanged.

5. Greenhouse Gas Emissions

The conditions that could affect impacts to greenhouse gases would remain unchanged from the analysis provided in the EIR. Therefore, the change to the Construction Traffic Management Plan would not result in any changes to the number of vehicle trips generated by the Project. As no additional vehicle trips would be generated, the impacts with respect to greenhouse gas emissions would remain unchanged from what was analyzed in the EIR, and impacts would continue to be less than significant.

6. Hazards and Hazardous Materials

The change in the Construction Traffic Management Plan would not change the conditions that could affect impacts to hazards and hazardous materials from the analysis provided in the EIR. The Project would continue to be constructed on the same site as analyzed in the EIR, and the same type of land uses are proposed. As discussed in the EIR, the Project would only involve the limited use of hazardous materials, such as small quantities of cleaning solvents, paints, and pesticides for landscaping. These substances would be used and disposed of in accordance with applicable regulations, and therefore, impacts would be less than significant. As such, impacts with respect to hazards and hazardous materials would remain unchanged from the EIR.

7. Land Use and Planning

No changes are proposed to the types of land uses included in the Project, and only a minor changes is proposed with respect to the Project's Construction Traffic Management Plan. In addition, no new or different discretionary actions are requested based on the changes to the Construction Traffic Management Plan. As such, the land use and planning impacts would remain unchanged from the EIR.

8. Noise

The conditions that could affect impacts to noise would not be changed by the change in the Construction Traffic Management Plan. Therefore, the impacts with respect to noise would remain

unchanged from what was analyzed in the EIR, and impacts would continue to be less than significant.

9. Population and Housing

The change to the Construction Traffic Management Plan would not result in any changes to the population generated by the Project, or the number of housing units included in the Project. Therefore, the impacts with respect to population and housing would be less than significant, and no new impacts would occur as a result of the revised event space square footage description.

10. Public Services

Fire

The population generated by the Project would not change based on the change to the Construction Traffic Management Plan, and, therefore, the Project would not require the need for new or altered fire station facilities, and no new impacts with respect to fire protection would occur. Therefore, the impacts with respect to Fire Services would remain unchanged from what was analyzed in the EIR, and impacts would continue to be less than significant.

Police

The population generated by the Project would not change based on the change to the Construction Traffic Management Plan and, therefore, the Project would not require the need for new or altered police facilities, and no new impacts with respect to police protection would occur. Therefore, the impacts with respect to Police Services would remain unchanged from what was analyzed in the EIR, and impacts would continue to be less than significant.

Schools

The population generated by the Project would not change based on the change to the Construction Traffic Management Plan and, therefore, no new impacts to school facilities would occur. Further, as stated in the EIR, the Project would be required to pay school facilities fees pursuant to SB 50, which would be used to construct facilities. Mandatory compliance with the provisions of SB 50 is deemed to provide full and complete mitigation of school facilities impacts. Therefore, the impacts with respect to schools would be less than significant, and no new impacts would occur as a result of the minor change to the Construction Traffic Management Plan.

Parks

The change to the Construction Traffic Management Plan does not change the number of residential dwelling units or residents at the Project Site, and therefore would not create an additional demand for parks or recreational facilities beyond what was analyzed in the EIR. The Project would comply with applicable LAMC requirements intended to reduce the increased demand for parks and recreational facilities by contributing funds to a City-controlled account to be used to acquire or develop new parkland in the local service area. Project features (public space, recreational facilities, and open space) and required payment of applicable fees would ensure Project impacts are less than significant. Therefore, the impacts with respect to parks

would be less than significant, and no new impacts would occur as a result of the minor change to the Construction Traffic Management Plan.

Libraries

The population generated by the Project would not change based on the change to the Construction Traffic Management Plan. Therefore, the Project would not increase the demand for library services such that a new or physically altered library facility would be required. Therefore, the impacts with respect to libraries would be less than significant, and no new impacts would occur as a result of the minor change to the Construction Traffic Management Plan.

11. Transportation/Traffic

The change to the Construction Traffic Management Plan would ensure that construction-related impacts to transit facilities remain less than significant by clarifying the coordination required between the Project and Metro and other public transit agencies in the event of any temporary relocation of transit stops due to Project construction. No significant impact had been identified from any potential transit disruption, and this clarification is procedural in nature, not requiring any particular physical change to the Project. Thus, the conclusion of the EIR in this regard that impacts are less than significant does not change. Impacts to Congestion Management Program intersections, arterial segments, and freeway monitoring locations were all analyzed in the EIR and found to be less than significant. Conditions that could affect impacts to other aspects of transportation and traffic, such as traffic generated by the Project, would be unchanged from what was analyzed in the EIR. Therefore, impacts related to transportation and traffic would remain less than significant, and no new impacts would occur as a result of the minor change to the Construction Traffic Management Plan.

12. Tribal Cultural Resources

The conditions that could affect impacts to tribal cultural resources would remain unchanged with the change to the Construction Traffic Management Plan. There are no changes to the proposed construction footprint or amount of excavation. Therefore, the potential to encounter tribal cultural resources would be the same as disclosed in the EIR, and the impacts with respect to tribal cultural resources would remain unchanged.

13. Utilities and Service Systems

Wastewater

The conditions that could affect impacts to wastewater Systems would remain unchanged with the change to the Construction Traffic Management Plan. Further, as stated in the EIR, detailed gauging and evaluation as part of the City's permit process would identify a specific sewer connection point. If the public sewer has insufficient capacity, then the Applicant would be required to build sewer lines to a point in the sewer system with sufficient capacity. Therefore, the impacts with respect to wastewater would be less than significant, and no new impacts would occur as a result of the minor change to the Construction Traffic Management Plan.

Water

The conditions that could affect impacts to water systems would remain unchanged with the change to the Construction Traffic Management Plan. As stated in the EIR, LADWP would be able to supply the water needed for the Project, and impacts would therefore be less than significant and no new impacts would occur as a result of the change to the Construction Traffic Management Plan.

Solid Waste

The conditions that could affect impacts to solid waste disposal would remain unchanged with the change to the Construction Traffic Management Plan. As stated in the EIR, the Sunshine Canyon Landfill would have adequate capacity to accommodate the Project's solid waste, and impacts would therefore be less than significant and no new impacts would occur as a result of the change to the Construction Traffic Management Plan.

Energy Conservation

Project energy consumption, including both electricity and natural gas, would remain unchanged with the change to the Construction Traffic Management Plan. As stated in the EIR, the Project's electricity consumption would represent approximately 0.02 percent of the forecasted 2022-2023 electricity demand. Impacts would therefore be less than significant and no new impacts would occur with respect to electricity as a result of the change to the Construction Traffic Management Plan. Also as stated in the EIR, the Project's natural gas consumption would represent approximately 0.002 percent of the peak 2022 natural gas demand. Impacts would therefore be less than significant and no new impacts would occur with respect to natural gas as a result of the change to the Construction Traffic Management Plan.

CONCLUSION

Based on the analysis presented above, the edits and additions to the EIR set forth in this Erratum do not result in any of the conditions set forth in Section 15088.5 of the CEQA Guidelines requiring recirculation of the Draft EIR. Specifically, the Project would not result in any new significant impacts or a substantial increase in an impact already identified in the Draft EIR, nor does this Erratum disclose a feasible alternative or mitigation measure the Applicant has declined to adopt. The analysis provided above demonstrates that all of the impacts previously examined in the EIR would remain unchanged with the change to the Construction Traffic Management Plan as included in the addition of clarifying language to Project Design Feature L-1.