



## DEPARTMENT OF CITY PLANNING

### APPEAL REPORT

#### City Planning Commission

**Date:** August 8, 2019  
**Time:** After 8:30 A.M.  
**Place:** Los Angeles City Hall  
Council Chamber, Room 340  
200 North Spring Street  
Los Angeles, CA 90012

**Public Hearing:** July 11, 2019  
**Appeal Status:** Further Appealable to City Council  
**Expiration Date:** August 8, 2019  
**Multiple Approval:** Yes

**Case No.:** VTT-74568-1A  
**CEQA No.:** ENV-2016-3991-EIR  
**Incidental Cases:** N/A  
**Related Cases:** CPC-2016-3990-GPA-VZC-  
HD-MCUP-SPR  
**Council No.:** 14–Huizar  
**Plan Area:** Central City  
**Specific Plan:** none  
**Certified NC:** Downtown Los Angeles  
**Existing GPLU:** Light Manufacturing  
**Proposed GPLU:** Community Commercial  
**Existing Zone:** M2-2D  
**Proposed Zone:** C2-2

**Applicant:** Scott Yamabe,  
Southern California Flower  
Growers, Inc.  
**Representative:** Joel Miller, Gensler

**Appellants:** 1. American Florists  
Exchange, Ltd.  
2. Coalition for Responsible  
Equitable Economic  
Development

**Appellants’  
Representatives:** 1. Elizabeth Watson,  
Greenberg Glusker Fields  
Claman & Machtinger LLP  
2. Camille Stough,  
Adams Broadwell Joseph  
and Cardozo

**PROJECT LOCATION:** 709–765 South Wall Street, 306–326 East 7th Street, and 750–752 South Maple Avenue

**PROPOSED PROJECT:** Vesting Tentative Tract Map No. 74568, located at 709–765 S. Wall Street, 306–326 E. 7th Street, and 750–752 S. Maple Avenue, for the merger and resubdivision of a 3.86-net-acre site into three ground lots and 13 airspace lots for a project to expand and redevelop the existing Flower Market facility between Maple Avenue and Wall Street, south of 7th Street, while maintaining the existing wholesale market.

**REQUESTED ACTIONS:** Appeal of the June 3, 2019 Advisory Agency determination which:

**CERTIFIED** the following:

- 1) The Southern California Flower Market EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- 2) The Southern California Flower Market EIR was presented to the Advisory Agency as a

- decision-making body of the lead agency; and
- 3) The Southern California Flower Market EIR reflects the independent judgment and analysis of the lead agency.

**ADOPTED** the following:

- 1) The related and prepared Southern California Flower Market Environmental Findings; and
- 2) Mitigation Monitoring Program prepared for the Southern California Flower Market.

**APPROVED** Pursuant to Section 17.15 of the Los Angeles Municipal Code (LAMC),

**Vesting Tentative Tract Map No. 74568**, located at 709–765 S. Wall Street, 306–326 E. 7th Street, and 750–752 S. Maple Avenue, for the merger and resubdivision of a 3.86-net-acre site into **three (3) ground lots and 13 airspace lots** for a project to expand and redevelop the existing Flower Market facility while maintaining the existing wholesale market.

**RECOMMENDED ACTIONS:**

1. **Deny** the appeals in part and **Approve** the appeals in part, of the decision of the Advisory Agency to approve Case No. VTT-74568, to modify the Conditions as described in this report;
2. **Find** that the City Planning Commission has reviewed and considered the information contained in the Environmental Impact Report prepared for this project, which includes the Draft EIR, No. ENV-2016-3991-EIR (State Clearinghouse No. 2017051068) dated September 20, 2018, the Final EIR, dated April 12, 2019 (Southern California Flower Market EIR), and Erratum dated July 26, 2019, as well as the whole of the administrative record; and

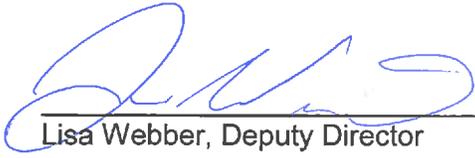
**CERTIFY** the following:

- 1) The Southern California Flower Market EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- 2) The Southern California Flower Market EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
- 3) The Southern California Flower Market EIR reflects the independent judgment and analysis of the lead agency.

**ADOPT** the following:

- 1) The related and prepared Southern California Flower Market Environmental Findings; and
  - 2) Mitigation Monitoring Program prepared for the Southern California Flower Market EIR (Exhibit D); and
3. **Adopt** the Advisory Agency's Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP  
Director of Planning



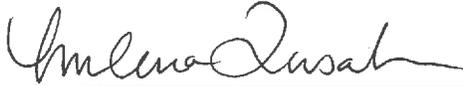
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Lisa Webber, Deputy Director



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Heather Bleemers, Senior City Planner



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Milena Zasadzien, City Planner  
Deputy Advisory Agency



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F – Health Risk Assessment

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H – Douglas Kim Technical Response to CREED Appeal

Environmental Impact Report (EIR) link:

[https://planning.lacity.org/eir/SoCal\\_FlowerMarket/CoverPg.html](https://planning.lacity.org/eir/SoCal_FlowerMarket/CoverPg.html) .....

## AMENDMENTS TO TRACT MAP CONDITIONS

Vesting Tentative Tract Map No. VTT-74568 Condition of Approval No. 24, from the Department of Recreation and Parks, is modified as follows (Strike though to delete and bold/underline to add):

The previous version of Condition No. 24 reads: "That the Quimby fee be based on the C2 Zone and be paid prior to recordation of Final Tract Map. The application for Vesting Tentative Tract Map No. 74568 was deemed complete on November 1, 2016."

The amended version of Condition No. 24 shall read: "That the Quimby fee be based on the C2 Zone and be paid prior to the recordation of the Final Tract Map **or issuance of the Certificate of Occupancy (C of O)**. The application for Vesting Tentative Tract Map No. 74568 was deemed complete on November 1, 2016."

## APPEAL REPORT

### **BACKGROUND**

The subject tract map is for the merger and re-subdivision of the 3.86-net-acre (168,296-square-foot) site, located at 755 S. Wall Street, into three ground lots and 13 airspace lots. The subject tract map allows the applicant to provide separate ownership opportunities of the different uses (residential, wholesale flower market, retail, restaurant, event center, office) within the future development of the site. In conjunction with the tract map, the Project Applicant proposes to expand and redevelop the existing Flower Market facility while maintaining the existing wholesale market. The existing property consists of two buildings, the North Building (206,517 square feet), constructed in 1962, and the South Building (185,111 square feet), constructed in 1981. Both buildings include open roof-top parking, with surface parking/loading on the northernmost portion of the site.

The Tract Map approval is associated with a project that proposes to construct a new mixed-use development consisting of wholesale trade, retail, restaurant, office, and residential uses. The Applicant proposes to maintain and renovate the North Building, continuing operations during and after the redevelopment, and demolish the South Building in preparation of a new building, which would be 15 stories (12-story residential tower over three stories of office, retail, restaurant, wholesale flower market, and parking) and 205 feet in height. The development program would consist of: 323 residential units (the Applicant providing 10% of the units [or approximately 32 units] for moderate income families), 64,363 square feet of office space, 4,385 square feet of retail space, 63,785 square feet of wholesale space and storage, 13,420 square feet of food and beverage space, and 10,226 square feet of event space.

The Project Site is relatively flat, comprising three parcels that, when combined, form a roughly rectangular site occupying the majority of the block bounded by 7th Street, Wall Street, 8th Street, and Maple Avenue, but excluding both the southern portion of the block adjacent to 8th Street and a narrow parcel (APN 5145004012) adjoining Wall Street and occupied by another commercial building. The Site has approximately 251 feet of frontage along 7th Street, 627 feet of total frontage along Wall Street in two discontinuous segments, and 648 feet of frontage along Maple Avenue. The subject property is legally described as Parcel "A" as shown in Parcel Map L.A. No. 4569 (APN 5145004034), Lot 31 of the Maple Avenue Tract (APN 5145004033), and Parcel "B" as shown in Parcel Map L.A. No. 4569 (APN 5145004035).

The Project Site is located within the Flower District neighborhood, part of the larger Wholesale District within the Central City Community Plan Area. The Project Site vicinity contains a mix of parking lots, warehouses, retail, and some commercial and residential uses contained in structures ranging from low-rise to medium-rise buildings. To the immediate east is another large flower wholesale market, the Los Angeles Flower Market.

The Site is located within the M2-2D Zone and is currently designated for Light Industrial land uses, corresponding to the MR2 and M2 zones. The concurrent CPC case for this project, CPC-2016-3990-GPA-VZC-CUB-ZV-SPR, proposes to change the zone to C2-2 and re-designate the land use to Community Commercial.

The Project Site is not within a hillside area, liquefaction zone, or Methane Hazard Site. The project site is located in the Los Angeles State Enterprise Zone, the Greater Downtown Housing Incentive Area, and a Transit Priority Area pursuant to Public Resources Code Section 21099(d).

## **APPEAL**

Pursuant to Section 17.06 A.3 of the LAMC, appeals of a Vesting Tentative Tract Map are made to the Appeal Board, which in this case is the City Planning Commission, as there is a concurrent City Planning Commission case being heard for this Project. Once the City Planning Commission renders their decision on the appeal, the decision may be further appealed to the City Council, if an appeal is filed pursuant to Section 17.06 A.4 within 10 days of the issuance of the Letter of Decision.

The Deputy Advisory Agency issued a letter of determination on June 3, 2019, approving Vesting Tentative Tract Map No. VTT-74568. Two appeals were filed in a timely manner, both on June 13, 2019. One appeal was from American Florists Exchange, Ltd. (AFE), and the other was from the Coalition for Responsible Equitable Economic Development (CREEDLA) c/o Camille Stough. Below is a summary of the appeal points with staff's response.

### **APPEAL POINTS AND STAFF RESPONSES**

#### ***American Florists Exchange, Ltd. (AFE) Appeal***

The AFE appeal, attached as Exhibit A, is quite brief, noting that private discussions are planned between AFE, another wholesale flower market located across Wall Street to the east of the Project Site owned and operated by the Southern California Flower Market, and that depending on the outcome of those discussions, they may have concerns to bring to the City Planning Commission; an appeal was filed to preserve their rights to contest the Project as it proceeds through the approval process. In lieu of a detailed list of justifications, a conclusory statement was provided about the approval of the Vesting Tentative Tract Map, which has been addressed below.

#### **Appeal Statement AFE-1**

The appellant asserts that the decision-maker erred due to the failure to adequately address the significant issues that arise from the proposed placement of the new and potentially incompatible uses within the Flower District.

#### **Staff Response AFE-1**

The Appellant provides a conclusory statement in lieu of a detailed list of justifications. However, the appellant did provide a comment letter in response to the Draft EIR, which was responded to as Letter B11 in Section 2. Responses to Comments, in the Final EIR. The comment primarily outlined concerns with the introduction of residential uses in proximity to the around-the-clock activities that are associated with wholesale and retail flower sales and the concern with noise and pedestrian safety.

Regarding the introduction of residences into a wholesale/industrial area, the residences constructed as part of the Project are not the only residences within the Project and AFE vicinity. Furthermore, the Proposed Project will be required to be constructed to adhere to both LAMC and building code standards requiring residential interior noise levels to be kept to 45 dB or below. Crucially, however, CEQA generally does not require a lead agency to evaluate the effects of the environment on future residential uses of a proposed project (See *Cal. Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369, 286-90). Rather, CEQA requires an analysis of the effects of a proposed project on the environment. Therefore, any impacts of noise associated with warehouse operations on the Project's residential uses is not considered a matter for CEQA analysis. Regardless, there is

not anticipated to be any noise impacts on the proposed residential uses, and the introduction of residences to the vicinity is not novel with the Project.

Regarding potential traffic and parking impacts related to project construction, these were evaluated in the Draft EIR using the construction impact factors set forth in the LA CEQA Thresholds Guide. This includes review of four categories of potential impacts: temporary traffic impacts, temporary loss of access, temporary loss of bus stops or rerouting of bus lines, and temporary loss of on-street parking. The Draft EIR found that Project construction impacts would be less than significant in each of these categories. Furthermore, Project Design Feature PDF-1 requires the preparation of a Construction Traffic Management Plan to maintain access to adjacent properties. Lastly, as detailed in the EIR, all potentially significant environmental impacts associated with the Project have been mitigated below a level of significance; there are no unavoidable significant impacts.

### ***Coalition for Responsible Equitable Economic Development (CREEDLA) Appeal***

While CREEDLA did not submit any comment letters on the Draft or Final Impact Report, they do incorporate technical comments from Soil Water Air Protection Enterprise (SWAPE) that had previously been incorporated into a second AFE letter that was submitted during the public hearing on May 8, 2019. This letter is responded to in a supplemental document to the Final EIR attached to this report as Exhibit E, Supplemental Response to Final EIR Comment Letter. Their appeal justifications are summarized and responded to below.

#### **Appeal Statement CREEDLA-1**

The appellant asserts that the EIR fails to accurately identify and adequately evaluate noise impacts on all sensitive receptors.

#### **Staff Response CREEDLA-1**

The Appeal questions why construction noise impact analyses were not conducted at four nearby residential buildings. The Noise impact methodology in the EIR was supported by substantial evidence, prepared by noise modeler Noah Tanski of DKA Planning, in analyzing construction noise impacts at a representative set of sensitive receptor locations in different directions and distances from the Project Site. It is not necessary to analyze impacts at every sensitive receptor in a project's vicinity if the impacts at a particular receptor location would be clearly greater at another receptor locator that is analyzed. Mr. Tanski also prepared a response to this appeal statement, attached as Exhibit G and summarized as follows.

Three of the buildings cited by the Appellant, the Santee Village Lofts, the Garment Lofts, and the Santee Village Apartments, are located farther away from the Project Site than the Santee Court Apartments building, located at 716 S. Los Angeles Street, which was analyzed for construction noise impacts. Specifically, the Santee Court Apartments building, analyzed in the EIR, is approximately 240 feet northwest of the Project site, while the distances to the buildings noted by the applicants are approximately 300 feet to the northwest for the Santee Village Lofts, 280 feet to the northwest for the Garment Lofts, and 240 feet to the northwest for the Santee Village Apartments.

Therefore the noise impacts on these three buildings are evaluated by noting that they would have equal or lesser noise impacts than the less-than-significant impact analyzed at the equally distant or nearer Santee Court Apartments building. Furthermore, the line of sight to the Project Site of one of these buildings mentioned by the appellant, the Garment Lofts, is nearly entirely obstructed by other buildings, which would further lessen the noise impact. Additionally, Mitigation Measure I-1 is included in the EIR to reduce overall construction noise

impacts, and Mitigation Measure I-2, a temporary sound barrier, is included to reduce construction noise impacts at the Santee Court Apartments and any other sensitive receptors in the same general direction from the Project Site. Like all environmental impacts for this project, construction noise impacts were found to be less than significant with mitigation.

The fourth residential building that the Appeal inquires about is the Textile Building Lofts located at 315 E. 8<sup>th</sup> Street, approximately 55 feet northwest of the Project Site. This building is located at a busy intersection that has a higher noise baseline than the Santee Court Apartments, which is 130 feet from any busy roadways. With the higher baseline noise, an equally loud construction noise would be less noticeable, due to the lesser contrast. The increase in noise at the Textile Building Lofts from project construction would be just 1.3 dBA Leq, similar to but less than the 1.6-dBA Leq impact that would occur at Santee Court Apartments. This impact is less than both the 5-dBA noise increase threshold and the 3-dBA Leq threshold of perceptibility.

### **Appeal Statement CREEDLA-2**

The appellant asserts that the EIR fails to accurately identify and adequately evaluate air quality impacts on all sensitive receptors.

### **Staff Response CREEDLA-2**

Similar to Appeal statement CREEDLA-1, in CREEDLA-2 the Appeal calls out several nearby sensitive receptors for air quality and asserts that air quality impacts from Project construction were not adequately discussed in the EIR. The Air Quality impact methodology in the EIR was supported by substantial evidence, prepared by technical consultant Douglas Kim or DKA Planning. Mr. Kim also prepared a response to this appeal statement, attached as Exhibit H and summarized as follows. The EIR determines the significance of air quality impacts by analyzing the impacts at a representative selection of sensitive receptors in the Project vicinity. It is not necessary to analyze the impact separately at every sensitive receptor in the area.

Similar to the noise impacts questioned in CREEDLA-1, the sensitive receptors for air quality selected by the Appellant are all an equal or farther distance from the Project site as sensitive receptors that were analyzed in the EIR. Therefore they would experience equal or lesser impacts related to air quality than the receptors analyzed in the EIR, all of which were found to have less than significant air quality impacts. Compliance with South Coast Air Quality Management District thresholds of significance enables the Project to avoid significant impacts to any of the sensitive receptors. The EIR concludes that mitigated construction impacts on air quality for sensitive receptors at any distance would be less than significant.

### **Appeal Statement CREEDLA-3**

The Appeal asserts that the City failed to revise and recirculate the EIR after the City added significant new information identifying sensitive receptors required for adequate analyses of noise and air emissions impacts on those sensitive receptors.

### **Staff Response CREEDLA-3**

This Appeal statement asserts that the sensitive receptors identified in Appeal statements CREED-1 and CREED-2 constitute "significant" new information that, under CEQA Guidelines Section 15088.5, would require recirculation of the Draft EIR. As noted in the responses to CREEDLA-1 and CREEDLA-2, the noise and air quality impacts of the Project are adequately analyzed in the EIR. For both noise and air quality, the impacts to the sensitive receptors identified in the Appeal are adequately evaluated by the EIR's analysis of impacts on other

sensitive receptors located a similar or closer distance from the Project Site, and all of these impacts were found to be less than significant. Neither the commenters' letters nor the City's response provide substantial evidence of a new significant impact. Therefore the sensitive receptors introduced by the appellant do not constitute significant new information under CEQA, and no recirculation of the Draft EIR is necessary.

#### **Appeal Statement CREEDLA-4**

The Appeal asserts that the EIR fails to provide a complete project description because of an inadequate description of activities related to the project's northern building.

#### **Staff Response CREEDLA-4**

The EIR includes both text and figures describing the planned renovations to the North Building. However, the EIR provided greater detail for activities involving the South Building because construction on that building will be considerably more intense, with demolition, subterranean excavation, and the construction of a new tower. Renovations on the North Building would, on their own, not be likely to require an Environmental Impact Report. Nevertheless, the impact analysis in the EIR adequately covers construction over the entire Project Site, and the Project Description is adequate for the evaluation of environmental impacts under CEQA.

By way of additional disclosure, the renovation work on the North building would include the following: (a) the first floor will house the flower market; renovation work will include demolition, plumbing, electrical, new HVAC systems, new refrigeration systems, reconfiguration of the loading dock, construction of the parking decks above the loading dock, and seismic work; (b) the second floor will house industrial office space; work will include demolition, HVAC, plumbing, and electrical; and (c) the third floor will be a parking lot and special event center; work will mainly include resealing of the existing deck. This additional clarifying information does not constitute significant new information that would have a substantial effect on the impact analysis and does not change the project description.

#### **Appeal Statement CREEDLA-5**

The Appeal asserts that the City's finding that air quality impacts from construction-related air emissions from hauling truck routes will be less than significant is not supported by substantial evidence.

#### **Staff Response CREEDLA-5**

The Appellant notes that construction-related air quality impacts from haul truck routes were evaluated with the assumption that some of the haul truck trips would be sent to a landfill known as the Manning Pit in the City of Irwindale, and others would go to the Chiquita Canyon Landfill near Castaic, yet the Manning Pit has now closed, so all of the haul trucks will be sent to Chiquita Canyon. The analysis of air quality impacts from construction traffic was properly conducted under CEQA using the information available at the time. Nevertheless, the Manning Pit has indeed closed, and as detailed in Response to Comment AFE-17 in Exhibit E, Supplemental Response to Final EIR Comment Letter, redirecting all haul route exports to the Chiquita Canyon Landfill rather than the closed Manning Pit would incur an incremental increase in criteria pollutant emissions, due to its farther distance from the Project site. However, the recalculated emissions would still be well below significance thresholds established by the South Coast Air Quality Management District (SCAQMD) and adopted by the City of Los Angeles. Therefore the conclusion that no significant air quality impact would be incurred by the Project's construction traffic is unchanged, and the closure of the Manning

Pit does not constitute significant new information that would necessitate recirculation of the Draft EIR.

### **Appeal Statement CREEDLA-6**

The Appellant includes a letter from SWAPE as an attachment that asserts that a Health Risk Assessment (HRA) should have been performed for the construction of the Project, and supplies an HRA asserting that construction of the Project would constitute a significant risk to human health, mainly due to the emission of toxic air contaminants (TACs).

### **Staff Response CREEDLA-6**

As detailed in Response to Comment AFE-22 in Exhibit E, Supplemental Response to Final EIR Comment Letter, the EIR's analysis of potential health risks from emissions during the construction and operations phase of the Project is consistent with SCAQMD's guidance on this topic and their comment letter in response to the Notice of Preparation. The SCAQMD's CEQA Air Quality Handbook and SCAQMD's supplemental online guidance/information do not require a health risk assessment for short-term construction emissions. It is, therefore, not required or meaningful to evaluate long-term cancer impacts from construction activities which occur over relatively short durations. Further, the SCAQMD has adopted numerous rules that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Air Basin-wide TAC emissions reductions. In addition, the Project would not result in any substantial sources of TACs that have been identified in CARB's Land Use Guidelines.

The Project is not the type that would emit substantial diesel particulate matter (DPM) and does not qualify as a "facility" subject to AB 2588. But even if it did, as set forth in SCAQMD's most recent guidance interpreting the State's guidance, a Project would only require further preliminary analysis—not a complete HRA. SCAQMD's only comments submitted for the Project did not indicate that the air district considered the Project high priority or otherwise a candidate for HRA review. Therefore, an HRA was not required for the Project.

Although a construction HRA is not required per the Thresholds Guide, for informational purposes only, an HRA has been prepared in accordance with current SCAQMD Guidance in response to public comments and to provide the City with additional supporting evidence that construction of the Project would result in a less than significant health risk impact. The analysis, attached as Exhibit F, Health Risk Assessment, evaluated the incremental change in health risk exposure from the emissions of DPM by heavy-duty construction equipment during the construction process. The key findings of the HRA include:

- For carcinogenic exposure, the increase in risk is estimated to be 6.2 in one million, which is less than the applicable threshold of 10 in one million for sensitive receptors near the Project Site. This represents a less than significant impact.
- For chronic non-carcinogenic exposure, the increase in the respiratory hazard index is estimated to be less than the applicable threshold of one for sensitive receptors near the Project Site. This represents a less than significant impact.

Therefore, the EIR was not inadequate by CEQA standards by not including an HRA, and furthermore, construction of the Project would not result in a significant risk to human health.

**CONCLUSION**

Upon in-depth review and analysis of the issues raised by the Appellants for the Proposed Project, no substantial evidence exists of errors or abuse of discretion committed by the Advisory Agency in regards to the appeal points raised. The EIR is comprehensive and has been completed in full compliance with CEQA. As demonstrated by the responses to the appeal points, there are no new impacts or substantial increases in previously identified impacts that would result from the comments raised herein.

However, as discussed above, changes should be incorporated into the Tract Map Conditions to clarify condition requirements, including the following:

- Vesting Tentative Tract Condition No. 24 is modified to have the Quimby fee be paid prior to the recordation of the Final Tract Map or issuance of the Certificate of Occupancy, rather than only recordation of the Final Tract Map.

These clarifications and project features do not involve any substantive changes to the project, do not present new information of substantial importance to the project, do not result in changes to the conclusions or analysis undertaken by the Environmental Impact Report, and do not change the findings of approval for the project.

As such, in accordance with CEQA Guidelines Section 15088.5, no substantial evidence or details to support the conclusory statements of the appeals regarding the need for further analysis or mitigation measures, or that the supposed inadequacy of the findings has been provided to demonstrate that there are new impacts or substantial increases in previously identified impacts, or that recirculation of the Draft EIR is warranted. The Advisory Agency correctly made the findings of approval consistent with the Subdivision Map Act, LAMC Section 17.54, and the provisions of CEQA. Therefore, in consideration of all the facts, Staff recommends the City Planning Commission deny the appeal in part and approve the appeal in part for the decision of the Advisory Agency to approve Case No. VTT-74568, to modify the Conditions as described in this report, and sustain certification of the EIR with the Errata.

## EXHIBIT A

### American Florists Exchange (AFE) Appeal



**4. JUSTIFICATION/REASON FOR APPEAL**

Is the entire decision, or only parts of it being appealed?  Entire  Part  
 Are specific conditions of approval being appealed?  Yes  No

If Yes, list the condition number(s) here: \_\_\_\_\_

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- Specifically the points at issue
- How you are aggrieved by the decision
- Why you believe the decision-maker erred or abused their discretion

**5. APPLICANT'S AFFIDAVIT**

I certify that the statements contained in this application are complete and true:

Appellant Signature: *James J. Mellano* Date: 6-12-2019  
 American Florists Exchange, Ltd., By: James J. Mellano, Vice President and General Manager

**6. FILING REQUIREMENTS/ADDITIONAL INFORMATION**

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
  - Appeal Application (form CP-7769)
  - Justification/Reason for Appeal
  - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
  - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: <u>89-</u>	Reviewed & Accepted by (DSC Planner): <u>Diana Jimenez</u>	Date: <u>6.13.19</u>
Receipt No: <u>0101053120</u>	Deemed Complete by (Project Planner):	Date:
<input checked="" type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

**JUSTIFICATION OF APPEAL/  
SOUTHERN CALIFORNIA FLOWER MARKET PROJECT**

VTTM No. 74568

Appellant American Florists Exchange, Ltd. (“AFE”) is the owner of the majority of the city block immediately across Wall Street from the site (the “Project Site”) of the Southern California Flower Market Project (“Project”). AFE is an aggrieved party due to the proximity of the Project to AFE’s “Original Los Angeles Flower Market” facilities and operations and, in particular, the multi-family apartment component of the Project. The Vesting Tentative Tract Map approval by the Advisory Agency for the subdivision of the Project Site (the “VTTM”) is a fundamental step in accommodating the various Project components and enabling the Project to proceed.

AFE and the applicant have scheduled a meeting in an effort to address AFE’s concerns. Depending on the outcome of those discussions, AFE may need to present some or all of its concerns to the City Planning Commission. This appeal is intended to assure that AFE has preserved all of its rights to pursue its concerns as to the potential incompatibility of the Project with the AFE property and Flower Market District.

The error and abuse of the Advisory Agency’s discretion include the failure to adequately address the significant issues that arise from the proposed placement of the new and potentially incompatible uses within the core area of the surrounding wholesale and retail Flower Market District. Specifically, the findings of approval for the VTTM, including the CEQA findings as to the adequacy of the EIR, are deficient and are not supported by substantial evidence and the hearing notice was inaccurate and incomplete. In addition, the certification of the EIR is in error due to the failure to comply with the requirements of CEQA, including as to the adequacy of the project description, the EIR’s assessment of the environmental impacts of the Project and its consideration of potential mitigation measures.

DEPARTMENT OF  
CITY PLANNING  
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Mailing Date: June 3, 2019

Appeal Period Ends: June 13, 2019

Scott Yamabe (A)  
Southern California Flower Growers  
755 S. Wall Street  
Los Angeles, CA 90014

Joel Miller, Gensler (R)  
500 S. Figueroa Street  
Los Angeles, CA 90071

RE: Vesting Tentative Tract Map No.: 74568  
Address: 709–765 S. Wall Street, 306–326 E. 7th  
Street, and 750–752 S. Maple Avenue  
Community Plan: Central City  
Plan Overlay: none  
Zone: M2-2D  
Proposed Zone: C2-2  
Council District: 14 – Huizar  
CEQA No.: ENV-2016-3991-EIR

Pursuant to Sections 21082.1(c) and 21081.6 of the Public Resources Code, the Advisory Agency has reviewed and considered the information contained in the Environmental Impact Report prepared for this project, which includes the Draft EIR, No. ENV-2016-3991-EIR (State Clearinghouse No. 2017051068) dated September 20, 2018, and the Final EIR, dated April 12, 2019 (Southern California Flower Market EIR), as well as the whole of the administrative record, and

**CERTIFIED** the following:

- 1) The Southern California Flower Market EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- 2) The Southern California Flower Market EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
- 3) The Southern California Flower Market EIR reflects the independent judgment and analysis of the lead agency.

**ADOPTED** the following:

- 1) The related and prepared Southern California Flower Market Environmental Findings; and
- 2) Mitigation Monitoring Program prepared for the Southern California Flower Market EIR (Exhibit B).

Pursuant to Section 17.15 of the Los Angeles Municipal Code (LAMC), the Advisory Agency **APPROVED:**

**Vesting Tentative Tract Map No. 74568**, located at 709–765 S. Wall Street, 306–326 E. 7th Street, and 750–752 S. Maple Avenue, for the merger and resubdivision of a 3.86-net-

acre site into **three (3) ground lots and 13 airspace lots** for a project to expand and redevelop the existing Flower Market facility while maintaining the existing wholesale market.

The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, which will legally interpret the Zoning code as it applies to this particular property.) For an appointment with the Development Services Center call (213) 482-7077 or (818) 374-5050 or (310) 231-2901.

The Advisory Agency's consideration is subject to the following conditions:

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The tract shall be permitted to record with final map units in a number and sequence satisfactory to the Advisory Agency.

**NOTE** on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

#### **BUREAU OF ENGINEERING - SPECIFIC CONDITIONS**

*(Additional BOE Improvement Conditions are listed in "Standard Condition" section on page 13)*

1. That the Central District Office of the City Department of Transportation after conditional approval of the tentative tract in a letter to City Engineer shall determine that the merger area is not necessary for a future Public Street.
2. That the tentative tract map after conditional approval be submitted for review and approval to Geometric Design Section of City Department of Transportation located at 100 South Main Street 9<sup>th</sup> Floor regarding the roadway narrowing and any effect to the existing and future striping of Maple Avenue specially the Center Line Striping at the intersection of Maple Avenue and 7<sup>th</sup> Street. In the event that above approval cannot be obtained from the Department of Transportation Geometric Design Section then the applicant shall submit a revised map showing the alternate options satisfactory to the Department of Transportation and the City Engineer.
3. That the Department of City Planning determine that the Proposed merger area is consistent with all applicable General Plan Elements of Highway and Circulation Elements for LA Mobility Plan.
4. In the event that Department of Transportation and the City Planning Department have no objection to the street merger then a 12-foot-wide existing public right-of-way (33-foot measured from centerline of Maple Avenue) strip of land along portion of Maple Avenue adjoining the tract (as shown on the tentative tract map stamp dated July 11, 2018) be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer: A Certified Survey Plan shall be submitted showing exact area to be merged for the final map processing.
  - a. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might

- have certain rights in the area being merged.
- b. That satisfactory arrangements be made with all utility agencies maintaining existing facilities within the area being merged.
5. That existing future street easements along Maple Avenue and portion of 7<sup>th</sup> Street and as shown on the tentative map dated July 11, 2018 be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
    - a. That consents to the future street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have underlying or other certain rights in the area being merged.
    - b. That satisfactory arrangements be made with all utility agencies maintaining existing facilities within the area being merged.
  6. That any surcharge fee in conjunction with the street merger requests be paid.
  7. That a 3-foot-wide strip of land be dedicated along Maple Avenue where there are no existing structures to remain to complete a 33-foot-wide half public right-of-way in accordance with LA Mobility Plan Collector Street standards including a 20-foot radius property line or 15-foot by 15-foot property line cut corner at the intersection with 7<sup>th</sup> Street. A Certified Survey Plan shall be submitted showing exact locations of the existing structures to remain for the final map processing.
  8. That a 3-foot-wide strip of land be dedicated along portion of 7<sup>th</sup> Street to complete a 43-foot-wide half right-of-way in accordance with Avenue II of LA Mobility Plan Standards.
  9. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewer in this area.
  10. That a set of drawings for airspace lots be submitted to the City Engineer showing the following:
    - a. Plan view at different elevations.
    - b. Isometric views.
    - c. Elevation views.
    - d. Section cuts at all locations where air space lot boundaries change.
  11. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.

**DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION**

12. Comply with any requirements with the Department of Building and Safety, Grading Division for recordation of the final map and issuance of any permit.
13. The Tract Map recorded with the County Recorder shall contain the following statement: "The approval of this Tract Map shall not be construed as having been based upon geological investigation such as will authorize the issuance of building permits on the subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it

deems necessary to justify the issuance of such building permits.”

**DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION**

14. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:

- a. Provide a copy of CPC CPC-2016-3990-GPA-VZC-CUB-ZV-SPR. Show compliance with all the conditions/requirements of the CPC case(s) as applicable.
- b. Zone Change must be recorded prior to obtaining Zoning clearance.
- c. The Air Space lots cuts across the proposed Master Lots, leaving portions of Air Space lots on both sides of Master Lots. Revise the Map to have Air Space lots to be located within the proposed Master Lot boundary. Or, obtain clarification from the Advisory Agency concerning the allowable location of Air Space lots on the separate portions of Master Lots.
- d. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. “Area” requirements shall be re-checked as per net lot area after street dedication. Front and side yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).
- e. Record a Covenant and Agreement to treat the buildings and structures located in an Air Space Subdivision as if they were within a single lot.

Notes: Each Air Space lot shall have access to a street by one or more easements or other entitlements to use in a form satisfactory to the Advisory Agency and the City Engineer.

The submitted Map may not comply with the number of parking spaces required by Section 12.21 A 4.(a) based on number of habitable rooms in each unit. If there are insufficient numbers of parking spaces, obtain approval from the Department of City Planning.

The submitted Map may not comply with the number of guest parking spaces required by the Advisory Agency.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Wong at (213) 482-6876 to schedule an appointment.

15. Prior to the recordation of the final map, submit plot plans for Fire Department approval and review. The following conditions shall be satisfied:
- a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
  - b. One or more Knox Boxes will be required to be installed for LAFD access to project, with location and number to be determined by LAFD Field inspector. (Refer to FPB Req # 75).
  - c. Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
  - d. The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.
  - e. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units
  - f. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
  - g. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
  - h. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
  - i. 2014 City of Los Angeles Fire Code, Section 503.1.4 (Exception):
    - i. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
    - ii. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
    - iii. This policy does not apply to single-family dwellings or to non-residential buildings.
  - j. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than

150ft horizontal travel distance from the edge of the public street, private street, or Fire Lane. This stairwell shall extend onto the roof.

- k. Entrance to the main lobby shall be located off the address side of the building.
- l. Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- m. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
- n. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- o. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- p. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- q. All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
- r. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- s. 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.
- t. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- u. Submit plot plans indicating access road and turning area for Fire Department approval.
- v. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- w. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

- x. Site plans shall include all overhead utility lines adjacent to the site.
- y. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
- z. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- aa. 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.
- bb. Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing pads are still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing pad.
- cc. Each standpipe in a new high-rise building shall be provided with two remotely located FDCs for each zone in compliance with NFPA 14-2013, Section 7.12.2.
- dd. During demolition, the Fire Department access will remain clear and unobstructed.
- ee. That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:
  - i. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.
  - ii. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.
  - iii. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.
  - iv. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.
  - v. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.

- ff. The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished by appointment only, in order to assure that you receive service with a minimum amount of waiting please call (213) 220-8066. You should advise any consultant representing you of this requirement as well.

#### **BUREAU OF STREET LIGHTING**

16. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

Note: See also Condition S-3(c) for Street Lighting Improvement conditions.

#### **INFORMATION TECHNOLOGY AGENCY**

17. To assure that cable television facilities will be installed in the same manner as other required improvements, please email [cabletv.ita@lacity.org](mailto:cabletv.ita@lacity.org) that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the applicant/owner has any additional questions.

#### **URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING**

18. Prior to the issuance of a grading permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the Department of City Planning. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

**Note:** Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact: Urban Forestry Division at: (213) 485-5675. Failure to comply with this condition as written shall require the filing of a modification to this tract map in order to clear the condition.

#### **DEPARTMENT OF TRANSPORTATION**

19. Prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure:
- a. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line when driveway is serving less than 100 parking spaces. Reservoir space will increase to 40-feet and 60-feet when driveway is serving more than 100 and 300 parking spaces respectively.
  - b. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk.
  - c. A parking area and driveway plan be submitted to the Citywide Planning

Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street, Room 550. For an appointment, call (213) 482-7024.

- d. That a fee in the amount of \$205 be paid for the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

#### **DEPARTMENT OF WATER AND POWER**

20. Arrangements shall be made for compliance with the Los Angeles Department of Water and Power (LADWP) Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).)
21. Prior to receiving water service the developer must arrange for the Department to install fire hydrants.
22. Pressure regulators will be required in accordance with the Los Angeles City Plumbing code for the following lot(s) where pressures exceed 80 psi at the building pad elevation:
  - a. High - 93 PSI
  - b. Low - 74 PSI

#### **BUREAU OF SANITATION**

23. There are easements contained within the property. Any proposed development in close proximity to the easements must secure Department of Public Works approval. Note: This approval is for the Tract Map only and represents the office of the Bureau of Sanitation, Wastewater Collection Systems Division. The applicant may be required to obtain other necessary clearances/permits from the Bureau of Sanitation and appropriate District office of the Bureau of Engineering. If you have any questions, please contact Edgar Morales at (323) 342-6041.

#### **DEPARTMENT OF RECREATION AND PARKS**

24. That the Quimby fee be based on the C2 Zone and be paid prior to recordation of Final Tract Map. The application for Vesting Tentative Tract Map No. 74568 was deemed complete on November 1, 2016.

#### **DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS**

25. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
  - a. Limit the proposed development to three ground space lots and 13 airspace lots.
  - b. The applicant shall install an air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 13 or better.
  - c. That a solar access report shall be submitted to the satisfaction of the Advisory

Agency prior to obtaining a grading permit.

- d. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
  - e. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
  - f. The applicant shall install shielded lighting to reduce any potential illumination affecting adjacent properties.
26. Construction restrictions:
- a. Scheduling of construction activities shall be made so as to reduce the effect on traffic flow on surrounding arterial streets.
  - b. Pedestrian access to the east side of Wall Street shall not be reduced, obstructed, or otherwise adversely affected.
  - c. No temporary sidewalk closures shall occur on the east side of Wall Street.
  - d. Throughout Project construction, signage shall be posted on-site with a Project website address and telephone number providing 24-hour contact information for a designated representative to report any complaints or violations. All such reports and inquiries shall be logged in writing. The log shall be retained and will be provided to the City upon request.
27. Prior to the issuance of the building permit or the recordation of the final map, a copy of CPC-2016-3990-GPA-VZC-CUB-ZV-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event CPC-2016-3990-GPA-VZC-CUB-ZV-SPR is not approved, the subdivider shall submit a tract modification.
28. Human Remains Inadvertent Discovery. In the event that human skeletal remains are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5 which requires that no further ground disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event human skeletal remains are discovered during construction or during any ground disturbance activities, the following procedures shall be followed:
- Stop immediately and contact the County Coroner:  
1104 N. Mission Road  
Los Angeles, CA 90033  
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or  
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
  - If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
  - The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
  - The most likely descendent has 48 hours to make recommendations to the Applicant, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

- If the Applicant does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

29. Archaeological Resources Inadvertent Discovery. In the event that any subsurface cultural resources are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5. At which time the applicant shall notify the City and consult with a qualified archaeologist who shall evaluate the find in accordance with Federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2 and shall determine the necessary findings as to the origin and disposition to assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.
30. Paleontological Resources Inadvertent Discovery. In the event that any prehistoric subsurface cultural resources are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, at which time the applicant shall notify the City and consult with a qualified paleontologist to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.
31. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

(i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

(ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

(iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve

the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

#### **DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES.**

32. The project shall be in substantial conformance with the mitigation measures in the attached MMP and stamped "Exhibit B" and attached to the subject case file. The implementing and enforcing agencies may determine substantial conformance with mitigation measures in the MMP. If substantial conformance results in effectively deleting or modifying the mitigation measure, the Director of Planning shall provide a written justification supported by substantial evidence as to why the mitigation measure, in whole or in part, is no longer needed and its effective deletion or modification will not result in a new significant impact or a more severe impact to a previously identified significant impact.

If the Project is not in substantial conformance to the adopted mitigation measures or MMP, a modification or deletion shall be treated as a new discretionary action under CEQA Guidelines, Section 15162(c) and will require preparation of an addendum or subsequent CEQA clearance. Under this process, the modification or deletion of a mitigation measure shall not require a Tract Map Modification unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

**BUREAU OF ENGINEERING - STANDARD CONDITIONS**

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.
- (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
- (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
- (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
- (k) That no public street grade exceeds 15%.
- (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.
- S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary

monuments requires that other procedures be followed.

- (b) Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.
- (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
- (d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
- (b) Construct any necessary drainage facilities.
- (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting as required below:

Construct new street lights: four (4) on Maple Avenue and two (2) on Wall Street. Construct new pedestrian lights: seven (7) on Maple Avenue and seven (7) on Wall Street. If street widening per BOE improvement conditions, relocate and upgrade street lights; one (1) on Maple Avenue, one (1) on Wall Street, and five (5) on 7<sup>th</sup> Street.

Notes: The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Street Tree Division (213-485-5675) upon completion of construction to expedite tree planting.
- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.

- (h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.
- (i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
  - a. Improve 7<sup>th</sup> Street being dedicated and adjoining the subdivision by the construction of a new full-width concrete sidewalk with tree wells, including any necessary removal and reconstruction of existing improvements.
  - b. Improve Wall Street adjoining the subdivision by the construction of a new full-width concrete sidewalk with tree wells, including any necessary removal and reconstruction of existing improvements.
  - c. Improve Maple Avenue being merged and adjoining the tract by construction of the following:
    - i. A concrete curb and concrete gutter and full-width concrete sidewalk with tree wells. This new curb line shall match the existing curb line on the southerly side of Maple Avenue adjoining the tract adjoining the existing structure to remain.
    - ii. Suitable surfacing to provide a 20-foot minimum half roadway. This half roadway also shall match the half roadway width along the portion of the tract with existing structure to remain.
    - iii. Any necessary removal and reconstruction of existing improvements.
    - iv. The necessary transitions to join the existing improvements.
    - v. That the above improvements also be approved by the Geometric Design Section office of Department of Transportation regarding the new striping after the narrowing of the roadway along Maple Avenue.
  - d. Improve all newly dedicated corner cuts with concrete sidewalks and reconstruction of the existing curb ramps.

**NOTES:**

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05N.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design

features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

**A. FINDINGS OF FACT (CEQA)****I. INTRODUCTION**

The City of Los Angeles (the "City") has evaluated the environmental impacts of implementation of the Southern California Flower Market Project by preparing an environmental impact report (EIR) (Case Number ENV-2016-3991-EIR / (State Clearinghouse No. 2017051068). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 15, Chapter 6 (the "CEQA Guidelines"). The findings discussed in this document are made relative to the conclusions of the EIR.

CEQA Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." CEQA Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in CEQA Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See CEQA Section 21081[a]; CEQA Guidelines Section 15091[a].) For each significant environmental impact identified in an EIR for a proposed project, the approving agency must issue a written finding, based on substantial evidence in light of the whole record, reaching one or more of the three possible findings, as follows:

- 1) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.
- 3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(CEQA§ 21081[a]; see also CEQA Guidelines §15091[a].)

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the Project. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these Findings nevertheless cover all categories identified in the Final EIR for the purpose of better understanding the full environmental scope of the Project. For each of the significant impacts associated with the Project, either before or after mitigation, the following sections are provided:

- (1) Description of Significant Effects – A specific description of the environmental effects identified in the EIR;
- (2) Project Design Features, if any – Identified project design features that are a part of the Project (numbering of the features corresponds to the numbering in the Draft EIR);
- (3) Mitigation Measures, if any – Identified mitigation measures or actions that are required as part of the Project (numbering of the mitigation measures corresponds to the Mitigation Monitoring and Reporting Program, which is included as Section 4.0 of the Final EIR);
- (4) Finding – One or more of the three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091;
- (5) Rationale for Finding – A summary of the reasons for the finding(s); and,
- (6) References – A notation on the specific section in the Draft EIR, which includes the evidence and discussion of the identified impact.

CEQA Section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” CEQA Guidelines Section 15364 adds another factor: “legal” considerations. (See also *Citizens of Goleta Valley v. Board of Supervisors* [Goleta II] (1990) 52 Cal.3d 553, 565.)

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project (*City of Del Mar v. City of San Diego* [1982] 133 Cal.App.3d 410, 417 [City of Del Mar]). “[F]easibility’ under CEQA encompasses “desirability” to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (*Ibid.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* [1993] 23 Cal.App.4th 704, 715 [Sequoyah Hills].)

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project’s benefits rendered acceptable its unavoidable adverse environmental effects. (CEQA Guidelines §15093, 15043[b]; see also CEQA § 21081[b].)

The EIR did not identify any significant and unavoidable effects that may occur as a result of the Project, but nevertheless, in accordance with the provisions of the Guidelines presented above, the City hereby adopts these findings set forth in this document as part of the approval of the Project. These findings constitute the City’s best efforts to set forth the evidentiary and policy bases for its decision to approve the Project in a manner consistent with the requirements of CEQA. These findings are not solely informational, but constitute a binding set of obligations that come into effect with the City’s approval of the Project.

The findings and determinations contained herein are based on the competent and substantial

evidence, both oral and written, contained in the entire record relating to the Project and the EIR. The findings and determinations constitute the independent findings and determinations by the City in all respects and are fully and completely supported by substantial evidence in the record as a whole.

Although the findings below identify specific sections within the EIR in support of various conclusions reached below, the City incorporates by reference and adopts as its own, the reasoning and analysis set forth in the entire EIR and thus relies on that reasoning, even where not specifically mentioned or cited below, in reaching the conclusions set forth below, except where additional evidence is specifically mentioned. This is especially true with respect to the City's approval of all mitigation measures recommended in the EIR and the reasoning set forth in responses to comments in the EIR. The City further intends that if these findings fail to cross-reference or incorporate by reference any other part of these findings, any finding required or permitted to be made by this City with respect to any particular subject matter of the Project must be deemed made if it appears in any portion of these findings or findings elsewhere in the record. The entire EIR, comments and responses to comments, and all appendices are hereby fully incorporated herein by this reference.

The record of proceedings includes the documents and other materials that constitute the administrative record upon which the City approved the Project. The following information is incorporated by reference and made a part of the record supporting these Findings of Fact:

- All Project plans and application materials, including supportive technical reports;
- The Draft EIR and Appendices (September 2018) and Final EIR and Appendices (April 2019), and all documents relied upon or incorporated therein by reference;
- The Mitigation Monitoring Program (MMP) prepared for the Project;
- The City of Los Angeles General Plan and related EIR;
- Municipal Code of the City of Los Angeles, including but not limited to the Zoning Ordinance and Subdivision Ordinance;
- All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, minutes of meetings, summaries, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project;
- Any documents expressly cited in these Findings of Fact, in addition to those cited above; and
- Any and all other materials required for the record of proceedings by Public Resources Code Section 21167.6(e).

Pursuant to CEQA Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City has based its decision are located in and may be obtained from the Department of City Planning, as the custodian of such documents and other materials that constitute the record of proceedings, located at 221 N. Figueroa Street, Suite 1350, Los Angeles, CA 90012.

## II. ENVIRONMENTAL DOCUMENTATION BACKGROUND

**Notice of Preparation.** In compliance with CEQA Guidelines §15375 and §15082, the City published the Notice of Preparation (the "NOP"), which was sent to responsible agencies and interested parties for a 30-day review period starting on May 22, 2017, identifying the scope of the environmental issues. The NOP is included in Appendix B to the Draft EIR, and the responses to the NOP from agencies and interested parties are included in Appendix C to the Draft EIR.

**Public Scoping Meeting.** In compliance with CEQA Guidelines §15206 and §15082(c)(1), as a project of regional significance, a Public Scoping Meeting was held on June 8, 2017 at the Southern California Flower Market, 742 Maple Avenue, Los Angeles, CA, 90014 from 5:00 p.m. to 7:00 p.m. to give the public the opportunity to provide comments as related to the Project and the issues the public would like addressed in the EIR. The meeting was held in an open house or workshop format and provided interested individuals, groups, and public agencies the opportunity to view materials, ask questions, and provide oral and written comments to the City regarding the scope and focus of the Draft EIR. During the NOP comment period or at the scoping meeting, the City received comments from seven agencies (California Department of Transportation (Caltrans), Los Angeles County Clerk, City of Los Angeles-Bureau of Sanitation, City of Los Angeles-Fire Department, Metro (Los Angeles County Metropolitan Transportation Authority), Native American Heritage Commission, and South Coast Air Quality Management District (SCAQMD)) and from two organizations (American Florists Exchange and Laborers International Union of North America-Local Union 300). The letters and comments received during the NOP comment period are included in Appendix C of the Draft EIR.

**Draft EIR.** The Draft EIR was distributed for public review (including the State Clearinghouse) on September 20, 2018 for a 45-day review period with the comment period expiring on November 5, 2018. A Notice of Availability (NOA) was distributed to interested parties that informed them of where they could view the document and how to comment. The Draft EIR was available to the public at the Department of City Planning. A copy of the document was also posted online at [https://planning.lacity.org/eir/SoCal\\_FlowerMarket/Deir/DEIR%20SCFM%20Project.html](https://planning.lacity.org/eir/SoCal_FlowerMarket/Deir/DEIR%20SCFM%20Project.html).

Notices were filed with the County Clerk on September 20, 2018. The Draft EIR evaluated in detail the potential environmental effects of the Project. The Draft EIR also analyzed the effects of three alternatives to the Project, as described below. These included a No Project (No Build) Alternative, No Project (Existing Zoning) Alternative, and Reduced Density/Reduced Height Alternative.

**Notice of Completion.** A Notice of Completion was sent with the Draft EIR to the Governor's Office of Planning and Research State Clearinghouse on September 20, 2018, and notice was provided in newspapers of general and/or regional circulation.

**Final EIR.** A total of 15 comment letters were received by the close of the public comment period. The specific and general responses to comments are in Section 2 (Responses to Comments) of the Final EIR. Responses to public agency comments were distributed to those public agencies on April 12, 2019. A letter from Los Angeles County Metropolitan Transportation Authority (Metro) was received after the close of the comment period and, as a courtesy, has been responded to in a separate attachment to the environmental file.

The Final EIR was distributed on April 12, 2019. The Final EIR has been prepared by the City in accordance with CEQA and the CEQA Guidelines. The City has relied on Section 15084(d)(3) of the CEQA Guidelines that allows contracting with another entity, public or private, to prepare the EIR. The City has reviewed drafts of all portions of the EIR and subjected them to its own review and analysis. The Final EIR that was released for public review reflected the independent judgment of the City.

**Certification.** On June 3, 2019, the Advisory Agency approved the Tract Map and certified the EIR.

The City certifies, pursuant to section 15090(a) of the CEQA Guidelines, that the Final EIR has

been completed in compliance with CEQA; reflects the City's independent judgment and analysis; and has been present to the decision-making body, which reviewed and considered the information in it before approving the Project.

### III. DESCRIPTION OF THE PROJECT

The Project Site is located at 709-765 S. Wall Street (with additional addresses at 306326 E. 7th Street and 750-752 S. Maple Avenue) within the Central City Community Plan (CCCP) area in the City. The Project Site's main address is 755 Wall Street, and the address of the Project Site's current parking structure is 742 Maple Avenue. The Project Site is located in the Los Angeles Flower District, which generally is focused along 8th Street. Major highways serving the Project area include the Santa Monica Freeway (I-10) (one mile to the south) and the Interstate Highway 110 (one mile to the west). The CCCP area is approximately 2 miles wide and 2 miles long. The CCCP area is in the Downtown section of Los Angeles, and is bounded by Sunset Boulevard/Cesar Chaves Avenue to the north; Alameda Street to the east; the Santa Monica Freeway (Interstate 10) to the south; and the Interstate Highway 110 to the west. The eastern edge of the CCCP area is on the eastern edge of downtown Los Angeles, while the western edge abuts the western side of downtown Los Angeles.

The Project Site is approximately 168,296 square feet (or approximately 3.86 acres). The Project Site consists of one city block, with the exception of three interior parcels and three parcels to the south. The Project Site is zoned M2-2D (light Industrial, Height District 2 with Development Limitation) and is designated Light Manufacturing in the Central City Community Plan. The Project Site is also located within the Los Angeles State Enterprise Zone and the Greater Downtown Housing Incentive Area. The Project Site is also located within a Transit Priority Area, as defined by public Resources Code Section 21099 and City of Los Angeles ZI No. 2452.

The objectives of the Project are as follows:

- Redevelop the existing Southern California Flower Market, including the adaptive reuse of the northerly building to continue to include the wholesale flower market uses, as well as the addition of new parking, commercial space, and residential uses, to provide an economically sustainable development of complementary uses.
- Capitalize on a smart growth opportunity by intensifying a currently underutilized site with residential and commercial uses near public transit lines (Metro Rail and Bus).
- Create a connected pedestrian friendly environment along Maple Avenue and Wall Street that is readily accessible to future residents and guests, as well as patrons of the Southern California Flower Market.
- Contribute housing opportunities towards the City's Regional Housing Needs Assessment (RHNA) allocation.
- Create a range of construction and permanent jobs.
- Develop residential and commercial uses that generate local tax revenues, and generate residents who support local businesses.

- Provide an infill development in an existing urban area to reduce “greenfield” development and urban sprawl, in furtherance of City goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emission and greenhouse gas emissions.

#### IV. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT

Impacts of the Project that were determined to be less than significant in the EIR (including as a result of implementation of project design features) and that require no mitigation are identified below. The impact area and the appropriate section number follow the impact area title and numbering conventions used in the EIR.

These finding do not repeat the full discussions of environmental impacts contained in the EIR. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR. The City adopts the reasoning of the EIR, City staff reports, and presentations regarding the Project.

##### A. 4.B Aesthetics

On February 10, 2016, the City circulated Zoning Information File No. 2452 to clarify the locations of transit priority areas within the City, and reaffirm that aesthetic impacts shall not be considered a significant impact on the environment when the provisions of SB 743 apply (refer to Appendix M of this Draft EIR). Specifically, Zoning Information File No. 2452 states 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 transit priority areas pursuant to CEQA. A map of transit priority areas is attached to Zoning Information File No. 2452, included in Appendix M to the Draft EIR. As shown on that map, the Project Site is within a transit priority area.

Thus, the Project’s aesthetic (and parking) impacts are not considered significant impacts on the environment pursuant to Public Resources Code Section 21099. Therefore, an assessment of the Project’s potential aesthetics impacts is not required. However, solely for informational purposes, this section provides an analysis of impacts and evaluates those impacts against the City’s significance thresholds for such impacts applicable to areas of the City not designated as a transit priority areas.

##### 1. Scenic Vistas

The Project would not result in any impacts related to scenic vistas. The Project would be 15 stories and approximately 205 feet in height. Although the Project would increase building heights on the Project Site when compared to the existing buildings on the Project Site, it would not affect any existing scenic vistas as there are no dominant scenic features that would be obstructed by development of the Project when viewed from this location.

Typically, a significant impact would occur if a proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks a scenic vista. As described in the City of Los Angeles CEQA Thresholds Guide, panoramic views or vistas provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic views are usually associated with vantage points looking out over a section of urban or natural area, which provide a geographical orientation not commonly available.

Examples of panoramic views might include an urban skyline, valley, mountain range, the ocean, or other water bodies. The Project Site is in an urbanized portion of Los Angeles, and topographically relatively flat. Near the Project Site, ground-floor views are primarily limited to those of highly urban land uses, including warehouse, retail, commercial, and residential land uses, as well as surface parking lots, roadways, signage, and other utility infrastructure. Due to topography, vegetation, and development, medium and long-distance views are not available from the Project Site area. Also, the Project Site is not visible within any scenic views.

No mitigation measures are required, as no significant impacts associated with scenic vistas have been identified.

## 2. Scenic Resources

The Project would not result in any impacts related to scenic resources. The Project does not contain any rock outcroppings or historic buildings, nor are there any recognized scenic resources present within the immediate area.

No mitigation measures are required, as no significant impacts associated with scenic resources have been identified.

## 3. Visual Character

The Project would not result in less than significant impacts related to visual character. With respect to construction activities at the Project Site, the construction activities would be mostly visible from the surrounding uses. Construction activities would vary on a weekly basis, depending on the number of workers and construction trucks needed for activities during each time period. Temporary fencing installed around the Project Site during construction would partially shield views of construction activities and equipment. While construction activities would be visible from adjacent public and private vantage points, changes to the Project Site's appearance would be temporary in nature and would not rise to a level of a change that would substantially degrade the existing visual character.

With respect to the Project's operations, the L.A. CEQA Thresholds Guide defers to the Los Angeles Municipal Code, community plans, and other applicable local land use plans for specific guidelines and requirements related to aesthetics. Under the L.A. CEQA Thresholds Guide, aesthetic impact assessments should generally address the issue of visual contrast, or the degree to which elements of the environment differ visually. Overall, development surrounding the Project area includes various land uses (warehouse, retail, commercial, multi-family residential, and parking), building heights, build dates, and architecture, including new construction in a contemporary design as well as buildings that are decades older and represent the architectural styles of former times. Other prominent features in the Project area include building and street lighting, and roadway utility infrastructure.

With respect to the Project's height, massing, and design, the maximum height of the Project would be 15 stories (approximately 205 feet in height). While the Project would increase building heights on the Project Site when compared to the Project Site's existing buildings, the Project would not be out of proportion with respect to some of the other structures in the general vicinity and in the greater downtown area. The Project's design is intended to reflect the nature of the existing uses. The existing north building would be renovated and the façade would be covered by a flower-themed mural. The proposed public, open-to-the-sky paseo/plaza would allow pedestrian routes to converge

in a covered, public passage between the two buildings that incorporates the residential entry together with access to the flower market. Storefront glazing would be used for the retail and the restaurants along the sidewalk to enhance the appearance of the stores, sustain street level interest, and promote pedestrian traffic.

The new south building would be designed as three vertically terraced structures in order to provide visual separation and to soften the impact of the buildings height in relation to surrounding structures. The Project's irregular geometry is also intended to soften the impact of the Project's mass and height. The building is designed to be compatible with the surrounding neighborhood.

With respect to the landscaping design, a total of 12 street trees would be removed as part of the Project. The Project would provide replacement trees in accordance with the City's requirements, which includes a 2:1 ratio. The Project's landscape design will create a pedestrian-friendly environment that includes shade trees and landscaping along the street. The Project's landscaping would include both native and adaptive native plant materials. Neither the existing development on the Project Site nor the surrounding developments along Wall Street, Maple Avenue, and 7th Street offer comparable amounts of landscaping and open space as would be provided with the Project.

No mitigation measures are required, as no significant impacts associated with visual character have been identified.

#### 4. Light and Glare

The Project would not result in significant impacts related to light and glare. The Project Site is located in a highly-urbanized area of the City. Land uses in the immediate Project Site area include warehouse, retail, commercial, and multi-family residential land uses, in addition to surface parking lots. All of these land uses produce light and glare (e.g., indoor/outdoor lighting, windows, light-colored surfaces, etc.) typical of such uses in an urban area.

The Project would maintain and renovate the existing north building, and would construct a new mixed-use building as the south building. The Project would include interior and exterior lighting that complies with the LAMC provision that requires minimizing the effect of the new sources of lighting. Specifically, LAMC Section 91.6205 requires that new lighting sources not exceed 1.0 foot-candle of new light spillover at residential property lines. Pursuant to that section, no substantial changes in nighttime illumination would occur that would adversely affect nighttime views in the area and prevent spillover lighting. The Project would also be required to use non-reflective glass pursuant to LAMC Section 93.0117. The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

No mitigation measures are required, as no significant impacts associated with light and glare have been identified.

#### 5. Shade or Shadow

For informational purposes, under the L.A. CEQA Thresholds Guide, a shadow impact is considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early April and late October). In determining the effects of shading, the locations of sensitive uses (such as residential uses and recreational areas)

in the surrounding area are identified and the shading effects are considered according to standard criteria. Impacts are determined according to the proposed building heights and distance from the light obstructing structures to the sensitive use. The Project's surrounding uses include:

- Immediately to the west across Maple Avenue is a surface parking lot, retail, galleries, and four residential developments (Santee Village—nearly 400 units, the Santee Court—238 units, the Garment Lofts—77 units, and the Textile Building Lofts—77 units) fronting Los Angeles Street and 8th Street. The Santee Court building contains a rooftop pool, which is considered a sensitive receptor as it relates to shade and shadow.
- To the north of the Project Site across 7th Street there is a school (Jardin de la Infancia School), some retail uses, and a building with County services and a five floor parking structure. There is a restaurant across 7th street, which includes an outdoor dining area that would be considered a sensitive receptor as it relates to shade and shadow.
- To the immediate east across Wall Street is another flower wholesale market, the Los Angeles Flower Market, which also includes an array of solar panels on the rooftops of the buildings. The solar panels on the roof of the Los Angeles Flower Market building would be considered a sensitive receptor as it relates to shade and shadow.
- To the south of the Project Site (both adjacent to the Project Site and across 8th Street) are retail uses.

As illustrated and summarized in Section 4.B of the Draft EIR, from early April to late October (Summer shadows), the Project would cast shadows to the west, shading a small portion of a commercial building and surface parking uses. At 12:00 PM (1 PM PST), the Project would cast shadows to the north and east, which would only fall on the Project Site. At 4 PM (5 PM PDT) on the summer solstice, the Project would cast shadows to the east, shading a portion of two commercial buildings and surface parking. One of the buildings that would be partially shaded at 5 PM is the Los Angeles Flower Market, which contains solar panels on the rooftops of its buildings. However, no shadow-sensitive uses would be shaded for more than four hours on the summer solstice. This impact would be less than significant under the City's significance thresholds.

As illustrated and summarized in Section 4.B of the Draft EIR, from late October to early April (Winter shadows), the longest shadows of the year occur during the winter solstice, with peak shadows occurring shortly after sunrise and before sunset. At 9 AM on the winter solstice, the Project would cast shadows to the east, shading a portion of the commercial and mixed-use buildings located across Maple Avenue, and also shading some surface parking uses. At 12 PM on the winter solstice, the Project would cast shadows to the north, primarily shading surface parking uses and a small portion of a commercial building located across Maple Avenue. At 3 PM on the winter solstice, the Project would cast shadows to the northwest, shading commercial buildings located across 7th Street. No shadow-sensitive uses would be shaded for more than three hours on the winter solstice. The impact would be less than significant under the City's significance thresholds.

No mitigation measures are required, as no significant impacts associated with shade or shadows have been identified.

## 6. Cumulative Impacts

The geographic context for the analysis of cumulative impacts related to visual character of the surrounding area and its aesthetic impact includes the cumulative development projects located within view of the Project Site. There are 178 related projects within the general vicinity of the Project Site. Most of those related projects would not be visible from the Project following development due to both distance and intervening structures. As with the Project, the related projects are subject to applicable development standards and environmental review. Development of the related projects is expected to occur in accordance with adopted plans and regulations, which would result in individual review of the visual character of each project, to ensure consistency and design standards are compatible with existing land uses. The related projects would also be required to submit a landscape plan to the City for review and approval. Therefore, although development of the Project in combination with the related projects would result in a general intensification of land uses in an already urbanized area of the City, the development would not combine with the Project to generate a significant cumulative impact with respect to scenic vistas, views, or visual character.

With respect to light and glare, the Project's development in combination with the related projects would result in an intensification of land uses in an already urbanized area of the City that currently maintains an elevated level of ambient light and glare. Due to its scale in relation to existing development in the area, light generated from the interior of the Project could potentially be seen from more distant areas around the Project Site. The Project and related projects would continue to contribute to ambient light levels within the surrounding area. However, the Project area is a heavily urbanized area and the presence of additional nighttime illumination resulting from the Project and related projects would not represent an alteration to the existing nighttime visual environment. Additionally, the potential increase in nighttime light resulting from the Project would not be bright enough to substantially affect nearby sensitive uses. Also, none of the related projects would be located close enough to the Project to result in shading of the same off-site areas as the Project.

Also, because the Project falls within the applicable definitions in SB 743, the Project would not have the potential to contribute to any cumulative aesthetic impacts.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to aesthetics have been identified.

## B. 4.C AIR QUALITY

### 1. Air Quality Plan Consistency

The Project would be consistent with the South Coast Air Quality Management District's ("SCAQMD") Air Quality Management Plan ("AQMP"). The AQMP focuses on achieving clean air standards while accommodating population growth forecasts by the Southern California Association of Governments ("SCAG"). SCAG's growth forecasts from the 2016 Regional Transportation Plan ("RTP")/Sustainable Communities Strategy ("SCS") are largely built of local growth forecasts from local governments like the City of Los Angeles. The 2016 RTP/SCS accommodates 4,609,400 persons, 1,690,300 households, and 2,169,100 jobs by 2040. The Project would add a residential population of approximately 885 people to the Project Site, representing 0.27 percent of the forecasted growth between 2020 and 2025 and 0.14 percent of the forecasted growth between 2020 and 2040. The Project's housing units would represent approximately 0.19 percent of forecasted growth between 2020 and 2035 in the City and 0.14 percent between 2020 and 2040. The Project's employment would represent approximately 0.75 percent of the forecasted growth between 2020 and 203 in the City and 0.19 percent between 2020 and 2040. Thus, the Project

would marginally increase the population in the South Coast Air Basin, but the Project's population growth falls within the forecasted growth for the City. The Project does not conflict with the growth assumptions in the AQMP and the Project's potential impacts are considered less than significant.

The Project would also be consistent with the Air Quality Element of the City's General Plan. The City's General Plan Air Quality Element identifies 30 policies that outline specific strategies to advance the City's clean air goals. As further summarized in Table 4.C-6 of the Draft EIR, the Project is consistent with all of the Air Quality Element policies that apply to the Project. Those applicable policies include; (1) minimizing particulate emissions from construction sites (Policy 1.3.1); (ii) minimizing particulate emissions from unpaved roads and parking lots (Policy 1.3.2); (iii) utilizing compressed work weeks and flextime, telecommunications, carpooling, public transit, and improving walking/bicycle related facilities to reduce vehicle trips as an employer and encourage the private sector to do the same (Policy 2.1.1); (iv) facilitating and encouraging the use of telecommunications in both public and private sectors to reduce work trips (Policy 2.1.2); (v) discouraging single-occupant vehicle use through measures such as market incentive strategies, trip reduction plans and ridesharing subsidies (Policy 2.2.1); (vi) managing traffic congestions during peak hours (Policy 3.2.1); (vii) coordinating with regional agencies on implementation of strategies for the integration of land use transportation and air quality policies (Policy 4.1.1); (viii) ensuring that project level review and approval of land use development remains at the local level (Policy 4.1.2); (ix) improving accessibility for the City's residents to places of employment, shopping centers, and other establishments (Policy 4.2.2); (x) ensuring that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles; (xi) requiring that air quality impacts be a consideration in the review and approval of all discretionary projects (Policy 4.2.4); (xii) emphasizing trip reduction, alternative transit and congestion management measures for discretionary projects (Policy 4.2.5); and (xiii) supporting the development and use of equipment powered by electric or low-emitting fuels (Policy 5.3.1). The Project will be consistent with those policies for several reasons, including—(i) the project will follow best practices related to particulate emissions as required by SCAQMD Rule 403 for fugitive dust and through implementation of Mitigation Measure C-1; (ii) the project will not include the development of any unpaved roads or parking lots; (iii) the Project is located in an urban area with significant infrastructure to facilitate alternative transportation modes; (iv) future employers at the Project Site can implement telecommunications strategies that can help reduce traffic congestion and air pollution; (v) the Project will provide residents with proximate access to jobs, shopping, and other uses as an infill, mixed-use development; (vi) the Project is being entitled and reviewed by the City, which coordinates with regional agencies to implement strategies related to air quality; (vii) and the Project will incorporate the State's Green Building Standards Code and City's Green Building Code. Based on the Project's consistency with all applicable Air Quality Element policies, Project impacts related to General Plan consistency would be less than significant.

No mitigation measures are required, as no significant impacts associated with consistency with air quality plans have been identified.

## 2. Air Quality Standards – Operational Emissions

With respect to regional emissions, the Project would contribute operational emissions to the region primarily from motor vehicles associated with the Project. The Project could add up to 3,127 net vehicle trips to and from the Projects Site on a peak weekday at the start of operations in 2022. However, as summarized in Table 4.C-9 in the Draft EIR, operational emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>

emissions. As a result, the Project's operational impacts on regional air quality are considered less than significant.

With respect to localized air quality impacts the Project would emit minimal emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> from area and energy sources on-site. As summarized in Table 4.C-9 in the Draft EIR, the localized emissions would not approach the SCAQMD's localized significance thresholds that signal when there could be human health impacts at nearby sensitive receptors during long-term operations. The Project's operational impacts on localized air quality are therefore considered less than significant.

No mitigation measures are required, as no significant impacts associated with air quality standards during the Project's operations have been identified.

### 3. Sensitive Receptors – Operational Emissions

Sensitive receptors in the vicinity of the Project Site include: (i) Santee Court Apartments located at 716 South Los Angeles Street, approximately 240 feet north of the Project Site; (ii) Ballington Plaza Apartments, located at 622 Wall Street, approximately 440 feet east of the Project Site; (iii) Jardin de la Infancia, located at 307 7th Street, approximately 475 feet east of the new construction of the south tower mixed-use development and 220 feet from the north building renovations; and (iv) Star Apartments, located at 240 East 6th Street, approximately 700 feet northeast of the Project Site.

The Project would generate on-going emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO<sub>2</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub> at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to the Project area. Second, auto-related emission of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Third, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot. Specifically, traffic levels of service at 12 intersections studies in the Project Site vicinity would not be significantly impacted by traffic volumes from the Project under existing 2022 horizon scenarios. Air quality impacts related to sensitive receptors during the Project's operation would be less than significant.

No mitigation measures are required, as no significant impacts associated with air quality impacts related to sensitive receptors during the Project's operations have been identified.

### 4. Toxic Air Contaminants

The Project would not result in any substantial emissions of toxic air contaminants (TACs) during the construction or operations phase. During construction, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a TAC by the California Air Resources Board (CARB) based on chronic exposure to these emissions. However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During longterm project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of

TACs. In addition, the Office of Environmental Health Hazard Assessment (OEHHA) guidance concerning toxic air contaminants is intended to implement the Air Toxics “Hot Spots” Information and Assessment Act (AB 2588) and establishes protocols for analysis but does not establish when projects must prepare an HRA. AB 2588 delegates to SCAQMD (as the local air district) the task of determining when a project must prepare a Health Risk Assessment (HRA). The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. The Project would not generate a substantial number of truck trips and would not emit substantial DPM. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities under SCAQMD’s guidance. In addition, the Project does not qualify as a “facility” subject to AB 2588. The AB 2588 program, per SCAQMD guidance, applies to stationary sources permitted through the New Source Review program or other applicable entitlement rules and regulations. The Project would not include any stationary sources of air pollutant emissions as defined by applicable regulations. In addition, based on a screening assessment of the potential for human health impacts from temporary emissions of diesel particulate matter from construction activities associated with the Project on sensitive receptors that gauged the approximate quantity, volume, and toxicity of TACs associated with the Project’s construction activities, a health risk assessment was not deemed necessary for the Project based on the lack of substantial evidence that the Project would result in any potentially significant impacts related to TACs. Therefore, Project impact’s related to TACs would be less than significant.

No mitigation measures are required, as no significant impacts associated with toxic air contaminants have been identified.

##### 5. Cumulative Impacts – AQMP Consistency, Operational Impacts, Sensitive Receptors, Odors

With respect to AQMP consistency, cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstruction implementation of the 2016 AQMP. Growth considered to be consistent with the AQMP would not interfere with its attainment because the growth is included in the projections utilized in the formulation of the AQMP. As long as growth in the Basin is within projections for growth identified in the 2016 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. This is not considered to be cumulatively considerable. The Project’s effect on population growth would be consistent with the growth projection of the AQMP. Therefore, the Project’s contribution to the cumulative impact to the AQMP would not be cumulatively considerable and, therefore would be less than significant.

With respect to cumulative operational impacts, the Project would not produce cumulatively considerable emission of non-attainment pollutants at the regional or local level. SCAQMD’s regional and local thresholds address cumulative impacts because they include other projects and background concentrations, and emission rates are established so they would not cumulatively exceed the most stringent ambient air quality standards. Because the Project’s air quality impacts would not exceed the SCAQMD’s operational thresholds of significance, the Project’s impacts with respect to cumulative emissions of non-attainment pollutants is considered to be less than significant. The Project’s localized emissions of PM10 and PM2.5 would be minimal. Existing land uses in the area include land uses that do not produce substantial emissions of localized non-attainment pollutants. Therefore, long-term operation of the Project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant.

With respect to cumulative impacts related to odors, the Project would increase the density of residential and commercial land uses to the area, but would not result in activities that create objectionable odors. The Project would not include any land uses typically associated with unpleasant odors and local nuisances. The SCAQMD would enforce any regulations relating to restaurants, such as Rule 1174 that controls VOC emissions from barbecue charcoal, Rule 1153 that addresses commercial bakery ovens, and Rule 1138 that governs char-broiler emissions from restaurants. SCAQMD regulations that govern nuisances would regulate any occasional odors associated with on-site uses. As a result, any cumulative odor impacts from the Project would be less than significant.

No mitigation measures are required, as so significant impacts associated with the Project's cumulative air quality impacts during operations have been identified.

#### C. 4.D CULTURAL RESOURCES

Under the CEQA Guidelines (Appendix G), a project could have a significant environmental impact related to cultural resources if a project would: (a) cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5; (b) cause a substantial adverse change in the significance of an archeological resource pursuant to section 15064.5; (c) directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or (d) disturb any human remains, including those interred outside of formal cemeteries. The City's CEQA Threshold Guide states that a project would normally have a significant impact on a historical resource if it would result in a substantial adverse change in the significance of the historical resource. The test for determining whether a proposed project will have a significant impact on an identified historical resource is whether the project will alter in an adverse manner the physical integrity of the historical resource such that it would no longer be eligible for listing in the National or California Registers or other landmark programs such as the list of Los Angeles Historic-Cultural Monuments.

#### Project Design Features

The Project would incorporate the following Project Design Features for cultural resources related to archeological and paleontological resources. No mitigation measures are required for potential impacts to those resources, as the Project's impacts to those resources will be less than significant. However, incorporation of the following Project Design Features will further ensure the Project's impacts to those resource will remain less than significant.

- D-1** Prior to Project construction, the prime contractor and any subcontractor(s) will be advised of the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the Project Site. In addition, in the event that buried archaeological resources are exposed during Project construction, work within 50 feet of the find will stop until a professional archaeologist, meeting the standards of the Secretary of the Interior, can identify and evaluate the significance of the discovery and develop recommendations for treatment, in conformance with California Public Resources Code Section 21083.2. However, construction activities could continue in other areas of the Project Site. Recommendations could include preparation of a Treatment Plan, which could require recordation, collection and analysis of the discovery; preparation of a technical report; and curation of the collection and

supporting documentation in an appropriate depository. Any Native American remains will be treated in accordance with state law.

- D-2** The prime contractor and any subcontractor(s) will be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project Site. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during Project construction, work within 50 feet of the find will stop until a professional paleontologist, can identify and evaluate the significance of the discovery and develop recommendations for treatment. However, construction activities could continue in other areas of the Project Site. Recommendations could include a preparation of a Treatment Plan, which could require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features will be treated in accordance with State law.

#### 1. Historical Resources

The Project would have less than significant impacts related to historical resources. The Flower Terminal building is not currently designated or listed under any national, state, or local landmark programs. An expert evaluated the Flower Terminal building on the Project Site for eligibility as a potential historic resource, as summarized in the historic report included in Appendix F-1 of the Draft EIR. The report concluded that the property is ineligible for designation at the national, state, and local levels through survey evaluation. Therefore, the property is not a historical resource subject to CEQA. Accordingly, Project impacts related to historical resources would be less than significant.

No mitigation measures are required, as so significant impacts associated with historical resource have been identified. Further, the Project will incorporate a public history program to commemorate the significance of the Southern California Flower Market in the history of the wholesale cut flower industry, and the important role Japanese Americans played in the commercial and industrial history of Los Angeles. No further study is required.

#### 2. Archeological Resources

Historic development of the Project Site may have removed or destroyed any archaeological resources that could have occurred at the Project Site. However, it is possible that unknown archaeological resources could exist at the Project Site. In addition, the Project requires excavation for one level of subterranean parking. According to a records search conducted with the South Central Coastal Information Center (SCCIC) (refer to Appendix F-2 of the Draft EIR), the archaeological sensitivity of the Project Site is unknown. However, given the long history of Project Site, buried resources may be present. As such, the Project will incorporate Project Design Feature D-1 to ensure potential impacts remain less than significant. Under Project Design Feature D-1, prior to Project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the Project Site. In addition, in the event that buried archaeological resources are exposed during Project construction, work within 50 feet of the find shall stop until a professional archaeologist, meeting the standards of the Secretary of the Interior, can identify and evaluate the significance of the discovery and develop recommendations

for treatment, in conformance with California Public Resources Code Section 21083.2. However, construction activities could continue in other areas of the Project Site. Recommendations could include preparation of a Treatment Plan, which could require recordation, collection and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any Native American remains shall be treated in accordance with state law. Through compliance with these requirements, potential Project impacts to unknown archaeological resources would be less than significant.

No mitigation measures are required, as so significant impacts associated with archeological resources have been identified.

### 3. Paleontological Resources

A records search was conducted with the Los Angeles County Natural History Museum (LACNHM) to determine the likelihood for unique paleontological resources to occur at the Project Site (refer to Appendix F-3 of the Draft EIR). According to the LACNHM, there are no vertebrate fossil localities that lie directly within the Project Site boundaries. However, the LACNHM is aware of localities nearby from the same sedimentary deposits that occur subsurface in the Project area. As such, there is a possibility for unknown paleontological resources could be encountered during the Project's excavation phase. Accordingly, the Project will incorporate Project Design Feature D-2 to ensure potential impacts remain less than significant. Under Project Design Feature D-2, prior to Project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project Site. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during Project construction, work within 50 feet of the find shall stop until a professional paleontologist, can identify and evaluate the significance of the discovery and develop recommendations for treatment. However, construction activities could continue in other areas of the Project Site. Recommendations could include a preparation of a Treatment Plan, which could require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features shall be treated in accordance with State law. Through compliance with these requirements, potential Project impacts to unknown paleontological resources or sites, or unique geologic features would be less than significant.

No mitigation measures are required, as so significant impacts associated with paleontological resources have been identified.

### 4. Human Remains

A sacred lands file (SLF) search was conducted with the Native American Heritage Commission to determine the likelihood for human remains to occur at the Project Site (refer to Appendix F-4 of the Draft EIR). The results of the sacred land file search were negative, and no human remains are known to exist at the Project Site. However, in accordance with the State's Health and Safety Code Section 7050.5, in the event of discovery or recognition of any human remains at the Project Site, no further excavation or disturbance of the Site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance

with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The Coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the Coroner of the discovery or recognition of the human remains. If the Coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Through compliance with this regulation, potential Project impacts to human remains would be less than significant.

No mitigation measures are required, as so significant impacts associated with human remains have been identified.

#### 5. Cumulative Impacts

Some of the related projects could result in significant impacts on historical resources. However, the Project would not result in indirect or direct impacts to any significant historical resources. Therefore, the Project would not have the potential to contribute toward any significant cumulative impacts related to historical resources. Impacts related to archeological and paleontological resources, and human remains are site-specific and are assessed on a site-by-site basis. All development in the City that involves ground-disturbing activities are required to implement the existing state and City regulations related to the discovery of archeological and paleontological resource's, and human remains. Through compliance with existing requirements, cumulative impacts related to cultural resources would be less than significant.

No mitigation measures are required, as so significant impacts associated with cumulative impacts related to cultural resources have been identified.

#### D. 4.E GEOLOGY AND SOILS

##### 1. Strong Seismic Ground Shaking

A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the southern California region. Southern California is an active seismic region (UBC Seismic Zone IV). Although the Project Site is not within an Alquist-Priolo Zone, as with all properties in the seismically active southern California region, the Site is susceptible to ground shaking during a seismic event. The main seismic hazard affecting the Project Site is moderate to strong ground shaking on one of the local regional faults. As the Site is located in a seismically active region, the Project would conform to all applicable provisions of the City Building Code, California Building Code, and the UBC with respect

to new construction. Adherence to current building codes and engineering practices would ensure that the Project would not expose people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the southern California region and would minimize the potential to expose people or structures to substantial risk, loss, or injury. Therefore, no impacts related to seismic ground shaking would occur.

No mitigation measures are required, as so significant impacts associated with seismic ground shaking have been identified.

## 2. Liquefaction

The Project Site is not identified by ZIMAS or the State Seismic Hazard Zone Map as being within a liquefaction zone. In addition, the City of Los Angeles Seismic Safety Element does not identify the Project Site as being located within a potentially liquefiable area. Therefore, the potential for liquefaction to occur at the Project Site is considered low, and Project development at this location would constitute a less than significant impact.

No mitigation measures are required, as so significant impacts associated with liquefaction have been identified.

## 3. Subsidence

There is little or no potential for ground subsidence due to withdrawal of fluids or gases at the Project Site. Therefore, no impact with respect to subsidence would occur.

No mitigation measures are required, as so significant impacts associated with subsidence have been identified.

## 4. Substantial Erosion or Loss of Topsoil

A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. The Project Site is located in an urbanized portion of Los Angeles and is completely paved and developed. Any topsoil that may exist on the Site was previously blended with other on-site soils during previous site preparation/grading activities. As such, development of the Project would not result in substantial loss of topsoil.

Construction activities such as grading and excavation could create the potential for soil erosion. The potential for soil erosion on the site is low due to the generally level topography of the site and the presence of existing off-site drainage facilities. Project construction would require the removal of existing pavement and grading earth and excavation. Conformance with City Building Code Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and use of fill, would reduce the potential for wind or waterborne erosion.

In addition, the Los Angeles Building Code requires an erosion control plan to be reviewed by the Department of Building and Safety prior to construction if grading exceeds 200 cubic yards and occurs during the rainy season (between November 1 and April 15). If grading occurs during the rainy season, the Project will prepare an erosion control plan and will comply with its provisions, as applicable. As the Project would comply with all mandatory Code requirements, Project impacts related to soil erosion during construction would be minimal and less than significant. The potential for soil erosion

during Project operation would be relatively low due to the urban nature of the Project area and the generally level topography of the Project Site. The Project would develop the entire site with new buildings, paving, landscaping, and surface treatments. Therefore, impacts would be considered less than significant.

No mitigation measures are required, as so significant impacts associated with substantial erosion or the loss of topsoil have been identified.

#### 5. Expansive Soil

The soils encountered at the lowest subterranean levels during the site exploration are primarily granular in nature and are considered to be “non-expansive.” Such soils are not subject to measures to mitigate expansive soils, and no impact would occur.

No mitigation measures are required, as so significant impacts associated with expansive soil have been identified.

#### 6. Cumulative Impacts

Geotechnical impacts related to future development in the City would involve hazards related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts at each site would be specific to that site and its users and would not be common or contribute to (or shared with, in an additive sense) the impacts on other sites and would not thereby, together with the Project, create an impact that is cumulatively considerable. None of the cumulative projects has elements or activities that would cause or accelerate geologic hazards off-site that would contribute to increased geological hazards on the Project Site. In addition, the design and construction of the Project and the cumulative projects shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety. In addition, development on each site would be subject to uniform site development and construction standards that are designed to protect public safety, which includes a geotechnical report. Therefore, incremental impacts related to geology and soils would not be cumulatively considerable.

No mitigation measures are required, as so significant impacts associated with cumulative impacts related to geology and soils have been identified.

#### E. 4.F GREENHOUSE GAS EMISSIONS

Under the CEQA Guidelines (Appendix G), a project could have a significant impact if it would: (a) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or (b) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Neither the SCAQMD nor the City has adopted a quantitative threshold to evaluate a project's GHG impacts for land use projects (such as the Project). In the absence of any adopted, quantitative threshold, the Project would not have a significant effect on the environment if it is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including: (i) Executive Orders S-3-05 and B-30-15; (ii) AB 32 Scoping Plan; (iii) SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy; (iv) City of Los Angeles Mobility 2035 Plan; (v) City of Los Angeles ClimateLA Implementation plan; and (vi) City of Los Angeles Green Building Ordinance.

## Project Design Feature

The Project will incorporate the following Project Design Feature related to potential GHG impacts. No mitigation measures are required for potential impacts to GHGs, as the Project's impacts to GHGs will be less than significant. However, incorporation of the following Project Design Feature will further ensure the Project's impacts to GHGs will remain less than significant.

**F-1** The Project would include a number of Project design features (PDFs) that implement an array of strategies that address most of the source categories identified by the State for potential GHG reductions. These include:

- Renovation of a two-story 206,517-square-foot concrete building in lieu of being removed for new construction. This move results in a building with a lower embodied energy than new construction.
- Designing the residential tower to both provide views and limit heat gain through shading or other devices.
- Construction debris will be recycled with a target rate of 90 percent.
- Pollution control will occur during construction by limiting dust and moisture build up.
- All adhesives, coatings, paint and other finishes installed in interior spaces will be low- or no-VOC (volatile organic compounds).
- Electric Vehicle charging spots will be provided (no less than 3 percent of the total number of parking spaces provided).
- Bicycle parking will be provided (both short-term and long-term) to encourage tenants to utilize alternative modes of transportation.
- Building will be provided with conduit and rooftop space for a potential photovoltaic solar panel array and will have a 'cool roof' to reduce the heat island effect.
- Majority of the landscape will be drought tolerant and low-water use type. The irrigation design will be water-conserving type with moisture sensors.
- All plumbing fixtures will be low-flow or ultra-low flow. Building will be designed to be 'grey-water ready'.
- If carpet is provided, it will meet the Carpet and Rug Institute's Green Label Plus Program or be Greenguard certified.
- Resilient flooring provided will meet UL Greenguard Gold or other green certification program.
- All composite wood products will meet the low VOC limits specified by the California Air Resources Board.
- Educational materials will be provided for the residential tenant occupants that include:
  - Information from local utility, water and water recovery providers on methods to further reduce resource consumption, including recycle programs and locations.
  - Information on-site on public transportation and/or carpool options available in the area.

#### 1. Consistency Analysis

The Project would have less than significant impacts related to GHG emissions. For informational purposes and to support the City's consistency analysis, estimated GHG emissions for the Project were quantified. The Project's construction would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by

construction workers and vendors traveling to and from the Project Site. Those emissions are summarized in Table 4.F-4 of the Draft EIR and are further incorporated in the assessment of long-term operational impacts by amortizing them over a 30-year period (pursuant to guidance from the State and SCAQMD).

GHG emissions were calculated for long-term operations. The estimates also accounted for emissions reductions that will result from the Project's commitments and regulatory changes that will reduce GHG emissions. The Draft EIR compared the Project's GHG emissions to the emissions that the Project would have generated in the absence of any GHG reduction measures (the No Action Taken or "NAT" Scenario). As summarized in Table 4.F-5 of the Draft EIR, the Project's emissions and its associated CARB 2020 NAT scenario are estimated to be 8,720 and 13,030 MTCO<sub>2e</sub> per year, respectively, which shows the Project would reduce emissions by 33 percent from CARB's 2020 NAT scenario. The proposed Project would represent a net 6,512 metric ton increase in annual emissions when accounting for existing emissions from existing development that would be removed as part of the Project. CO<sub>2</sub> estimates from mobile sources are likely much greater than the emissions that would actually occur because the methodology used assumes that all emissions sources are new sources and that emissions from those sources are 100 percent additive to existing conditions. The NAT scenario was provided in the Draft EIR for informational purposes and to support the City's evaluation of the Project's consistency with applicable GHG reduction plans and policies. The Draft EIR's analysis included potential emissions under the NAT scenario and from the Project at build-out based on actions and mandates expected to be in force in 2020. Early-action measures identified in CARB's Climate Change Scoping Plan that have not yet been approved were not credited in that analysis. By not speculating on potential regulatory conditions, the analysis took a conservative approach that likely overestimated the Project's GHG emissions at build-out.

The Project is subject to a number of regulations that directly or indirectly reduce climate change-related emissions. Those measures include following:

- Stationary and area sources. Emissions from small on-site sources are subject to specific emission reduction mandates and/or are included in the State's Cap and Trade program.
- Transportation. Both construction and operational activities from the Project Site would generate transportation-related emissions from combustion of fossil fuels that are covered in the State's Cap and Trade program.
- Energy Use. Both construction and operational activities from the Project Site would generate energy-related emissions that are covered by the State's renewable portfolio mandates, including SB 350, which requires that at least 50 percent of electricity generated and sold to retail customers from renewable energy sources by December 31, 2030.
- Building structures. Operational efficiencies will be built into the Project that reduce energy use and waste, as mandated by CALGreen building codes.
- Water and wastewater use. The Project would be subject to drought-related water conservation emergency orders and related State Water Quality Control Board restrictions.
- Major appliances. The Project would include major appliances that are regulated by California Energy Commission requirements for energy efficiency.
- Solid waste management. The Project would be subject to solid waste diversion policies administered by CalRecycle that reduce GHG emissions.

The Project will also implement Project Design Feature F-1, which includes strategies that address most of the source categories identified by the State for potential GHG reductions.

While the Project would contribute to cumulative increases in GHG emissions over time in the absence of policy intervention, the Project would be consistent with a number of relevant plans and policies that govern climate change.

*Executive Orders S-03-05 and B-30-15.* The Project is consistent with the State's Executive Orders S-3-05 and B-30-15, which are orders from the State's Executive Branch for the purpose of reducing GHG emissions. These strategies call for developing more efficient land-use patterns to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. The Project includes elements of smart land use as it is a mixed-used development located in an urban infill area well-served by transportation infrastructure that includes robust public transit provided by Metro.

Statewide efforts are underway to facilitate the State's achievement of its 2050 GHG emissions goals and it is reasonable to expect the Project's emissions profile to decline as the regulatory initiatives identified by CARB in the First Update are implemented, and other technological innovations occur. Stated differently, the Project's emissions total at build-out presented in this analysis represents the maximum emissions inventory for the Project as California's emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. The Project's GHG emissions will likely decrease over time (e.g., emissions from vehicles traveling to and from the Project Site will decrease as fuel efficiency improves, energy-related emissions will decrease as energy sources increasingly comply with the State's renewable energy portfolio mandates). As such, given the reasonably anticipated decline in Project emissions once fully constructed and operational, the Project is consistent with the Executive Order's horizon-year goal.

Many of the emission reduction strategies recommended by CARB would serve to reduce the Project's post-2020 emissions level to the extent applicable by law and help lay the foundation "...for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," as called for in CARB's First Update to the AB 32 Scoping Plan. As such, the Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Order S-3-05 and B-30-15.

*AB 32 Scoping Plan.* As further summarized in Table 4.F-7 of the Draft EIR, the Project will be consistent with the applicable GHG reduction strategies from the AB 32 Scoping Plan. Those strategies include: (i) maximizing energy efficiency building and appliance standards and pursuing additional efficiency efforts; (ii) achieving 33 percent renewable energy mix statewide; (iii) installing solar-electric capacity under California's existing solar programs; (iv) expanding the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings; (v) reducing methane emissions at landfills by increasing waste diversion and composting; and (vi) continue efficiency programs and use cleaner energy sources to move and treat water. The Project will be consistent with those strategies in part by being designed to meet Cal Green Building standards, including photovoltaic solar panels, utilizing energy from the Los Angeles Department of Water and Power (which has goals to diversify its portfolio of energy

sources), having a minimal impact on solid waste facilities, and using water-efficient landscaping. The Project would be consistent with all feasible and applicable strategies recommended in the AB 32 Scoping Plan.

*SCAG'S RTP/SCS.* As further summarized in Table 4.F-8 of the Draft EIR, the Project would be consistent with the applicable actions and strategies in the SCAG 2016-2040 RTP/SCS. The applicable land use strategies include: (i) reflect the changing population demands by increasing the housing supply at a variety of affordability levels; (ii) focus on new growth round transit; (iii) plan for growth around livable corridors; (iii) provide more options for short vehicle trips; and (iv) protect natural and farm lands. The Project will be consistent with those land use strategies because it will include residences that will add to the City's housing supply, the Project consist of an infill development near transit facilities, the Project will help further the jobs/housing balance objectives that can improve the use of electric vehicles for short trips, and the Project will help reduce demand for growth in urbanizing areas that threaten greenfields and open space. The applicable transportation strategies include: (i) manage congestion; through programs like the Congestion Management Program, Transportation Demand management, and Transportation Systems Management strategies. The Project will be consistent with that strategy because it is an infill development that will minimize congestion impacts due to its proximity to public transit and general density of population and jobs. The applicable technological innovation and 21st century transportation strategies include: (i) promoting zero-emissions vehicles; and (ii) promoting neighborhood electric vehicles. The Project will be consistent with those strategies by including pre-wiring for electric vehicle charting infrastructure. Also, the Project will be consistent with applicable post-2020 GHG reduction goals for the state that are addressed in SCAG's RTP/SCS. SCAG's RTP/SCS provides strategies to reduce emissions from transportation sources pursuant to California's long-term climate policies, including SB 375. Through its reductions strategies, the 2016-2040 RTP/SCS will meet or exceed the SB 375 targets for 2020 and 2035. Specifically, through its reduction strategies, the 2016-2040 RTP/SCS would result in an estimated 8-percent decrease in GHG emissions per capita by 2020 over 2005 levels, 18-percent decrease in GHG emissions per capita by 2035 over 2005 levels, and 21-percent decrease in GHG emissions per capita by 2040 over 2005 levels. Therefore, the 2016-2040 RTP/SCS is expected to help achieve the State's GHG emission reduction goals past the year 2020, and the Project is consistent with the applicable 2016-2040 RTP/SCS strategies.

*City of Los Angeles Mobility 2035 Plan.* The City's Mobility 2035 Plan includes key policy initiatives that link land use and transportation and targeting GHG through a more sustainable transportation system. The Project is fully consistent with those general objectives, including the most relevant strategy Program No. D7, which calls for the development of GHG tracking program that would quantify reductions in GHGs from reductions in vehicle miles traveled.

*City of Los Angeles ClimateLA Plan.* The Project's construction is consistent with the ClimateLA Plan's applicable goals and strategies. With regard to transportation, the Project is consistent with the Plan's focus on reducing emissions from private vehicle use. The Project's infill location with immediate access to significant public transit, pedestrian, and bicycle facilities results in a transit-oriented development that would reduce dependence on vehicles. Further, the mixed-use nature of the Project is consistent with the Plans' land use policies that promote high density near transportation, transit-oriented development, and making underutilized land available for housing and mixed-use development, especially near transit.

To reduce emissions from energy usage, the Project would be consistent with "ClimateLA" and its focus on increasing the amount of renewable energy provided by the Los Angeles Department of Water and Power; presenting a comprehensive set of green building policies to guide and support private sector development; and helping citizens to use less energy. Both construction and operational activities from the Project Site would generate energy-related emissions that are reduced by the State's renewable portfolio mandates, including SB 350, which requires that at least 50 percent of electricity generated and sold to retail customers come from renewable energy sources by December 31, 2030.

With regard to water, the Project would be consistent with reducing water from growth through water conservation and recycling; reducing per capita water consumption by 20 percent; and implementing the City's water and wastewater integrated resources plan that will increase conservation, and maximize the capture and reuse of storm water. Specifically, the Project would be subject to drought-related water conservation emergency orders and related State Water Quality Control Board restrictions, as well as CALGreen and City Green Building Code that call for water-conserving fixtures and processes.

With regard to waste, the Project would be consistent with the "ClimateLA" goal of reducing or recycling 70 percent of trash by 2015. Operational efficiencies will be built into the Project that reduce energy use and waste, as mandated by the City's Green Building Code and CALGreen building code. With regard to ongoing operations, the Project would be subject to solid waste diversion policies administered by CalRecycle that reduce GHG emissions.

With regard to open space and greening, the Project would not interfere with "ClimateLA" and its focus on creating 35 new parks; revitalizing the Los Angeles River to create open space opportunities; planting one million trees throughout the City; identifying opportunities to "daylight" streams; identifying promising locations for stormwater infiltration to recharge groundwater aquifers; and collaborating with schools to create more parks in neighborhoods.

*City of Los Angeles Green Building Ordinance.* The Project would comply with mandatory measures under the Green Building Ordinance that would help reduce GHG emissions. Those measures include providing on-site bicycle parking spaces and increasing energy efficiency on the Project Site. The Project would also comply with the Green Building Ordinance's standards that require design, construction, maintenance, and operation of the Project to occur at a level that would be consistent with Leadership in Energy and Environmental Design (LEED) basic certification, reduce emissions beyond the No Action Taken Scenario, and are consistent with the AB 32 Scoping Plan's recommendation for communities to adopt building codes that go beyond the state's codes.

In sum, given the Project's consistency with the above-listed GHG reduction strategies, the Project would be consistent with the applicable State, regional, and local GHG reduction strategies. Taken together, those strategies encourage providing recreational, cultural, and a range of shopping, entertainment and services all within a relatively short distance; providing employment near current and planned transit stations and neighborhood commercial centers; and supporting alternative fuels and electric vehicles. Given that the Project would generate GHG emissions that are less than significant, and given that GHG emission impacts are cumulative in nature, the Project's incremental contribution to cumulatively significant GHG emissions would be less than cumulatively considerable, and impacts would be less than significant.

No mitigation measures are required, as so significant impacts associated with greenhouse gas emissions have been identified.

## 2. Cumulative Impacts

The emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHGs from more than one project and many sources in the atmosphere that may result in global climate change. Currently, there are no applicable CARB, SCAQMD, or City significance thresholds or specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative levels.

No mitigation measures are required, as so significant impacts associated with cumulative impacts related to greenhouse gas emissions have been identified. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represent new emissions or existing, displaced emissions. Therefore, consistent with CEQA Guidelines Section 15064h(3), the City as Lead Agency has determined that the Project's contribution to cumulative GHG emissions and global climate change would be less than significant if the Project is consistent with the applicable regulatory plans and policies to reduce Greenhouse Gas Emissions: Executive Orders S-3-05 and B-30-15, AB 32, the 2016-2040 RTP/SCS, the City of Los Angeles Green Building Ordinance, and the City of Los Angeles Mobility 2035 Plan. As summarized above, the Project is consistent with those applicable GHG reduction plans and policies. The NAT comparison demonstrates the efficacy of the measures contained in those policies. In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the Project's impacts are cumulatively less than significant.

No mitigation measures are required, as so significant impacts associated with cumulative impacts related to greenhouse gas emissions have been identified.

## F. 4.G HAZARDS AND HAZARDOUS MATERIALS

### 1. Transport, Use, Storage, Disposal, and/or Emissions of Hazardous Materials

The Project's impacts related to the transport, use, storage, disposal, and/or emission of hazardous materials would be less than significant.

The Project's construction would involve the temporary transport, use, and/or disposal of potentially hazardous materials, including paints, adhesives, surface coatings, cleaning agents, fuels, and oils. The use of these materials would be temporary and short-term in nature. Additionally, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which would ensure that impacts associated with the transport, use, storage, and disposal of hazardous materials would be less than significant.

Any emissions from the use of such materials during construction would be minimal and localized to the Project Site. Construction of the Project would be required to comply with applicable regulations concerning the exposure of hazardous substances to rainfall and runoff (General Stormwater Permit for Construction Activities), as well as the applicable federal and state

regulations governing transport, storage, and use of hazardous materials (RCRA Title 49 of the CFR, the California Vehicle Code, and the California Health and Safety Code), and applicable provisions of the LAMC. Thus, Project construction would not expose persons to substantial risks resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards. Therefore, Project impacts associated with the potential release of hazardous substances during construction of the Project would be less than significant.

The Project's operation would include the continuation of wholesale flower sales at the Project Site, and would add multi-family residential, retail, restaurant, and office uses, to the Site, which would involve the limited use of hazardous materials. Operation of the proposed residential uses would likely involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, paints, and pesticides for landscaping. Hazardous materials to be used, stored, and disposed of by the Project's commercial uses would vary depending on the specific commercial use, but could include cleaning solvents, waxes, dyes, toners, paints, bleach, grease, and petroleum products. With implementation of hazardous waste reduction efforts on-site (i.e., the City's Green Building Ordinance and through source reduction, recycling, on-site treatment, etc.), as well as the proper treatment and disposal of such wastes at licensed resource recovery facilities, the Project would not generate significant amounts of hazardous wastes. Therefore, Project impacts related to the use of hazardous materials during operation of the Project would be less than significant.

The transport of hazardous materials and wastes (i.e., paints, adhesives, surface coatings, cleaning agents, fuels, and oils) would occur in accordance with federal and State regulations, including RCRA, Title 49 of the CFR, the California Vehicle Code, and the California Health and Safety Code. In accordance with such regulations, the transport of hazardous materials and wastes would only occur with transporters who have received training and appropriate licensing. Additionally, hazardous waste transporters would be required to complete and carry with him/her a hazardous waste manifest. Placarding of vehicles carrying hazardous materials would also occur in accordance with Title 49 of the CFR. Therefore, there would be no impact resulting from the transport of hazardous materials to the Project Site.

Compliance with applicable City, State, and federal regulations related to the handling, storage, transport, and disposal of hazardous materials and waste during operation of the Project would ensure that no significant hazard to the public or the environment occurs. Therefore, Project impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with the transport, use, storage, disposal, and/or emissions of hazardous materials have been identified.

## 2. Upset Conditions Involving the Release of Hazardous Materials

Impacts related to the potential to upset conditions involving the release of hazardous materials would be less than significant. A Phase I Environmental Site Assessment was prepared for the Project Site in December 2016 and attached as Appendix H to the Draft EIR. The Phase I concluded the Project Site is not contaminated with any hazardous waste.

With regards to asbestos, due to the age of the Project Site buildings, asbestos-containing materials (ACMs) are likely present. The identified suspect ACMs would need to be sampled to confirm the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential

exposure to workers and/or building occupants. Asbestos removal is controlled by federal regulations and the SCAQMD. In general, asbestos removal is a low risk operation. When following asbestos-related regulations, the possibility of exposure to airborne asbestos fibers from asbestos removal projects is limited. In accordance with the EPA's NESHAP regulation and the SCAQMD, all materials, which are identified as ACMs, would be removed by a trained and licensed asbestos abatement contractor. Prior to issuance of any demolition permit, the applicant would provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACMs are found to be present. If ACMs are found to be present, they would be abated in compliance with SCAQMD Rule 1403, as well as other State and federal rules and regulations, including CAL-OSHA Asbestos for the Construction Industry Standard, EPA rules and regulations, and industry standards. Provided that the removal and disposal of ACMs from the Project Site follows the various required guidelines described above, hazardous materials impacts relative to exposure of workers and others to asbestos would be less than significant.

With respect to lead-based paint (LBP), all painted surfaces in the Project Site buildings were observed in good condition. However, due to the age of the structures, there is a potential for LBP to be present. Demolition of the existing structures on the Project Site could therefore release LBP containing materials present in the structure into the environment. Exposure of workers and others to LBP during demolition of the Project Site structures would be a potentially significant impact. In order to ensure minimal exposure to workers and others, LBP found in the buildings shall be removed and disposed of as recommended by a qualified Department of Health Services lead consultant and in accordance with applicable federal, state, and local regulations. Regulations that would be followed during demolition include Construction Safety Orders 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations, and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD). Provided that abatement rules and regulations are followed as necessary, hazardous materials impacts to sensitive receptors and workers caused by exposure to lead-paint would be less than significant.

With respect to polychlorinated biphenyls (PCBs), it is possible that fluorescent lighting ballasts contain small quantities of PCBs, which are currently regulated as hazardous waste in California. Any potential PCBs should be handled by a qualified electrician where removal or replacement is necessary. Provided that existing regulations are followed to dispose of any PCBs, the Project's impacts would be less than significant.

With respect to radon, based on information provided in the Phase I Site Assessment and Preliminary Site Assessment (Appendix H to the Draft EIR), the radon gas infiltration risk for the property is very low. Therefore, Project impacts related to radon would be less than significant.

No mitigation measures are required, as no significant impacts related to upset conditions involving the release of hazardous materials have been identified.

### 3. Emit Hazardous Materials Near Schools

The Project Site is located within 500 feet of the Jardin de la Infancia School. The Project would use, at most, minimal amounts of hazardous materials for routine cleaning and maintenance that would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Further, the Project would not result in any

significant impacts related to upset conditions. Additionally, the Project Applicant would be required to comply with existing regulations pertaining to ACMs, LBP, and PCB to ensure that these hazardous materials would not pose a significant risk to the environment. Therefore, Project impacts related to emitting hazardous materials near schools would be less than significant.

No mitigation measures are required, as no significant impacts related to emitting hazardous materials near schools have been identified.

#### 4. Listed Site Pursuant to Government Code Section 65962.5

California Government Code Section 65962.5 requires various state agencies, including but not limited to, DTSC and the SWRCB, to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5. Thus, construction and operation of the Project would not create a significant hazard to the public or the environment, as a result of being on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts related to this issue would occur.

No mitigation measures are required, as no significant impacts related to a listed site pursuant to Government Code section 65962.5 have been identified.

#### 5. Emergency Response/Evacuation Plan

The Project's impacts related to the implementation of or physical interference with an adopted emergency response plan or emergency evaluation plan would be less than significant. The Project could require temporary roadway lane closures during construction. However, prior to the issuance of a building permit, the Project Applicant would be required by the LAFD and the City of Los Angeles Department of Building and Safety to develop an emergency response plan for the Project in consultation with the LAFD. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments. Preparation and implementation of the Project-specific emergency response plan would ensure that Project impacts related to emergency response/evacuation would be less than significant.

No mitigation measures are required, as no significant impacts associated with emergency response or evaluation plans have been identified.

#### 6. Cumulative Impacts

The geographic extent of the Project's environmental impacts is limited to the Project Site and would not contribute to any other potential environmental impact that may occur beyond the Project Site boundaries. All related projects would be subject to discretionary or ministerial review by their respective jurisdictions, which would be responsible for assessing potential hazards risks associated with those related projects, and if necessary, the applicants of those projects would be required to implement measures appropriate for the type and extent of hazardous materials present and the land use proposed to reduce the risk associated with the hazardous materials to an

acceptable level. The Project would not result in any significant impacts related to hazards and hazardous materials. Therefore, no significant cumulative impacts related to hazards and hazardous materials would occur.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to hazards and hazardous materials have been identified.

#### G. 4.H LAND USE AND PLANNING

##### 1. Consistency with Applicable Plans, Policies, and Regulations

The Project would be consistent with applicable land use plans, policies and regulations. The legal standard that governs consistency determinations with applicable land use plans states that a project must only be in "harmony" with the applicable land use plan to be consistent with that plan. (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 717-18.) In addition, "state law does not require an exact match between a proposed subdivision and the applicable general plan." (*Id.* at p. 717.) To be "consistent" with a general plan, a project must be "compatible with the objectives, policies, general land uses, and programs specified in the applicable plan," meaning, the project must be "in agreement or harmony with the applicable plan." (*Id.* at pp. 717-18.) A project is "consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.)

As summarized in Table 4.H-1 of the Draft EIR, the Project will be consistent with all of the 16 applicable policies of SCAG's 2008 RCP. Those policies include policies related to land use and housing, open space and habitat, water, energy, and solid waste. Specifically, the 2008 RCP includes policies for local governments to provide new housing that incorporates green building measures, promote infill development and revitalize existing communities, and promote water-efficient and energy-efficient land use and development. The Project will be consistent with those policies, as it will provide new housing, including 10% of its units for moderate income families, as an infill, mixed-use development. The Project will also comply with CalGreen requirements of the California Building Code and will be consistent with the LA Green Building Code, which is designed to reduce the Project's energy and water use, reduce waste, and reduce the carbon footprint.

As summarized in Table 4.H-2 of the Draft EIR, the Project will also be consistent with all of the four applicable policies of SCAG's RTP/SCS, which focuses on transportation investments in the SCAG region. Those policies and goals include maximizing mobility and accessibility for all people and goods in the region, protecting the environmental and health of the region's residences by improving air quality and encouraging active transportation, encouraging energy efficiency, and encouraging land use and growth patterns that facilitate transit and non-motorized transportation. The Project will be consistent with those goals by reducing vehicle miles traveled by providing a higher density infill development close to public transit, providing approximately 414 bicycle parking spaces, and by complying with CalGreen requirements of the California Building Code and the City's Green Building Ordinance to reduce the Project's energy and water use, reduce waste, and reduce its carbon footprint.

As described further in Table 4.H-3 of the Draft EIR, the Project would also be consistent with all four applicable land use policies of the City's General Plan Framework Element. Those policies

include promoting development that integrates housing with commercial uses at appropriate locations, promoting development that emphasizes pedestrian/bicycle access, and preserving existing stable residential neighborhoods and encouraging new development in proximity to transit and along the City's major boulevards. The Project will be consistent with those policies by constructing an infill development that will provide housing and employment opportunities, as well as commercial uses, and serve current residents in the Project area and future residents at the Project Site in close proximity to public transit. The Project will also be pedestrian friendly, creating flexible open space for pedestrians and offering retail and restaurant opportunities at the ground level. The Project will also provide bicycle parking to encourage bicycle use.

As described further in Table 4.H-4 of the Draft EIR, the Project will also be consistent with the twelve applicable land use policies in the City's General Plan Health and Wellness Element. Those policies include, but are not limited to, promoting healthy communities, incorporating a health perspective into land use, increasing the availability of and access to affordable goods and services that promote health and healthy environments, promoting a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, promoting infrastructure improvements that support active transportation, promoting the development of new and innovative active spaces, and reducing air pollution from stationary and mobile sources. The Project will be consistent with those policies by constructing infill development that includes redevelopment of the Project Site, with new housing, commercial, and open space in close proximity to transit. The Project's provision of open space amenities, including social and community spaces, a recreation room, and outdoor garden, and other outdoor gathering areas would provide opportunities for Project residents and visitors to engage in physical activity.

As described further in Table 4.H-5 of the Draft EIR, the Project will also be consistent with the 11 applicable land use policies in the City's Housing Element. Those policies include, but are not limited to, expanding affordable home ownership opportunities, facilitating new construction and preservation of a range of different housing types, encouraging the integration of housing and other compatible land uses, facilitating a reduction in water and energy consumption and reduction of waste in construction and building operations, and promoting the preservation of neighborhood character in balance with facilitating new development. The Project would be consistent with those policies by providing 323 new residential units, which would supply housing for small households comprised of one or two persons as well as for families. The Project will also voluntarily provide 10% of its units for moderate income families. The Project will also develop such housing near public transit, and will include a mix of wholesale, trade, retail, food and beverage, office, and residential uses. The Project will also be consistent with the City's Green Building Code, which will encourage water and energy efficiency and waste reduction.

The Project will also be consistent with the City's Mobility Plan 2035 Element of the General Plan, which guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods. The Project will advance specific policies related to facilitating walking, bicycles, and fewer vehicle trips by allowing mixed-use development in close proximity to two major transportation corridors. The Project will also develop wholesale uses, residential, office, restaurant and retail uses on the same Project Site, and will promote pedestrian activity and circulation and create direct pedestrian connections between the new Project and the City's public transportation infrastructure.

As described further in Table 4.H-6 of the Draft EIR, the Project will also be consistent with the eight

applicable land use policies in the Central City Community Plan. Those policies include, but are not limited to, maintaining zoning standards that promote housing and limit ancillary commercial uses to meet the needs of the neighborhood, guard against the loss of low income housing units, maintaining a safe and attractive environment, attracting businesses that build on existing strengths of the area, and supporting the growth of neighborhoods with small, local retail services. The Project will be consistent with those policies, as it will provide an infill development that includes redevelopment of the Project Site. The Project will maintain the existing wholesale flower market, and will add retail, restaurant, office, and residential uses to serve the neighborhood and in close proximity to transit.

The Project will also be consistent or partially consistent with the goals, objectives, and policies in the City's General Plan related to industrial uses and economic development. For example, Chapter 3 of the General Plan's Framework Element states that "[i]t is the intent of the General Plan Framework Element to preserve industrial lands for the retention and expansion of existing and attraction off new industrial uses that provide job opportunities for the City's residents. As indicated in the Economic Development Chapter of the Framework Element, some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses. Where such lands are to be converted, their appropriate use shall be of the subject of future planning studies." The Project will be consistent with that intent, as it will facilitate the retention of the Flower Market as an industrial use in the Central City area. The Flower Market is currently experiencing deteriorating sales due to the increase in wholesale and retail flower shops in the Project area over the last 15 years and the competition from big-box retailers (including Costco and Target). The number of vendors in the Flower Market has shrunk over the last 15 years. To remain economically competitive, the Flower Market must shrink its wholesale footprint and become more efficient by updating its operating systems and supplementing operations with mixed use components. By allowing the Project applicant to upgrade its existing facility so it can remain competitive and economically viable, the City will facilitate the retention of that industrial use in the Central City area.

The Project's requested General Plan Amendment from "Light Manufacturing" to "Community Commercial" and vesting zone change from M2-2D to C2-2 zone will convert the Project Site from its existing industrial land use designation and zoning to allow for a mix of other land uses. The City finds that the conversion of the existing industrially zoned Project Site to allow for the mix of uses will help the Central City retain the Flower Market as an industrial use and will keep the Flower Market from moving its operations to a cheaper industrial area elsewhere in the region. Further, as the City studied in the Draft and Final EIR, the conversion of the Project Site's existing industrial uses to allow for a different mix of uses will be consistent with the City's General Plan, as the Project will be in agreement and harmony with the Plan and will further the General Plan's applicable objectives and policies. Whether the re-designation of industrial uses on the Project Site will displace other industrial uses that may have otherwise made use of the Project Site (other than the Flower Market) and whether that displacement would lead to environmental impacts is too speculative for the City to evaluate at this time. (CEQA Guidelines, §§ 15064, 15145.)

The Project will also be consistent or partially consistent with the relevant goals, objectives, and policies in the Economic Development Chapter of the General Plan (Chapter 7), including the following:

- Goal 7B – A City with land appropriately and sufficiently designed to sustain a robust commercial and industrial base.
  - Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.
    - Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.
    - Policy 7.2.6: Concentrate office development in regional mixed-use centers, around transit stations, and within community centers.
    - Policy 7.2.: Encourage new commercial development in proximity to rail and bus transit corridors and stations.
    - Policy 7.2.8: Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.
    - Policy 7.2.9: Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: Land Use.

The Project will be consistent with Goal 7B, Objective 7.2, and Policies 7.2.2, 7.2.6, and 7.2.7 by establishing a balance of land uses that will include 64,363 square feet of office space, 4,385 square feet of retail space, and 63,785 square feet of wholesale space and storage. The project will also include residential, restaurant, and event space uses. With that mix of uses, the Project will provide housing and employment opportunities to the community within ¼ mile of 28 bus lines, which provide service to regional centers such as Century City, Santa Monica, Burbank, Long Beach, Montebello, and Hawthorne, as well as to major transit stations, including Union Station and 7<sup>th</sup> Street / Metro Center Station. The Project, therefore, will establish a balance of land uses and will concentrate those uses in an area near public transit. The Project will be partially consistent with Policies 7.2.8 and 7.2.9 because the Project will redesignate existing industrial land to other land uses to allow for the mix of uses proposed by the Project. However, as summarized above, the Project will allow the Flower Market to remain competitive and economically viable, and will keep that industrial use from leaving the Central City area.

- Goal 7C – A city with thriving and expanding businesses.
  - Objective 7.3 – Maintain and enhance the existing businesses in the City.
    - Policy 7.3.1: Maintain the Downtown regional core as the preeminent center for office development in the City, the metropolitan area, and the region. Maintenance of this status is key to the City's economic and fiscal strength during the transition to a more service oriented economy.
    - Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.
    - Policy 7.3.3: Prioritize the retention and renewal of existing industrial businesses.
    - Policy 7.3.8: Assist existing industries located in Los Angeles with their expansion plans and/or relocation efforts to find suitable industrial sites in the City.

The Project will be consistent with Goal 7C, Objective 7.3, and Policies 7.3.1, 7.3.2, and 7.3.3 by providing a mix of uses, including residential, industrial, and office space in the Center City area.

The Project will allow the Center City area to retain the Flower Market as an industrial use, and the Project will allow the Flower Market to remain competitive and economically viable.

- Goal 7G – A range of housing opportunities in the City.
  - Objective 7.9 – Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City’s work force to both live and work in the City.
    - Policy 7.9.1: Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City’s fiscal structure.
    - Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.

The Project will be consistent with Goal 7G, Objective 7.9, and Policies 7.9.1 and 7.9.2, as the Project will provide new residential units within ¼ mile of 28 bus lines and close to Metro stations. The Project will set aside 10% of its residential units as affordable units for moderate income families.

In addition, the Project will also be consistent with applicable objectives and standards in the Central City Community Plan related to maintaining wholesale industries by updating outdated facilities, improving access, improving parking, and enhancing the pedestrian environment. The Project provides housing opportunities for those who choose to live in the Flower District and meets the intent of Objective 3-2, which is to “study the possibility of development artist-in-residence district in industrial areas,” to continue to improve the jobs/housing ratio, respond to market demands, and maintain the viability of industrial lands as the space needs of manufacturers evolve. The Project’s residential units will be loft style.

The Community Plan also states that the economic vitality of the South Markets is essential to the revitalization and prosperity of the rest of Downtown, and the Project could help anchor and bring identity to the concentration of unique regional markets associated with wholesale industries of Downtown. The Community Plan further explains that although the area is generally prospering, there is strong competition from other areas. To retain existing industry and attract new ones, the Community Plan states that Downtown must become more competitive with other localities and provide a safe and clean environment. To achieve that goal, the Community Plan sets forth Objective 3-1, which states the objective to “strengthen, retain and expand the existing industrial base as well as attract new industries to the Central City area.” The Community Plan also includes Policy 3-1.1, which states “[m]aintain and expand the toy, garment, small electronics, and other import/export wholesale industries” and includes the program to “[u]pdate existing, outdated industrial facilities and to improve access, loading and parking in the industrial area and support improvements that will implement the Alameda Corridor Project. Expand safe, convenient, and affordable parking for employees and customers.”

For the reasons summarized above, the Project will be consistent with that applicable objective, policy, and program related to industrial uses by helping the Central City retain and update the existing Flower Market as an industrial use in the area. The Project will allow the Project applicant to upgrade its existing facility so it can remain competitive and economically viable and remain in

the City. The Project will also create a pedestrian-friendly environment, maintaining strong street wall, with storefronts and a flower-themed mural along Maple Avenue, and a public paseo that will connect Maple Avenue and Wall Street through a creative open space for pedestrians. The Project, therefore, will improve access and expand a safe, and convenient street environment for customers, residents, and employees in the area.

As described further in the CEQA findings for air quality, the Project would also be consistent with the SCAQMD Air Quality Management Plan. Additionally, as described further in the CEQA findings for transportation/traffic, the Project would be consistent with the Congestion Management Plan (CMP). Given the Project's consistency with the applicable policies in the applicable land use plans as described above, the Project's impacts related to consistency with land use plans will be less than significant.

With respect to zoning and land use, the Project Site is zoned M2-2D (Light Industrial, Height District 2 with Development Limitation) and the current land use designation is Light Manufacturing. As proposed, the Project is currently inconsistent with the existing zoning and land use designation. Therefore, as part of the Project, the Applicant is seeking a Vesting Zone Change from M2-2D to C2-2 and a General Plan Amendment from Light Manufacturing to Community Commercial, which would permit development of the Project as proposed. The approval of the Vesting Zone Change and General Plan Amendment would be in conformance with public necessity and convenience, general welfare, and good planning practices. The Project serves to address the City's housing shortage and need for affordable housing, and will increase the livability of the neighborhood by providing a mix of land uses in proximity to public transit. The Project will also maintain the Flower Market at its current location, preserve and create jobs, and will help revitalize two traditionally retail-oriented streets—7th Street and Maple Avenue. The Project would have jobs-producing components—wholesale, retail, office, restaurants and would provide additional amenities for the neighborhood. With approval of the requested discretionary actions, the Project would conform to the zoning and land use designation for the Project Site, and the Project's impacts would be less than significant.

In addition, the Project is requesting a General Plan Amendment (GPA) from "Light Manufacturing" to "Community Commercial." The General Plan amendment is for a proper area in the City pursuant to Los Angeles City Charter Section 555 because the amendment is for an area that has a "significant social, economic, or physical identity." The Project Site has its own significant social identity because the Project constitutes the epicenter of the Flower District and the success of the Project Site as a flower market could help the City maintain its position in the competitive global flower market. The Project Site also has a significant social identity because the Flower Market on the Project Site can remain competitive and continue to operate as an industrial use, while also serving as a transition area from the City's South Markets area to the Historic Core and South Park areas at the upper edge of the Downtown industrial neighborhood. The Project Site also has a significant economic identity, as development of the area will dictate whether it will be financially feasible for the Flower Market to continue to operate. The Project Site has a significant economic identity because it is in a unique position to bring more density and street life to an area in close proximity to the City's Historic Core and South Park residential communities, while also allowing retaining and strengthening an existing industrial use.

The Project Site also has a significant physical identity because changing its land use designation

will help the Project Site stimulate the neighborhood's revitalization with new development. The Project Site can bring more density and street life to an area in close proximity to the City's historic core, downtown, and South Park residential communities. The Project Site also has a significant physical identity, as the Project site is 3.87 acres in size and is located in the Flower District. The Flower District has grown to be an important part of the City's identity. The Project Site is also located in the Greater Downtown Housing Incentive Area and the Los Angeles State Enterprise Zone Program Area. In addition, the Project Site is located within a Transit Priority Area as defined by CEQA Section 21099 and the City of Los Angeles ZI No. 2452, and is located within 0.6 miles of the Pershing Square Metro Rail Station (Red/Purple lines), 0.7 miles from the 7th and Metro Rail Station (Red/Purple, Blue/Expo lines), and 1.2 miles from the Pico metro Rail Station (Blue/Expo lines) and Little Tokyo Metro Rail Station (Gold line). The Project site's proximity to so many public transportation options will help the City achieve land use goals of increasing density near transit and promoting the use of public transit by residents, employees, and visitors to the Project Site.

The Project Site's significant social, economic, and physical identity is also apparent from analyzing the Project Site in the context of the transitioning area surrounding the Project Site. With respect to the social identity, the Flower District around the Project Site has grown to include other floral operations and related businesses in the immediate area. The Flower District has served as a catalyst for development of Southern California's horticultural industry. Economically, the vitality of the Flower District will help the City remain competitive in a growing global flower market. The area surrounding the Project Site also has a significant physical identity, as the area is currently in transition and is increasingly supporting a robust variety of mixed uses. Uses surrounding the Project site include parking lots, warehouses, retail and commercial uses, and residential uses from low-rise to medium-rise buildings. The General Plan Amendment will help the Project Site contribute to a mix of commercial, residential, retail, and restaurant uses to the surrounding project area.

No mitigation measures are required, as no significant impacts related to consistency with applicable land use plans, policies, and regulations have been identified.

## 2. Compatibility

The CEQA Guidelines do not include significance thresholds relating to a project's compatibility with surrounding land uses, except not to physically divide an existing community. However, the City's CEQA Threshold Guide addresses land use compatibility. The Project Site is surrounded by a mix of parking lots, warehouses, retail, and some commercial and residential uses contained in structures ranging from low-rise to medium-rise buildings, which are physically separated from the Project Site by secondary, collector, and local streets. Surrounding residential uses in close proximity to the Project Site include the Santee Village (nearly 400 units), the Santee Court (238 units), the Garment Lofts (77 units), and the Textile Building Lofts (77 units). The Project would provide residential uses that are consistent with other residential developments in the area, and that would also complement the area's commercial uses, and which would provide another residential option for those who work in downtown and would like to live close to work. The Project also proposes neighborhood-serving commercial uses that would provide shopping and dining options for the residents of the Project and also those who live, work, and spend time in the Project area. The Project would expand and redevelop the existing wholesale flower market, which would be compatible with other wholesale flower sales that take place in the Los Angeles Flower District, of which the Project Site is a part. For these reasons, Project impacts with respect to land use

compatibility would be less than significant.

The Project would also be compatible with the surrounding neighborhood because it is located at the upper edge of the Downtown industrial neighborhood, which allows the Project to serve as a transition from the City's South Markets area to the Historic Core and South Park areas. The Project Site is an important part of the City's urban fabric that will help weave the adjacent industrial, commercial, and residential neighborhoods. The Project would, therefore, be compatible with the existing residential uses near the Project Site, as well as with future proposed development on neighboring properties. For example, there are two housing projects under construction adjacent to the Project Site. At the northeast corner of 7th Street and Wall Street, a six-story apartment building is under construction that would include 99 residential units. At the northwest corner of 7th Street and Wall Street, a seven-story mixed-use building is under construction that would include a medical clinic and 55 residential units. Another project was recently approved at 554 S. Pedro Street, which would consist of two mixed-use towers (a 12-story tower and 18-story tower), which would include 378 supportive and affordable housing units. The Project would also be compatible with other proposed nearby development on neighboring properties. A project was approved for the construction of 435 residential units in a tower at the west corner of 7th Street and Maple Avenue.

In addition, the Project will be compatible with surrounding uses given its consistency with the applicable design guidelines governing the Project area. The Project is located within the boundaries of the Downtown Design Guide: Urban Design Standards and Guidelines ("Design Guide") in the Flower District/South Markets Neighborhood. The Design Guide encourages Downtown Los Angeles to develop as a more livable and sustainable community. The Central City Community Plan (Chapter V) states that standards in the Design Guide for South Markets help create a street-oriented component of the Flower Market, including flower shops, restaurants and shops. The Community Plan further states the Design Guide should create a street identity for the Flower Market on both Seventh and Eighth Streets and establish streetscaping and façade improvement programs making areas more inviting for retail customers.

The Project would generally be consistent with the standards and guidelines in the Design Guide, and it incorporates specific design elements to satisfy the intent of the Design Guide. For example, Section 2 of the Design Guide includes the following overarching goal for a livable and sustainable Downtown—"to promote a more livable Downtown, projects must address a mix of housing, employment, retail, and entertainment opportunities supplemented by a rich network of transit options, gathering spaces, and recreation areas, and address sustainability at multiple levels." The Project will be consistent with that goal by providing a new mixed-use development consisting of wholesale trade, retail, restaurant, office, event space, and residential uses. The Project will be served by two major transportation corridors (Main Street and 7th Street) that provide substantial public transit opportunities, including Metro bus lines and LADOT DASH E. The Project is also located close to Metro Rail stations. Further, the Project has been designed with open space, landscaping, outdoor recreation amenities, and articulated building elevations in furtherance of the Design Guide standards. The Project's proposed uses were considered with respect to light and ventilation, with each dwelling having access to the Project's open space.

The Project will also be consistent with Section 2.B of the Design Guide, which states, "[w]herever possible, existing structures should be adaptively re-used and integrated into new projects to retain

the architectural fabric of Downtown.” The Project will retain an existing two-story concrete industrial building (the north building), covering approximately 50 percent of the Project Site. The Project Site’s older concrete structure (the south building) would be removed for a new paseo, one level of subterranean parking, additional above-grade parking, and a new residential tower. The proposed paseo is a connector both to the existing Flower Market neighborhood to the east and the existing transit stops and surrounding residential developments. The paseo, open to the public, is a social space that would be able to host a variety of uses including outdoor dining, outdoor flower vendors, seating, bike parking, and neighborhood circulation to and from the adjacent spaces, all positioned to activate the space. Due to previous street-widening requirements along Maple Avenue, and that the existing north building would remain in its current location, a larger sidewalk area is provided and will be used for amenities such as additional trees, seating, kiosks, and a proposed Metro Bike Share Station.

Based on its design and proposed amenities, the Project meets several goals listed throughout the Design Guide, including the following: (i) street wall massing and articulation that help define the pedestrian environment at street level (Chapter 4 goals); (ii) parking access provided mid-block (Chapter 5 goals); (iii) building massing that is broken into a series of appropriately scaled buildings with passageways between buildings and residential unit spacing that provides distance between windows for appropriate line-of-sight (Chapter 6 goals); (iv) providing publicly accessible open space and a paseo, lined with commercial uses, providing pedestrian linkages between streets (Chapter 7 goals); (v) providing visual articulation and variation to enrich the pedestrian experience and contribute to the quality and definition of the street wall (Chapter 8 goals); (vi) building on and connecting to existing elements of the existing wholesale flower market to contribute to the civic and cultural life of downtown (Chapter 12 goals).

Additionally, the Project’s design layout utilizes a centralized floorplate, ringed with units facing out to meet both neighborhood design goals and to meet sustainability goals, including the following: (i) allows other adjacent buildings to have views over and through the Project Site; (ii) enables units to have light, ventilation, and city views; (iii) limits the shading of other adjacent buildings; (iv) provides for a building with varying height levels and articulation in lieu of a wide building at one height and allows for the conservation of the existing north concrete building, which cannot structurally accommodate several additional floors stacked above it.

The Project’s will also be compatible with surrounding uses based on its consistency with the applicable development standards in the Central City Community Plan, as summarized above.

Given the uses surrounding the Project Site, the Project’s proposed amendment to the General Plan and zone change to change the Project Site’s industrial land use and zoning designations to commercial uses will not lead to impermissible spot zoning. The Project’s General Plan Amendment and zone change will not lead to a small parcel of land that is subject to more or less restrictive zoning than surrounding properties. The Project Site will not be an island of commercial land use designation and zoning, but will be connected on some sides by like zones and land use designations. As shown in Figure 3-3 of the Draft EIR, the Project Site is adjacent to properties designated for residential uses just to the northeast of 7th Street. As shown in Figure 3-4 of the Draft EIR, the Project Site is also adjacent to properties zoned for commercial and residential uses to the northeast of 7th Street. There is one out parcel carved out of the Project Site along Wall Street, close to 7th Street, that the Project applicant does not own and will not be subject to the

Project's requested zone change. That parcel will remain zoned as M2 for industrial uses, consistent with the adjacent industrial uses east of the Project Site along Wall Street and further southeast. For all the reasons stated above, therefore, situated at the upper edge of the Downtown industrial neighborhood, the Project will serve as a transition from the City's South Markets area to the Historic Core and South Park areas.

No mitigation measures are required, as no significant impacts associated with land use compatibility have been identified.

### 3. Cumulative Impacts

Cumulative land use impacts could occur if any of the related projects would result in incompatible land uses, or result in land uses that are inconsistent with adopted land use plans when combined with the impacts of the Project. Given the built-out conditions of the greater Los Angeles region, including the Project area, cumulative development likely would convert existing underutilized properties in the Los Angeles area to revitalized higher-density developments to respond to the need for housing, sources of employment, and associated retail land uses. The Project would implement important local and regional goals and policies for the Los Angeles area, which would assist the City in achieving short- and long-term planning goals and objectives related to reducing urban sprawl, efficiently utilizing existing infrastructure, reducing regional congestion, and improving air quality through the reduction of VMT, while helping the City meet its housing needs. Likewise, future development associated with the related projects would support the furtherance of the buildout of Los Angeles and the surrounding area. This is consistent with SCAG and other regional policies for promoting more intense land uses adjacent to transit stations and job centers, providing a variety of housing options, and increasing the number of retail and commercial uses. Further, all related projects in the City would be subject to the same local development and mitigation standards as the Project. Therefore, cumulative impacts related to land use and planning would be less than significant.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to land use and planning have been identified.

## H. 4.1 NOISE

### 1. Operational Noise

During operations, the Project would produce noise from both on- and off-site sources. The on-site sources include noise from mechanical equipment. Regulatory compliance with LAMC Section 112.02 will ensure that noises from sources such as heating, ventilation, and air conditioning (HVAC) do not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. Given that regulatory compliance, the high ambient noise levels in the Project's vicinity, and distances to receptors, the relatively quiet operation of modern HVAC systems, and the Project's own height, the on-site noise from the mechanical equipment will be less than significant. Other on-site sources of noise include the noise generated by the proposed commercial and office uses. Most of that noise would be internal and audibility would be confined to within the Project itself. The addition of the Project's commercial and office uses would not substantially alter the noise profile of the Project's surrounding environment. The continuation of the existing Flower Market operations would not constitute a change to the environment.

With respect to deliveries, the Project's deliveries and loading/unloading activities would be confined to the proposed loading dock area, which would be located similarly to the existing loading dock area. As the Project would generally maintain the same level of retail and commercial space, deliveries and general loading/unloading activities would not change substantially in terms of frequency, duration, and setbacks from noise receptors (the nearest of which is the Santee Court Apartments). Business hours for the Flower Market would remain the same as the current operating hours. The Project would retain the three existing loading bays, but it would remove 19 parking spaces for large trucks that are currently underutilized. Remaining parking spaces would be reconfigured within the same existing area. Therefore, there would be no substantial change to the local noise environment as a result of the Project's proposed loading dock area. The Project could also reduce deliver-related noise levels at the Jardin de la Infancia School, as the Project's proposed restaurant and office space fronting 7th Street would break the line-of-sight between the school and the Project and reduce delivery-related noise levels at the school.

For the Project's new residential land uses, noise from recurrent activities (e.g., conversation, consumer electronics, dog barking) and non-recurrent activities (e.g., social gatherings) at the Project Site could be audible to receptors passing by the site. Residential noise from the Project likely would not be audible at the location of the closets noise-sensitive receptor and would not result in noticeable increase in noise levels. Operational noises related to the proposed onsite parking would include intermittent noise events such as door slamming and vehicle engine start-ups. The new parking uses would not be capable of substantially elevating ambient noise levels at any nearby receptors. In addition, the Project would comply with the California Building Code, which establishes a requirement for interior noise levels of 45 dB in residential (habitable) rooms. Therefore, the Project would also comply with Policy P12 of the Noise Element, as it establishes the same requirement as the California Building Code.

The majority of the Project's operational noise impacts would be from off-site mobile sources associated with its net new daily trips. The noise impact of the additional vehicle trips was modeled using the Federal Highway Administration's Traffic Noise Model 2.5. Based on that analysis, the Project-related traffic would have a negligible impact on roadside ambient noise levels in the Project's vicinity. 24-hour CNEL impacts would similarly be minimal, far below the City's Thresholds Guide criteria for significant operational noise impacts.

The Project's operational noise impacts from on-site and off-site sources would be less than significant.

No mitigation measures are required, as no significant impacts associated with operational noise have been identified.

## 2. Operational Vibration

During the Project's operations, there would be no significant stationary sources of ground-borne vibration, such as heavy equipment or industrial operations. Operational ground-borne vibration in the Project Site's vicinity would be generated by its related vehicle travel on local roadways. However, road vehicles rarely create vibration levels perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. Project-related traffic would expose nearby land uses and other sensitive receptors to vibrations far below levels associated with human

annoyance of land-use disruption. The Project's long-term vibration impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with operational vibration have been identified.

### 3. Cumulative Impacts – Operations

The majority of the Project's long-term noise would come from traffic traveling to and from the Project Site. This addition of future traffic from any new developments in the Project Site area and overall ambient traffic growth would elevate ambient noise levels surrounding local roadways. However, the Project's individual contribution to permanent off-site ambient noise level increases would be minimal. Future roadside ambient noise levels would not increase by 3 dBA to or within their respective "Normally Unacceptable" or "Clearly Unacceptable" noise categories, or by 5 dBA or greater overall. Therefore, Project's cumulative operational noise impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to operational noise have been identified.

## H. 4.J POPULATION AND HOUSING

### 1. Construction

The construction activities associated with the Project would create temporary construction-related jobs. Yet the work requirements of most construction activities are highly specialized, so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Construction workers would not be anticipated to relocate their residence to the Project area and would not induce substantial population growth and/or require permanent housing. Therefore, the Project's population growth impacts related to construction activities would be less than significant.

No mitigation measures are required, as no significant impacts related to population and housing during the Project's construction have been identified.

### 2. Operation

Impacts related to population and housing would be less than significant. The Project includes the expansion and redevelopment of the existing Flower Market facility, including 323 residential units, 64,363 square feet of office space, 4,385 square feet of retail space, 63,785 square feet of wholesale space and storage, 13,420 square feet of food and beverage space, and 10,226 square feet of event space. Based on the 2020 persons-per-household rate for the City of 2.74 persons per household, the Project would add a residential population of approximately 885 people to the Project Site. The Project would also generate approximately 700 employees. The total number of employees on-site at a given time would be reduced per shifts or other operational needs.

The Project's residential population would represent approximately 1.31 percent of the forecasted growth between 2020 and 2035 in the Community Plan area and 1.01 percent of the forecasted

growth between 2020 and 2040. The Project's housing units would represent approximately 0.82 percent of forecasted growth between 2020 and 2040. The Project's employment would represent approximately 3.78 percent of the forecasted growth between 2020 and 2035 in the Community Plan area and 2.88 percent between 2020 and 2040. The Project's population growth would fall within the forecasted growth for the Community Plan area, and the Project would not represent substantial or significant growth as compared to the projected growth of the Community Plan area.

The Project's residential population would represent 0.27 percent of the forecasted growth between 2020 and 2035 in the City and 0.14 percent of the forecasted growth between 2020 and 2040. The Project's housing units would represent approximately 0.19 percent of the forecasted growth between 2020 and 2035 in the City and 0.14 percent between 2020 and 2040. The Project's employment would represent approximately 0.8 percent of the forecasted growth between 2020 and 2035 in the City and 0.20 percent between 2020 and 2040. The Project would not represent substantial or significant growth as compared to projected growth for the City.

With respect to infrastructure, the Project Site is located in an urbanized area of the City and developed with the Southern California Flower Market. Development of the Project would connect to the existing infrastructure currently being used by the existing uses on the Project Site. Operation of the Project would not induce substantial growth through the introduction of new and/or an extension of existing roadways and/or utility infrastructure. The Project would not accelerate development in an undeveloped area.

No mitigation measures are required, as no significant impacts related to population and housing have been identified.

### 3. Cumulative Impacts

The related projects analyzed for cumulative impacts include the development of approximately 46,851 dwelling units in the City. With the Project, the number of cumulative housing units would be approximately 47,174 cumulative housing units for the City (generating approximately 129,257 cumulative residents, based on the City's average household size of 2.74 persons per unit). The cumulative residential population would represent approximately 39.3 percent of the forecasted growth between 2020 and 2035 in the City and 20.9 percent of the forecasted growth between 2020 and 2040. Cumulative housing units would represent approximately 27.6 percent of forecasted growth between 2020 and 2035 in the City and 20.1 percent between 2020 and 2040. Cumulative population growth would fall within the forecasted growth for the City, and cumulative development would not represent substantial or significant growth as compared to projected growth for the City. Additionally, the Project's housing and population growth would be consistent with the anticipated growth from the Community Plan area and the City. The Project would not create unplanned growth, and impacts related to population and housing would be less than significant. Whether the related projects would result in unplanned growth, the Project would not have the potential to contribute to any potential cumulative impact.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to population and housing have been identified.

## I. 4.K.1 PUBLIC SERVICES-FIRE PROTECTION

## 1. Construction

The Project's impacts related to fire protection during the Project's construction would be less than significant. The Project's construction activities may temporarily increase demand for fire protection and emergency medical services. Construction activities may also cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources from machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. To comply with California Department of Industrial Relations (Cal-OSHA) and Fire and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on-site. Project construction would comply with all applicable codes and ordinances related to the maintenance of mechanical requirement, handling and storage of flammable materials, and cleanup of spills of flammable materials. Based on compliance with those regulations, such impacts during construction would be less than significant.

The Project's construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and by necessitating partial lane closures during street improvements and utility installations. Those impacts are considered to be less than significant because general "good housekeeping" procedures employed by construction contractors and work crews would minimize potential hazards, and partial lane closures would not significantly affect emergency vehicles.

Additionally, a Construction Traffic Management Plan (CTMP), adopted as Project Design Feature L-1, will include traffic management strategies for the Project's construction to address potential delays in emergency response times. The CTMP would outline and dictate how construction operations would be carried out, and would identify specific actions to reduce effects on the surrounding community. Overall, construction is not considered to be a high-risk activity, and the LAFD is equipped and prepared to deal with construction-related traffic and fires should they occur. No mitigation measures are required, as no significant impacts associated with fire protection during the Project's construction have been identified.

## 2. Operation

The Project's impacts related to fire protection during operations are less than significant. The Project's development could result in an increased need for fire protection and emergency medical services at the Project Site.

With respect to fire flow, the Water Operations Division of the LADWP would perform a detailed fire flow study at the time of permit review to ascertain whether further water system or site-specific improvements would be necessary. Hydrants, water lines, and water tanks would be installed per Division 7, Section 57.09.06 of the Fire Code requirements. The LAFD would review the plans for compliance with applicable Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, ensuring that the Project would not create any undue fire hazard. Therefore, fire protection services would be adequate and the associated impact would be less than significant.

With respect to response distance and time, the nearest fire station with an engine and truck company is Station No. 9, approximately 0.1 miles away. Additional fire stations are within 2.0 miles (Stations Nos. 10, 4, and 3). Given the close proximity of the closest fire station with an engine and the fire sprinkler system incorporated into the proposed buildings, Project impacts related to response distance and time would be less than significant.

With respect to emergency access, the LAFD will review the project plans for compliance with the Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire

Protection Association standards. The Project would also include an emergency response plan that would address the mapping of emergency exits, evaluation routes for vehicles and pedestrians, and the locations of nearest hospitals and fire departments. With compliance with applicable provisions of the Fire Code, Project impacts on emergency access would be less than significant.

Overall, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection, and Project impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with fire protection during the Project's operations have been identified.

### 3. Consistency with Los Angeles Fire Protection and Prevention Plan and Central City Plan

The Project would not conflict with, or impede implementation of, any of the policies or goals related to fire protection described in the Los Angeles Fire Protection and Prevention Plan, or the Central City Community Plan. The Project, through the generation of revenue into the City's General Fund, would help the LAFD achieve progress toward its goal of ensuring adequate fire facilities and protective services for existing and future population and land uses. Although the Project would increase the demand for fire protection in the vicinity of the Project Site, the Project would not create the need for new or expanded facilities, in part, because the infill location of the Project Site does not represent a new area of development in Los Angeles that would exceed the response distance to a fire station. In addition, the Project would contribute tax revenue to the City's General Fund. For all of these reasons, the Project would help to maintain adequate fire protection facilities and services, and impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with the consistency of the Los Angeles Fire Protection and Prevention Plan and Central City Plan have been identified.

### 4. Cumulative Impacts

Implementation of the Project in conjunction with the related projects would increase demand for fire protection services based on an increase in residential population. Due to the geographic scope of the related projects' locations, some would be served by additional LAFD stations other than those serving the Project. Cumulative development required the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Each of the related projects would be subject to the requirements of the Los Angeles Fire Code and would be required to consult with LAFD and LADWP during the design phase to establish fire flow requirements for the proposed land uses. Any LAFD or LADWP-required upgrades to the water distribution systems serving the cumulative projects would be addressed for each individual project in conjunction with their project approvals. Any related projects further than the response distance requirements permit will also be required to incorporate fire sprinklers as well as meet other requirements that may be stipulated by the LAFD on a project-by-project basis. If any of the related projects creates demand on fire protection staffing, equipment, or facilities such that a new station would be required, potential environmental impacts would be addressed in conjunction with the environmental review for that specific project. The Project's contribution to these impacts is not cumulatively considerable.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to fire protection have been identified.

## J. 4.K.2 PUBLIC SERVICES-POLICE

### Project Design Feature

The Project will incorporate the following Project Design Feature related to police protection public services during construction. No mitigation measures are required for potential impacts to police protection public services during construction, as the Project's impacts to those services will be less than significant. However, incorporation of the following Project Design Feature will further ensure the Project's impacts to police services during construction will remain less than significant.

**K-1** During construction, the Project Applicant will implement appropriate temporary security measures, including perimeter fencing, lighting, and security patrols during non-construction hours (e.g. nighttime hours, weekends, and holidays).

#### 1. Construction

There is potential for the Project's construction to create an increase in demand for police protection services. However, the Project would provide security on the Project Site as needed and appropriate during the phases and course of the construction process through implementation of Project Design Feature K-1. The security would include perimeter fencing, lighting, and security guards, thereby reducing the demand for LAPD services. The specific type and combination of construction site security features would depend on the phase of construction. The Construction would also be carefully phased so that the Flower Market can continue to operate without interruption, which would further reduce the need for law enforcement during construction.

Minor traffic delays due to potential lane closures could occur during the Project's construction. However, impacts to police response times are considered to be less than significant because emergency access would be maintained during construction through marked emergency access points approved by LAPD, construction impacts are temporary in nature and do not cause lasting effects, and partial lane closures would not significantly affect emergency vehicles. Drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in lanes of opposing traffic.

Construction of the Project would not be expected to affect the LAPD's ability to respond to emergencies to the extent that there would be a need for any additional new or expanded police facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the LAPD, Project construction impacts on police services would be less than significant.

No mitigation measures are required, as no significant impacts associated with police protection during the Project's construction have been identified.

#### 2. Operation

The Project would result in an increased need for police protection services at the Project Site. The additional approximately 885 residents would require approximately 7 additional officers to maintain the same current officer-to-resident ratio of 1 officer per 108 residents. The addition of 7 officers to maintain the existing ratio represents a 2 percent increase over existing staffing levels. That is a negligible change that is not enough to require the construction of additional police facilities.

The Project would also include security features within the parking facilities and exterior building areas

such as appropriate lighting and gated access. By providing natural surveillance (visibility from streets and sidewalks) and natural access control (landscaping buffers and other distinctions between public and private spaces), the Project can be designed to reduce crime. The Project's lighting and landscaping design would ensure high viability and the Project would provide for on-site security measures and controlled access systems for residents and tenants to minimize the demand for police protection services. The Project would also feature perimeter lighting to supplement the street lighting, parking structure access control, and residential units access control. The Project would also provide the LAPD with a diagram of each portion of the Project Site, showing access routes and additional access information as requested by LAPD, to facilitate police response. The Project's direct minimal population increase and associated demand for police services, along with the provision of on-site security features, coordination with LAPD and incorporation of crime prevention features would not require the provision of new or physically altered police stations in order to maintain acceptable service ratios or other performance objectives for police protection. Impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with police protection during the Project's operation have been identified.

### 3. Consistency with Applicable Land Use Plans

The Project would not conflict with, or impede implementation of, any of the policies or goals related to police protection described in the Framework Element of the General Plan or Central City Community Plan. The Project, through the generation of revenue into the City's General Fund, would help the LAPD achieve progress toward its goal to ensure adequate police facilities and protective services for existing and future population and land uses. Although it would increase the demand for police protection in the vicinity of the Project Site, the Project would not create the need for new or expanded facilities. For all of these reasons, the Project would help to maintain adequate police protection facilities and services. Impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with police protection and consistency with applicable security policies in land use plans have been identified.

### 4. Cumulative Impacts

Implementation of the Project in conjunction with the related projects would increase demand for police protection services based on an increase in resident population. As with the Project, the related projects would be required to incorporate appropriate safety features into the design and construction of their respective projects to minimize the potential for crime and to maximize safety, ultimately minimizing the need for police protection services. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales tax revenue) to which the Project and related projects would contribute. Each of the related projects would be individually subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. The Project would not have a cumulatively considerable impact on police services.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to police protection have been identified.

## K. 4.K.3 PUBLIC SERVICES-SCHOOLS

## 1. Operational Impacts

The estimated increase in the number of residents (323 housing units, 885 residents) and employees (700 employees) from the Project and the resulting potential need to enroll any school-aged children into LAUSD schools would increase demands for school services. Based on LAUSD demographic analysis, the Project would result in approximately 414 additional LAUSD students (237 elementary students, 58 middle school students, and 119 high school students). Those estimates are conservative, as they do not account for the possibility that some of the Project's future residents may already reside within the service boundaries of the LAUSD and are currently enrolled in schools near the Project Site. LAUSD projects that in five years, of the schools that may serve the Project Site, 9th Street Elementary and Adams Middle School are projected to be over capacity. With the addition of Project-generated students to potential/eligible school enrollments, 9th Street Elementary would operate over capacity by 57 students and Adams middle would operate over capacity by 26 students. The number of project-generated students that would actually attend the LAUSD schools serving the Projects Site may be less than the students calculated because the analysis does not account for options that allow students to receive education elsewhere, such as through private school, home schools, or magnet schools.

The Project will be required to pay school facilities fees pursuant to SB 50, which would be used to construct facilities. SB 50 amended Government Code Section 65995(a) to provide that only those fees expressly authorized by Education Code Section 17620 or Government Code Sections 65970 and following may be levied or imposed in connection with or made conditions of any legislative or adjudicative act by a local agency involving planning, use, or development of real property. Subdivision (h) of section 65995 declares that the payment of the development fees authorized by Education Code Section 17620 is "full and complete mitigation of the impacts of any legislative or adjudicative act . . . on the provision of adequate school facilities." Therefore, mandatory compliance with the provisions of SB 50 regarding payment of school fees is deemed to provide full and complete mitigation of school facilities impacts and no further mitigation is required. Thus, with payment of the SB 50 fees, the Project's impact would be less than significant.

The Project would also not conflict with, or impeded implementation of, any of the policies or goals related to schools described in the Framework Element of the City's General Plan or Central City Community Plan. The Project, through the payment of fees, would help the LAUSD achieve progress toward its goal to ensure adequate school facilities for existing and future population.

No mitigation measures are required, as no significant impacts associated with schools have been identified.

## 2. Cumulative Impacts

Implementation of the Project in conjunction with the related projects would generate students based on an increase in dwelling units on non-residential uses. Depending on their location, the related projects in the City would be served by a variety of LAUSD schools located in the area. Like the Project, the related projects would be required to comply with SB 50, which is deemed to provide full and complete mitigation of school facilities impacts. The Project would not have a

cumulatively considerable impact to schools.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to schools have been identified.

L. 4.K.4 PUBLIC SERVICES-RECREATION AND PARKS

1. Project Impacts

The Project would generate approximately 885 residents and approximately 700 employees. Employees generated by the Project would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities and would therefore not contribute to the future demand on park services. The City's standard ratio of neighborhood and community parks to population is four acres per 1,000 persons, and the City's standard ratio of regional parks to population is four acres per 1,000 persons. Based on the combined neighborhood and community parkland per population ratio of four acres per 1,000 persons, the Project would generate demand for approximately 3.52 acres of new neighborhood and community parkland. Based on six acres of regional parkland near 1,000 residents, the Project would generate an additional demand for approximately 5.29 acres of regional parkland. Thus, total demand based on the population generation is approximately 8.81 total acres of new parks (neighborhood/community + regional) and recreational facilities.

The increased residential population in a currently underserved area would potentially increase the demand on existing parks and recreational facilities unless the Project includes features that would otherwise reduce or offset the additional demand for such services. The Project is required by law to provide 33,025 square feet of residential open space, but the Project would provide approximately 49,930 square feet of open space. The demand for new parks and recreational facilities would not constitute a potentially significant impact to parks and recreational facilities because the Project includes features, such as a public paseo and other publicly accessible areas that would otherwise reduce or offset the additional demand for recreation and park services. Additionally, the Project would be subject to the applicable LAMC requirements that are intended to reduce the increased demands that are created by residential development project, including payment of the swelling unit construction tax imposed by LAMC Section 21.10.2 and/or the Quimby Act parkland dedication requirements or in-lieu fees as set forth in LAMC Section 17.12 and Section 12.33. Project features (public space, pedestrian plaza, and open space) and compliance with regulatory requirements would ensure that the Project's impacts are less than significant.

The Project also would not conflict with, or impeded implementation of, any of the policies or goals related to parks described in the Framework Element of the General Plan or Central City Community Plan.

No mitigation measures are required, as no significant impacts associated with parks have been identified.

2. Cumulative Impacts

Implementation of the Project in conjunction with the related projects would increase demand for parks based on an increase in resident population. It is estimated that the cumulative projects

together with the Project would generate approximately 129,257 residents and 47,174 housing units in the City of Los Angeles. The increase in residential population by the cumulative projects would increase the demand for parks and recreation facilities. This increase in the cumulative residential population of the area is estimated to generate a need for 517.02 acres of additional community/neighborhood park area and 775.54 acres of regional park area (Project + cumulative projects) (per the Public Recreation Plan ratio for neighborhood parks).

Like the Project, each related project must comply with the City's Quimby Ordinance and/or Dwelling Unit Construction Tax payment. General Fund revenues from those related projects can also be used by the City to help meet its target parkland planning ratios in order to satisfy the needs of existing and future development. Compliance with the City's Quimby Ordinance and/or Dwelling Unit Construction Tax payment would mitigate potential park and recreational facility impacts associated with the construction of those projects. The fees are established to be proportionate to a project's demand for recreation and park facilities, as the demands for such facilities are primarily based on residential population of a given area. Under CEQA Guidelines section 15130(a)(3), a project's contribution to cumulative impacts is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure designed to alleviate a cumulative impact. The Project's impacts would not be considered cumulatively considerable, as the fees are mandatory and proportionate based on the Project's residential density. The Project's cumulative impacts would, therefore not be cumulatively considerable.

No mitigation measures are required, as no significant impacts associated with parks have been identified.

#### M. 4.K.5 PUBLIC SERVICES-LIBRARIES

##### 1. Project Impacts

The Project would generate approximately 885 residents and approximately 700 employees. Employees generated by the Project's office, retail, and commercial uses would not typically enjoy long periods of time during the workday to visit libraries during work hours, as they are more likely to use libraries near their homes during non-work hours.

The Project is served by five library branches in the Downtown Los Angeles area. The City considers project features that may reduce demand for library services. It is likely that residents of the Project would have individual access to internet service, which provides information and research capabilities that studies have shown to reduce demand at physical library locations. Also, with interlibrary programs available to the public in which one can request materials from other libraries in the district, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities to maintain acceptable service ratios or other performance objectives for library services. An additional library branch is only recommended when a community reaches a population of 90,000. The LAPL does not make targeted projections, but rather uses the most recent Census figures to determine if a branch should be constructed. The LAPL has confirmed that there are no planned improvements to add capacity through expansion of any identified branch or build any new libraries in the area. A new branch would not occur, and the Project's impacts to library services would be less than significant.

The Project would also not conflict with, or impeded, implementation of, any of the policies or goals

related to libraries described in the Los Angeles General Plan Framework, Los Angeles Public Library Strategic Plan 2007-2010, and Central City Community Plan. The Project, through the generation of tax revenue into the City's General Fund, would help the LAPL achieve Objective 9.21 to ensure library services for residents and businesses, and further progress toward achieving Goal 1 that people of all ages will be served by all libraries.

No mitigation measures are required, as no significant impacts associated with libraries have been identified.

## 2. Cumulative Impacts

Implementation of the Project in conjunction with the related projects would increase demand for library services based on an increase in resident population. Depending on their location, the related projects would also be served by the same libraries as the Project. However, the projected increase in demand for library facilities from the related projects would be spread among the libraries that are within two miles of all the cumulative projects. The LAPL has confirmed that there are no planned improvements to add capacity either through expansion of any identified branch or the building of any new libraries in the area. However, cumulative tax revenue generated by the related projects will help the LAPL achieve progress toward its goal of ensuring adequate library facilities and service, including new libraries or expansion of existing libraries. The Project's impacts related to libraries are not considered to be cumulatively considerable.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to libraries have been identified.

## N. 4.L TRANSPORTATION/TRAFFIC

The California Natural Resources Agency adopted revisions to the CEQA Guidelines that became effective on December 28, 2018, including revisions to the Guidelines' Appendix G – Environmental Checklist Form. Specifically with respect to traffic and transportation impacts, the Appendix G Environmental Checklist was revised to incorporate CEQA Guidelines Section 15064.3, which requires lead agencies to consider vehicle miles traveled (VMT) when evaluating traffic impacts by July 1, 2020. While lead agencies may elect to use Section 15064.3 and a VMT analysis immediately, until July 1, 2020, lead agencies are not required to do so. As of the time the environmental review was conducted and publicly circulated for the Project, the City had not yet adopted a VMT methodology to address that revision to the Appendix G Checklist Question. Therefore, for this Project, the City continues to evaluate traffic impacts based on LADOT's adopted methodology under its Transportation Impact Study Guidelines, which requires use of level of service (LOS) to evaluate a project's potential traffic impacts.

### Project Design Feature

The Project would incorporate the following Project Design Feature. The City's analysis of the Project's potential traffic impacts accounts for incorporation of Project Design Feature L-1. Measures provided in the Construction Traffic Management Plan in Project Design Feature L-1 constitute best management practices that the City widely employs for all development projects that could affect traffic and roadways during construction. As permitted under CEQA, the City will design the specific

Construction Traffic Management Plan measures to fit the environmental conditions during the Project's construction phase. Project Design Feature L-1 lists the specific elements that the City must consider when formulating the detailed Construction Traffic Management Plan.

**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;
- 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.

#### 1. Construction Traffic

Construction of the Project is anticipated to begin in the last quarter of 2020. The Project is anticipated to be completed in 2022. The construction is anticipated to involve five key phases that could affect traffic: (1) demolition – 4 months; (2) site preparation – 1 month; (3) grading – 3 months; (4) construction – 2 years; and (5) paving. Hauling activity is expected to occur during all phases of the Project. Up to 140 haul trucks per day are anticipated on peak haul days. Hauling hours are anticipated to be 7:00 AM to 4:00 PM. There are two haul route options identified in the EIR for the Project. The Project is also expected to generate vendor equipment and delivery truck trips during construction and is expected to generate up to 12 vendor trucks per day on peak activity days. The number of construction workers would vary throughout the construction period. The demolition, site preparation, and grading is expected to involve a maximum of 10 workers on site on a daily basis. The Construction and paving is expected to have a total of 60 workers on a peak day. The influx of material and equipment could create less than significant impacts on the adjacent roadway network based on the following considerations: (a) there may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks will be needed for the parking garage and the buildings; (b) some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways; and (c) delivery vehicles may need to park temporarily on adjacent roadways such as Maple Avenue and Wall Street

as they deliver their items. However, significant impacts are not anticipated.

With respect to temporary traffic impacts, impacts during construction will be less than significant. Temporary street closures or closures of two or more traffic lanes are not anticipated. The streets affected by any temporary lane or sidewalk closures are local and collector streets (7th Street, Wall Street, Maple Avenue). The Level of Service at affected intersections is currently LOS A, and LOS during cumulative conditions would be at LOS A for all affected intersections, except for the intersection of Maple Avenue & 7th Street, which would operate at LOS B in the PM peak hour under cumulative conditions. None of the affected streets directly lead to freeway on- or off-ramps or other state highways. Worksite traffic control plans would be prepared for any temporary lane closures in accordance with applicable City and U.S. Department of Transportation Manual on Uniform Traffic Control Devices guidelines. Parking lanes and travel lanes are not anticipated to be closed on 7th Street and are not anticipated to impact the fire station located on 7th Street and San Julian Street. Temporary encroachment onto 7th Street may occur, but is not expected to impact emergency services as there is enough right of way to maintain current number of lanes. Closures to the sidewalk are anticipated for no longer than three months during off-site utility connection and for sidewalk improvement along 7th Street, Maple Avenue, and Wall Street. The sidewalk on the north side of 7th Street, west side of Maple Avenue, and east side of Wall Street would be open and pedestrians are anticipated to use this as a detour throughout construction. Sidewalk and lane closures are not anticipated along 8th Street. Impacts related to temporary loss of access will be less than significant. Blockage of existing vehicle or pedestrian access to parcels fronting the construction area is not anticipated. Pedestrian and vehicular access to nearby businesses will remain open during the construction period.

Impacts related to the temporary loss of bus stops or rerouting of bus lines will be less than significant. Bus stops are located along 7th Street and 8th Street. Construction may affect the bus stop on 7th Street at Maple. However, there is an alternative bus stop on 7th Street at San Pedro that is within a quarter mile and serves the same routes as the 7th street location.

Impacts related to the temporary loss of on-street parking will be less than significant. A total of 19 metered parking spaces along Maple Avenue and Wall Street will be restricted throughout construction. Additionally, on-street loading areas would be restricted during construction. Numerous local, express, rapid, and shuttle bus options are available within 1/4 mile of the Project Site, including Metro, LADOT, and G-Trans.

A construction period trip generation analysis was conducted for each phase of construction to estimate daily, morning, and evening peak-hour passenger care equivalent trips. Table 4.L-7 of the Draft EIR shows a summary of construction period trip generation under each phase of construction. At any given time, the peak construction activity is estimated to generate fewer daily and peak-hour trips than are projected for the Project once it is completed and occupied.

No mitigation measures are required, as no significant impacts associated with traffic impacts during construction have been identified.

## 2. Operational Traffic – Intersection LOS

Trip generation rates from Trip Generation, 9th Edition (Institute of Transportation Engineers) (ITE)

were used to estimate the number of trips associated with the Project and are presented in Table 4.L-8 of the Draft EIR. Trip reductions were applied to the standard ITE rates to account for internal trip capture, transit credits, and pass-by trips. The Project would generate an estimated net increase of 3,127 daily trips, including 236 trips (141 inbound/95 outbound) during the AM peak hour and 332 trips (171 inbound/160 outbound) during the PM peak hour. The distribution of estimated Project trips is illustrated in Figure 4.L-4 of the Draft EIR.

The Project's projected traffic estimated and assigned to the twelve study intersections in the EIR's Traffic Study (Appendix K-1 to the Draft EIR) was added to the existing traffic volumes at those twelve intersections to estimate existing plus Project traffic volumes, summarized in Table 4.L-9 of the Draft EIR. All twelve signalized intersections in the Traffic Study would operate at LOS A or better during both peak hours with the exception of San Pedro Street & 7th Street, which is expected to operate at LOS B in the PM peak hour. Based on the City's impact criteria, the Project would not result in significant impacts under Existing Plus Project traffic conditions at any of the study intersections.

No mitigation measures are required, as no significant impacts associated with operational traffic related to intersection level of service have been identified.

### 3. Los Angeles County Congestion Management Program Facilities

The Project will not have significant impacts related to the Los Angeles County Congestion Management Program (CMP). None of the study area intersections in the Traffic Study is a CMP arterial monitoring location. The CMP arterial monitoring station closest to the Project Site is located at Wilshire Boulevard & Alvarado Street, approximately 2.0 miles west of the Project Site. Based on the Project trip distribution and trip generation, the Project would not add 50 peak-hour vehicle trips through the CMP arterial monitoring system. Project trips are anticipated to disperse among the transportation network due to the extended distance between the Project Site and the monitoring station.

With respect to freeway monitoring stations, based on the Project distribution patterns and the mainline screening analysis, a maximum of 5.3 percent of Project traffic is expected to travel through any of the four monitoring stations. The Project is estimated to result in a maximum increase of 8 trips in the morning peak hour and 16 trips in the evening peak hours at the CMP freeway monitoring stations. Because fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments in the vicinity of the study area, no further analysis of the freeway monitoring locations is required for CMP purposes and no significant impacts would occur.

No mitigation measures are required, as no significant traffic impacts related to the Los Angeles County Congestion Management Program have been identified.

### 4. Caltrans Facilities

LADOT determined as part of the Traffic Study MOU for the Project (refer to Appendix A to the Traffic Study, included in Appendix K to the Draft EIR), that the Project would not meet the criteria for requiring freeway impact analysis. Therefore, Project impacts related to Caltrans facilities would be less than significant.

No mitigation measures are required, as no significant impacts related to Caltrans facilities have been identified.

#### 5. Design Hazards

The Project does not include development of any new roadways or intersections. The Project would have three driveways: (1) a full-access driveway on Wall Street; and (2) two full-access driveways on Maple Avenue. A LOS analysis was conducted to evaluate the ability of the Project access plan to accommodate the anticipated traffic levels at the driveway access points. As shown in Table 4.L-10 of the Draft EIR, the driveways are projected to operate at acceptable LOS (LOS D or better) under Existing Plus Project (2016) and Future Plus Project (2022) conditions. All ingress/egress points associated with the Project would be designed and constructed in accordance with the requirements of the City's Department of Building and Safety, the City's Department of Public Works, and LADOT. Therefore, Project impacts related to roadway hazards would be less than significant.

No mitigation measures are required, as no significant impacts related to transportation and traffic impacts related to design hazards have been identified.

#### 6. Emergency Access

All ingress/egress associated with the Project would be designed and constructed in conformance with all applicable City Building and Safety Department, Bureau of Engineering, and LAFD standards and requirements for design and construction. Prior to issuance of a building permit, the Applicant would be required to submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access. Therefore, the Project would not result in significant impacts related to emergency access.

No mitigation measures are required, as no significant impacts related to emergency access have been identified.

#### 7. Regional Transit Facilities

Potential increases in transit persons generated by the Project were estimated according to the 2010 CMP methodology. The Project is served by a high level of public transit, including by various Metro, DASH, LADOT Commuter Express bus routes providing service within  $\frac{1}{4}$  mile of the study area. The Project would generate an estimated increase of 56 transit trips during the AM peak hour and 80 transit trips during the PM peak hour. Given the frequency of the transit service in close proximity to the Project Site, the incremental transit riders resulting from the Project are not anticipated to result in a significant impact on the transit lines serving the area.

No mitigation measures are required, as no significant impacts related to regional transit facilities have been identified.

#### 8. Cumulative Impacts

To evaluate the potential impacts of the Project on future (Year 2022) conditions, estimates of future traffic conditions in the area both without and with Project traffic were developed. Estimates of traffic

growth were developed for the study area to forecast future conditions without the Project, which included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments (related projects) in the vicinity of the Project Site. The projected traffic volumes were identified as Future Base conditions in the Draft EIR. Based on historic trends and at the direction of LADOT, it was established that an ambient growth factor of 1.0 percent per year should be applied to adjust the existing base year traffic volumes to reflect the effects of regional growth and development by year 2022. Projected traffic from a total of 178 related projects in the study area was also included in the Future Base conditions, as summarized in Table 4.L11 of the Draft EIR. Using estimated trip generation and trip distribution patterns, traffic generated by the related projects was assigned to the street network.

Table 4.L-12 of the Draft EIR summarizes the future LOS for Future Year 2022 Base Traffic Conditions without the Project. All of the twelve signalized intersections analyzed for impacts are projected to operate at LOS C or better during the morning and afternoon peak hours under Future Base conditions (without Project). Table 4.L-12 of the Draft EIR also summarizes the Future Base Conditions plus the Project (Future year 2022 Plus Project conditions). Those conditions show all of the twelve signalized intersections analyzed for impacts are projected to operate at LOS C or better during the morning and afternoon peak hours under Future (year 2022) plus Project conditions. Based on the City's significance criteria, the Project would not result in significant impacts under Future (year 2022) plus Project conditions. Cumulative impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to traffic have been identified.

#### O. 4.N UTILITIES AND SERVICE SYSTEMS

##### **Wastewater**

##### 1. Construction

During construction, a negligible amount of wastewater would be generated by construction employees, and no new connections to the public sewer system would be required for the construction employees. The limited potential impacts on sewer facilities would not cause an increase in flows beyond the available capacity of the existing conveyance and treatment systems. On-site construction-related impacts related to wastewater would be less than significant.

Off-site construction for sewer connection and related infrastructure upgrades for the Project, if required, would not be expected to create a significant impact to the physical environment because: (1) existing service would not be disrupted; (2) replacement of the sewer lines, if required, would be within public and private rights-of-way; and (3) the existing infrastructure would be replaced with improved infrastructure in areas that have already been significantly disturbed. The replacement or addition of infrastructure could potentially result in temporary lane closures and delays, however, implementation of the Construction Traffic Management Plan under Project Design Feature L-1 would facilitate the flow of traffic during potential off-site wastewater upgrade activities near the Project Site. Off-site construction-related impacts related to wastewater would be less than significant.

No mitigation measures are required, as no significant impacts during construction associated with utilities and service systems related to wastewater have been identified.

## 2. Operation

It is estimated that the Project would generate a net total of approximately 79,487 gallons per day (gpd) of wastewater. The wastewater generated by the Project would be similar to other residential and commercial uses in the area. No industrial discharge into the wastewater or drainage system would occur. The Hyperion Treatment Plan (HTP) system complies with the state's wastewater treatment requirements, and the Project's wastewater generation is well within the existing HTP capacity. Therefore, the Project would not exceed the wastewater treatment requirements of Los Angeles Water Quality Control Board (LAWQCB). No impacts related to wastewater treatment requirements would occur.

The Project Site is also currently developed and adequately served by the existing wastewater conveyance system. As part of the building permit process, the City would confirm and ensure that there is sufficient capacity in the local and trunk lines to accommodate the Project's wastewater flows. The permit process will require further gauging and evaluation to identify the specific sewer connection points. If the local public sewer has insufficient capacity, the Project will be required to build sewer lines to a point in the sewer system that has sufficient capacity. The Project will also pay any required sewer connection fees. Wastewater from the Project would be conveyed to the Hyperion Treatment Plant, which has a remaining treatment capacity of approximately 175 million gallons per day. The Project's estimated net increase in wastewater of 0.08 million gallons per day over the existing Project Site uses represents a negligible portion of the remaining capacity at the Hyperion Treatment Plant.

In sum, the Project would not result in the potential expansion of existing facilities, the construction of which would cause significant environmental effects or substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the City's Wastewater Facilities Plan or General Plan and its amendments. The Project also would not exceed applicable wastewater treatment requirements and would not require the construction of new storm water drainage facilities or expansion of existing facilities.

No mitigation measures are required, as no significant impacts during operation associated with utilities and service systems related to wastewater have been identified.

## 3. Cumulative Impacts

The same sewer system that serves the Project would serve the cumulative projects. The cumulative projects in combination with the Project would generate approximately 11.63 million gallons per day of wastewater, with the Project accounting for approximately 0.68 percent of that projected increase in wastewater. As part of the building permit process for each cumulative project, the City would confirm and ensure that there is sufficient capacity in the local and trunk lines to accommodate wastewater flows. If the public sewer has insufficient capacity, the developer of a cumulative project would be required to build sewer lines to a point in the sewer system with sufficient capacity. Each cumulative project would also pay any required sewer connection fees. The cumulative sewage generation would be well within the design capacity of the HTP, representing approximately

6.6 percent of the remaining capacity. The Project's incremental effect on cumulative impacts to wastewater treatment capacity would not be cumulatively considerable.

No mitigation measures are required, as no significant impacts related to cumulative impacts for wastewater have been identified.

## **Water**

### **1. Construction**

Construction activities such as soil watering (i.e. for fugitive dust control), clean up, masonry, painting, and other related activities would consume water. The construction activities requiring water would not create substantial water demand and would not be expected to have an adverse impact on available water supplies or existing water distribution systems.

Hydrants, water lines, and water tanks would be installed per Fire Code requirements for the Project. Water main and other infrastructure upgrades would not be expected to create a significant impact to the physical environment because any disruption of service would be of a short-term nature, replacement of the water mains would be within public and private rights-of-way, and the existing infrastructure would be replaced with larger infrastructure in areas that have already been significantly disturbed.

As part of the building permit process, the City would confirm that there is sufficient capacity in the existing water supply infrastructure to accommodate the Project's water needs. If a deficiency or service problem is discovered during the permitting process that prevents the Project from providing an adequate level of service, the Project will fund the required upgrades to adequately serve the Project. Construction impacts on water supply would be less than significant.

No mitigation measures are required, as no significant impacts during construction associated with utilities and service systems related to water have been identified.

### **2. Operation**

The Project is estimated to consume a total of approximately 0.08 million gallons per day of water. This is a conservative estimate as the estimate does not take credit for the existing uses. The Los Angeles Aqueduct Filtration Plant (LAAFP) has the capacity to treat and convey an additional 125 million gallons per day of water. The Project's net increase of 0.08 million gallons per day represents a negligible portion of LAAFP's available capacity. The Project would also comply with the Los Angeles Green Building Code. Given the incremental increase in water consumption and the Project's compliance with the Green Building Code, the Project would not require or result in the construction of new water treatment facilities. The Project Site is within LADWP's service area. Generally, projects that conform to the demographic projections from SCAG's Regional Transportation Plan (RTP) and are located in the City's service area are considered to have been included in LADWP's water supply planning efforts. The Project is within the RTP's projections and is in the service area, and is therefore included in LADWP's water supply planning efforts. The Project's impacts related to water consumption would be less than significant.

No mitigation measures are required, as no significant impacts during operation associated with utilities and service systems related to water have been identified.

### 3. Cumulative Impacts

The cumulative projects, in combination with the Project, would demand approximately 12.47 million gallons per day of water, with the Project accounting for approximately 0.66 percent of that projected increase. The cumulative projects will be served by the same system (LADWP) as the Project. The water requirement for any cumulative project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. Also, any cumulative project that conforms to the demographic projections from SCAG's Regional Transportation Plan (RTP) and is located in the service area is considered to have been included in LADWP's water supply planning efforts so that the projected water supplies would meet projected demands. Similar to the Project, each cumulative project would be required to comply with City and State water code and conservation programs for both water supply and infrastructure. Cumulative projects that propose changing the zoning or other characteristics beyond what is within the General Plan would be required to evaluate the change under CEQA. Future development projects within the LADWP service area would be subject to the locally mandated water conservation programs, and citywide water conservation efforts would also be expected to partially offset the cumulative demand for water. The LADWP undertakes expansion or modification of water service infrastructure to serve future growth in the City as required in the normal process of providing water service. For those reasons, cumulative impacts related to water service would be less than significant.

No mitigation measures are required, as no significant impacts related to cumulative impacts for water supply have been identified.

## **Solid Waste**

### 1. Construction

The Project is estimated to generate a total of approximately 16,012 tons of solid waste during demolition and 1,405 tons of solid waste over the construction period, for a total of 17,417 tons of solid waste. The demolition and construction debris would primarily be classified as inert waste and would be recycled in accordance with Ordinance 181,519 at one of the City certified construction and demolition waste processor facilities. The facilities serving Los Angeles have a remaining daily intake capacity of 14,920 tons per day and would have adequate capacity to accept the Project's demolition and construction waste. Through compliance with applicable state and City regulations and contracting with approved waste haulers, the Project would achieve, at a minimum, the required 70 percent source reduction and recycling rate. Recycling facilities would be available to receive the recyclable construction waste. With implementation of existing regulatory standards that require recycling of most of the Project's construction solid waste, short-term construction impacts to landfills and solid waste services would be less than significant.

No mitigation measures are required, as no significant impacts during construction associated with utilities and service systems related to solid waste have been identified.

### 2. Operation

During operation, the Project would generate an estimated net total of approximately 2.4 tons per day of solid waste. That is a conservative estimate, as it does not take credit for the existing uses and does not account for the effectiveness of recycling efforts. The Sunshine Canyon Landfill would have adequate capacity to accommodate the Project's solid waste. Additionally, pursuant to AB 939, each city and county in the state must divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. The City is on track toward its goal to achieve a 90 percent diversion by 2025. The Project would not require new or expanded landfill capacity. Therefore, impacts related to solid waste would be less than significant.

No mitigation measures are required, as no significant impacts during operation associated with utilities and service systems related to solid waste have been identified.

### 3. Cumulative Impacts

The cumulative projects, in combination with the Project, would generate approximately 349 tons per day of operational solid waste. The Project accounts for approximately 0.69 percent of that projected increase. Similar to the Project, the cumulative projects would participate in regional source reduction and recycling programs pursuant to AB 939, which would further reduce the amount of solid waste to be disposed of at landfills. The facilities serving the Project area would have adequate capacity to accommodate the solid waste generated by the cumulative development. The cumulative projects would also be required to participate in regional source reduction and recycling programs pursuant to AB 939, which would further reduce the amount of solid waste to be disposed of at the landfills serving the Project area. Cumulative development would not create the need for new or expanded landfills, and cumulative impacts related to solid waste service would be less than significant.

No mitigation measures are required, as no significant impacts related to cumulative impacts for solid waste have been identified.

## P. 4.N.4 ENERGY CONSERVATION AND INFRASTRUCTURE

### 1. Construction

LADWP would supply electricity during construction, when needed, via existing on-site connections. During construction, small quantities of electricity would be necessary to serve activities associated with construction trailers, power tools, and lighting. Overall, construction activities would be limited. Construction equipment would be turned off when not in use and the Project's construction activities would not create electrical system capacity problems or result in the construction of new or expanded electricity facilities. The Project would connect to the existing electrical grid and any construction would be confined to the Project Site. As a result, the Project's short-term demand for electricity during construction would not result in a wasteful or inefficient use of energy.

During construction, natural gas would not typically be consumed on the Project Site. Natural gas consumed on-site would be limited to the minor amounts of natural gas released during installation, and if necessary, the upgrade of the natural gas infrastructure that currently serves the Project Site. Prior to operation, the Project would connect to the existing natural gas lines on the Project Site. Any extension of the existing natural gas facilities would comply with the Southern California Gas Company design and sizing requirements and would result in minimal amounts of natural gas being

With respect to petroleum-based fuel demand, heavy duty construction equipment needed to complete demolition, site clearing, and grading would include diesel fueled haul trucks, excavators, skid steer loaders, tractors, and water trucks. The use of haul trucks with double trailers would be used to increase the overall average capacity per trip, which would minimize the total number of trips and fuel required to transport the debris. A majority of the heavy duty construction equipment needed during construction would be diesel fueled, including air compressors, concrete pumps, forklifts, lifts, welders, backhoes, dozers, forklifts, lifts, loaders, and rollers. Construction equipment fuels would be provided by local or regional suppliers and vendors. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption. Fuel would also be consumed by construction worker vehicles traveling to and from the Project Site. Based on a study by Caltrans on statewide average fuel economy for all vehicle types, fuel consumed by the Project's worker, vendor, and haul trips represents approximately 0.0016 percent of the statewide gasoline consumption. In general, while construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. Trucks would also be turned off when not in use, in accordance with the City's "no idling" regulations. As a result, the Project's short-term demand for petroleum-based fuel during construction would not result in a wasteful or inefficient use of energy.

In sum, the Project's construction would not result in the inefficient consumption of energy resources.

No mitigation measures are required, as no significant impacts related to the inefficient consumption of energy resources during construction have been identified.

## 2. Operation

With respect to electricity demand, the Project's on-site electricity demand would be approximately 4,257,322 kilowatt-hours/year, which represents approximately 0.02 percent of LADWP's forecasted 2022-2023 electricity demand. Further, the Project's estimated electricity consumption relies on usage rates that do not account for the Project's energy conservation features or updates to the Los Angeles Building Code, nor does the estimate account for the electricity that is currently used on-site. LADWP would have adequate generation supply capacity to serve the Project, and the Project would not require the acquisition of additional electricity supplies beyond those that exist and are anticipated by LADWP. The Project would also be subject to Title 24 requirements of the California Code of Regulations (CalGreen) and would be subject to the regulations included in the City's Green Building Code. The Project's long-term demand for electricity during its operational phase would not result in a wasteful or inefficient use of energy.

With respect to natural gas, the Project is estimated to demand approximately 1,817,921 cubic feet/month of natural gas. That is a conservative estimate that does not account for demand of existing uses. The Project's estimated natural gas consumption also relies on rates that do not account for the Project's energy conservation features or updates to the Los Angeles Building code. The Project's estimated demand represents approximately 0.002 percent of Southern California Gas Company's estimated 2022 peak demand. Southern California Gas Company undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as

part of its process of providing service. The Project Applicant would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. Therefore, Project long-term demand for natural gas during the Project's operational phase would not result in a wasteful or inefficient use of energy.

With respect to petroleum-based fuel demand, the Project's proximity to multiple public transit stops as well as to local Metro bus lines would provide future residents, employees, and visitors with alternative modes of transportation to and from the Project Site, reducing vehicle miles traveled. Transportation fuels (primarily gasoline and diesel) would be provided by local or regional suppliers and vendors. Project-related vehicles would require a fraction of the state's total transportation fuel consumption. Based on the Project's estimated vehicle miles traveled, the Project's required fuel would represent approximately 0.0026 percent of the 2012 statewide gasoline consumption. Further, to the extent visitors to the Project site may use alternative-fueled, electric, or hybrid vehicles to access the Project Site, the Project's consumption of gasoline and diesel may be further reduced. The Project's long-term demand for petroleum during operations would not result in a wasteful or inefficient use of energy.

No mitigation measures are required, as no significant impacts related to the inefficient consumption of energy resources during operation have been identified.

### 3. Cumulative Impacts

Construction of the related projects would not result in the inefficient consumption of energy resources. Similar to the Project, compliance with the existing anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary energy consumption. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would the use of haul trucks with larger capacities.

During operation, cumulative projects in combination with the Project would demand approximately 501,359,223 kilowatt-hours/year of electricity, with the Project accounting for approximately 0.8 percent of that projected increase in electricity demand. The cumulative increase represents approximately 2.1 percent of LADWP's 2022-2023 forecasted electricity demand. The cumulative projects would consume approximately 239,579,352 cubic feet per month of natural gas. That estimated use represents approximately 0.28 percent of Southern California Gas Company's 2022 peak demand. Natural gas demand associated with the Project would account for less than one percent of the cumulative natural gas demand increase. Those natural gas rates do not account for energy reduction features employed by the Project or cumulative projects. Each of the related projects would be evaluated within its own context with consideration of energy conservation features that could alleviate natural gas demand. All forecasted growth would also incorporate design features and energy conservation measures, including those specified under Title 24 of the California Code of Regulations and the City's Green Building Code. Cumulative development would not result in wasteful or inefficient use of energy.

No mitigation measures are required, as no significant impacts related to cumulative impacts for the inefficient consumption of energy resources have been identified.

**VI. ENVIRONMENTAL IMPACTS FOUND LESS THAN SIGNIFICANT AFTER MITIGATION**

The EIR determined that the Project has potentially significant environmental impacts in the areas discussed below. The EIR identified feasible mitigation measures to avoid or substantially reduce the environmental impacts in these areas to a level of less than significant. Based on the information and analysis set forth in the EIR, the Project would not have any significant environmental impacts in these areas, as long as all identified feasible mitigation measures are incorporated into the Project. The City again ratifies, adopts, and incorporates the full analysis, explanation, findings, responses to comments, and conclusions of the EIR.

**A. 4.C AIR QUALITY****1. Description of Effects****i. Air Quality Standards – Construction Emissions, Regional**

Construction-related emissions were estimated using SCAQMD's CalEEMod 2016.3.2 model using assumptions from the Project Applicant. The proposed construction schedule is estimated to last approximately 36 months, with the following phases: (i) demolition, months 1-4; (ii) site preparation, month 5; (iii) grading, months 6-8; (iv) building construction, months 9-33; (v) paving, months 32-33; and (vi) architectural coatings, months 31-36. Construction emissions are largely from the substantial use of construction equipment that could be operating concurrently during the construction phases. In addition to the construction-related emissions from the use of equipment, supplemental analysis was conducted to evaluate regional emissions from haul trips during construction. Haul trips would occur during the demolition and removal of existing improvements from the Project Site, as well as for the export of 50,000 cubic yards of soil during the grading phase. Besides the demolition and grading phases, no substantive hauling of material is expected. Because air quality impacts during construction are evaluated in large part on daily estimates of emissions, the assessment of grading and demolition activities would represent the worst-case scenario for off-site haul-related emissions. The haul trip analysis assumed that 50 percent of the haul trips would be destined for the Manning Pit (23 miles from the Project Site one-way) and 50 percent would travel to the Chiquita Canyon Landfill (40 miles from the Project Site one-way). During construction, the Project would not produce VOC, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub> emissions in excess of the SCAQMD's regional thresholds. However, NO<sub>x</sub> emissions during the grading and building phases would exceed the regional threshold for that ozone precursor. Therefore, without mitigation, the Project's construction-related regional emissions impact would be significant.

**ii. Air Quality Standards – Construction Emissions, Localized**

The Project would not produce emissions in excess of SCAQMD's recommended localized standards of significance for CO and PM<sub>10</sub> during construction. However, construction activities could produce NO<sub>2</sub> and PM<sub>2.5</sub> emissions that exceed localized thresholds recommended by the SCAQMD, primarily from vehicle exhaust and fugitive dust emissions from off-road construction vehicles during the grading and site preparation phases. Without mitigation, the Project's construction-related localized emission impact would be significant.

### iii. Sensitive Receptors – Construction Emissions

Sensitive receptors in the vicinity of the Project Site include: (i) Santee Court Apartments located at 716 South Los Angeles Street, approximately 240 feet north of the Project Site; (ii) Ballington Plaza Apartments, located at 622 Wall Street, approximately 440 feet east of the Project Site; (iii) Jardin de la Infancia, located at 307 7th Street, approximately 475 feet east of the new construction of the south tower mixed-use development and 220 feet from the north building renovations; and (iv) Star Apartments, located at 240 East 6th Street, approximately 700 feet northeast of the Project Site.

Nearby receptors could be exposed to substantial concentrations of localized pollutants NO<sub>2</sub> and PM<sub>2.5</sub> from construction of the Project. Specifically, without mitigation, construction activities would exceed SCAQMD Localized Significance Threshold (LST) LST thresholds for NO<sub>2</sub> and PM<sub>2.5</sub> and represent a potentially significant impact. LST thresholds represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable ambient air quality standard.

### iv. Cumulative Impacts – Construction

SCAQMD recommends that any construction-related emission and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable. SCAQMD neither recommends quantified analyses of the emission generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. A project's construction impacts, therefore, could be considering cumulatively considerable if it substantially contributes to cumulative air quality violations when considered other projects that may undertake concurrent construction activities.

The Project's construction would contribute to cumulatively emission of any non-attainment regional pollutants. For regional ozone precursors, the Project would exceed SCAQMD mass emission thresholds for ozone precursors NO<sub>x</sub> during construction. Therefore, construction emissions impacts on regional criteria pollutant emission would be considered potentially significant. When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. Construction of the Project itself could produce cumulatively considerable emissions of localized nonattainment pollutants NO<sub>2</sub> and PM<sub>2.5</sub>, as the anticipated emission would exceed LST thresholds set by SCAQMD. This is considered a potentially significant impact.

178 related projects were identified by the Project's traffic study as projects in the study area. If any of these related projects in the more immediate vicinity of the Project Site were to construct concurrently with the Project, localized CO, PM<sub>2.5</sub>, PM<sub>10</sub>, and NO<sub>2</sub> concentrations at nearby sensitive receptors would be further increased.

With respect to sensitive receptors, the Project could produce NO<sub>x</sub> and PM<sub>2.5</sub> emissions that exceed the SCAQMD's screening thresholds of significance. These mass emissions could result in concentrations of NO<sub>2</sub> and PM<sub>2.5</sub> that could produce substantial pollutant concentrations at

downwind receptors.

## 2. Project Design Features

No Project Design Features are proposed for Air Quality impacts (construction).

## 3. Mitigation Measures

**C-1** All off-road construction equipment greater than 50 hp shall meet USEPA Tier 4 emission standards to reduce NOx and PM2.5 emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

## 4. Finding

With respect to the Project's air quality impacts related to construction, the City finds that with incorporation of MM C-1 "changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines Section 15091(a)(1); Public Resources Code Section 21081(a)(1).) Rationale for Finding

With implementation of MM C-1, the Project's air quality impacts during construction, including construction impacts related to regional and local emissions, sensitive receptors, and cumulative impacts, would be less than significant.

With respect to the Project-specific impacts during construction, MM C-1 calls for the use of readily-available construction equipment that uses EPA-certified Tier 4 engines to reduce combustion-related NO2 and PM2.5 emissions. As summarized in Table 4.C-10 of the Draft EIR, with implementation of MM C-1, the Project's emissions of NOx and PM2.5 would not exceed SCAQMD's significance thresholds. Therefore, the Project's regional and localized construction-related emissions impacts would be less than significant. Further, the emissions shown in Table 4.C-10 of the Draft EIR do not take into account application of SCAQMD's Rule 403, which calls for Best Available Control Measures (BACM) that include watering portions of the site that are disturbed during grading activities and minimizing the tracking of dirt onto local streets, which would further reduce the Project's construction emissions.

With respect to cumulative impacts during construction, application of LST thresholds to each related project in the local area would help ensure that each related project does not produce localized hotspots of CO, PM2.5, PM10, and NO2. Any projects that would exceed LST thresholds (after mitigation) would perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM10 and PM2.5 that generally double with every doubling of distance. Mitigation Measure C-1 would require the use of cleaner off-road

construction equipment. This measure could similarly be implemented at other construction sites for any related projects. Thus, construction of the Project would not have any considerable contribution to cumulative impacts on pollutant concentrations at nearby receptors with implementation of MM C-1.

With respect to cumulative impacts to sensitive receptors during construction, implementation of MMC C-1 would help reduce localized emission of NO<sub>2</sub> and PM<sub>2.5</sub>. As such, sensitive receptors near the Project Site would not be exposed to substantial pollutant concentrations and any impacts must be considered less than significant.

## 5. Reference

For a complete discussion of the Project's air quality impacts, see Chapter 4.C- Air Quality of the Draft EIR, as well as any relevant corrections and additions and responses to comments related to air quality in the Final EIR.

## B. 4.E GEOLOGY AND SOILS

### 1. Description of Effects

#### i. Soils

A significant impact may occur if the Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for the project buildings. Construction activities associated with the Project must comply with the City's Building Code, which is designed to assure safe construction, including building foundation requirements appropriate to site conditions. The Project Site is not at risk for landslides, as the site is relatively level with very little elevation change.

Up to six feet of existing artificial fill was encountered during the site investigation, likely to be the result of past grading and construction activities on the Project Site. Deeper fill may exist in other areas of the site that were not directly explored. The demolition of existing structures on the Project Site will likely disturb the upper few feet of soil. The existing fill, in present condition, is not suitable for direct support of proposed foundations or slabs. The existing fill and site soils are suitable for reuse as engineered fill provided the recommendations in the Geotechnical Investigation (as provided in MM E-1) on grading are followed. Excavations for the subterranean level are anticipated to penetrate through the existing artificial fill and expose undisturbed alluvial soil throughout the excavation bottom.

The in-situ soils can be excavated with moderate effort using conventional excavation equipment. Due to the granular nature of the soils, moderate to excessive caving is anticipated in unshored excavations. Casing may be required during shoring pile installation, and formwork may be required to prevent caving of shallow spread foundation excavations. Implementation of the recommendations contained in the Geotechnical Investigation (as provided in MM E-1) would ensure that Project impacts with respect to soils and soil stability would be less than significant.

## ii. Groundwater

Groundwater was not encountered during site exploration and the current local groundwater table is sufficiently deep that it is not expected to be encountered during construction. However, local seepage could be encountered during excavation of the subterranean level, particularly if conducted during the rainy season. It is not uncommon for groundwater levels to vary seasonally or for groundwater seepage conditions to develop where none previously existed, especially in impermeable fine-grained soils which are heavily irrigated or after seasonal rainfall. In addition, recent requirements for stormwater infiltration could result in shallower seepage conditions in the immediate site vicinity. Proper surface drainage of irrigation and precipitation is necessary to avoid localized groundwater seepage impacts. Implementation of the recommendations for drainage in the "Surface Drainage" section of the Geotechnical Investigation (as set forth in MM E-1) would reduce this potential impact to less than significant.

## iii. Fault Rupture

The Project would comply with the CGS Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the UBC and the LAMC. Further, the Project would comply with the City of Los Angeles Building Code, which contains construction requirements to ensure that structures are built to a level such that they can withstand acceptable seismic risk. Therefore, via compliance with existing regulations and implementation of Mitigation Measure E-1, the Project would not expose people or structures to substantial adverse effects associated with fault rupture, and no impact would occur.

### 2. Project Design Features

No Project Design Features are proposed for impacts related to geology and soils.

### 3. Mitigation Measures

E-1 The Project shall comply with the recommendations found on pages 10 through 41 of the Geotechnical Investigation, Southern California Flower Mart Proposed Mixed-Use Development, 747 & 755 South Wall Street, Los Angeles, California, prepared by Geocon West, Inc., July 2016 (included as Appendix G to Draft EIR), to the satisfaction of the Department of Building and Safety.

### 4. Finding

With respect to the Project's potentially significant impacts related to geology and soils, the City finds that with incorporation of MM E-1 "changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines Section 15091(a)(1); Public Resources Code Section 21081(a)(1).)

### 5. Rationale for Finding

With implementation of MM E-1, the Project's impacts related to geology and soils, including

impacts related to soils, ground water, and fault rupture, would be less than significant.

Compliance with MM E-1 will ensure that the Project will follow the recommendations in the Geotechnical Investigation as set forth in the report attached as Appendix G to the Draft EIR. Compliance with those recommendations will ensure that the Project's impacts related to soils and soil stability, groundwater, and fault rupture are less than significant.

## 6. Reference

For a complete discussion of the Project's geology and soils impacts, see Chapter 4.E-Geology & Soils of the Draft EIR, as well as any relevant corrections and additions and responses to comments related to geology and soils in the Final EIR.

## C. 4.I NOISE

### 1. Description of Effects

#### i. Construction Noise

During construction, on-site activities would include the use of heavy equipment such as excavators, loaders, scrapers, graders, and similar tractor or dozer-type vehicles. Smaller equipment such as forklifts, skid steer loaders, trenchers, generators, and various powered hand tools would also be used. Off-site secondary noises could be generated by sources such as construction worker vehicles, vendor deliveries, and haul trucks. Noise impacts were modeled using noise reference levels of excavators and front-end loaders. Those vehicles commonly operate in tandem, and have the greatest potential to cause sustained and significant noise impacts at nearby receptors. The impacts of other construction equipment and vehicles would be neither as loud nor as extensive over the duration of the Project's grading or other phases. As summarized in Table 4.I-6 of the Draft EIR, the Santee Court Apartments could experience construction-related noise increases in excess of 5 dBA as a result of the Project's construction. The Project's construction noise levels from powered equipment would also exceed the 75 dBA limit set forth by Section 112.05 of the LAMC, which regulates construction noise levels in or within 500 feet from residential zones. Therefore, without mitigation the Project's construction-related noise impacts would be significant.

For off-site construction-related noise impacts, grading activities would necessitate up to approximately 140 haul trips per workday to export excavated soils from the Project Site to a regional landfill. While this vehicle activity would marginally increase ambient noise levels along the haul route, it would not be expected to significantly increase ambient noise levels by 5 dBA or greater at any noise sensitive land use. Therefore, off-site construction noise impacts related to haul trips would be less than significant.

#### ii. Construction Vibration

The Project's construction would require equipment such as excavators, scrapers, graders, auger drill rigs, and haul trucks. Auger drill rigs and large dozer type equipment such as excavators, scrapers, and graders operating within 7.5 feet of structures consisting of masonry walls could exceed those structures' 0.3 in/sec vibration threshold. Smaller construction equipment such as

skid steer loaders would have to operate within 3.5 feet of these structures to be considered potentially hazardous, and loaded delivery and haul trucks would have to operate within 6 feet.

A commercial building with masonry construction located at 769 Wall Street could experience groundborne vibrations in excess of the 0.3 in/sec vibration threshold for masonry structures. The equations for the prediction of groundborne vibration can greatly overestimate vibration levels at distances nearer than 10 feet, and even so, all construction activities beyond 7.5 feet from this receptor would not be estimated to generate groundborne vibration levels in excess of 0.3 inches per second. Nevertheless, without mitigation, this impact is conservatively considered significant. Sensation Flowers, which abuts the Project Site, would not be expected to experience significantly considerable vibration impacts as a result of the Project. The north building that this receptor abuts would be maintained and renovated. Work related to the north building would not require the types of heavy-duty construction equipment capable of generating excessive groundborne vibrations. Nevertheless, without mitigation, this impact is conservatively considered to be significant.

### iii. Cumulative Impacts – Construction Noise

Construction activities would temporarily increase ambient noise levels at nearby receptors. Any other future developments that are built concurrently with the Project could further contribute to these temporary increases in ambient noise levels. Three such developments were identified within the vicinity of the Project and its receptors: a project located at 701 S. Maple Avenue; one located at 649 S. Wall Street; and another located at 717 Maple Avenue. It is possible that construction noises from these projects and the Proposed Project could cumulatively increase temporary noise levels at nearby sensitive receptors to above the L.A. CEQA Thresholds Guide's 5 dBA construction noise threshold should the construction of all projects overlap. Without mitigation, this impact would be potentially significant.

#### 2. Project Design Features

No Project Design Features are proposed for noise or vibration impacts.

#### 3. Mitigation Measures

To ensure that the Project's construction-related noise levels do not exceed 75 dBA and that construction-related noise increases at Santee Court Apartments do not exceed 5 dBA, the following mitigation measures are required:

- I-1 All capable diesel-powered construction vehicles shall be equipped with exhaust mufflers or other suitable noise reduction devices.
- I-2 Temporary sound barriers capable of achieving a sound attenuation of at least 15 dBA shall be erected along the Project's boundaries facing Santee Court Apartments. Temporary sound barriers capable of achieving a sound attenuation of at least 6 dBA shall be erected along all other Project construction boundaries. To ensure that construction-related vibration impacts would be less than significant, the following mitigation measures are required:
- I-3 Construction activities that produce vibration, such as demolition, excavation, and earthmoving, shall be sequenced so that vibration sources within 7.5 feet

of 769 Wall Street do not operate simultaneously.

- I-4** No pile driving shall occur as part of Project construction.
- I-5** Pre-construction surveys shall be performed to document the conditions of 769 Wall Street. A structural monitoring program shall be implemented and recorded during construction. The performance standards of the structure-monitoring plan shall include the following:
- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the building.
  - A registered civil engineer or certified engineering geologist shall develop recommendations for a structure-monitoring program.
  - The structure-monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds. If the thresholds are met or exceeded, or if noticeable structural damage becomes evident to the Project contractor, work shall stop in the area of the affected building until measures have been taken to prevent construction-related damage to the structure.
  - The structure-monitoring program shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the Project prior to initiating any construction activities.
- I-6** Construction equipment and vehicles capable of generating excessive vibration levels including, but not limited to, excavators, loaders, backhoes, scrapers, and graders, shall maintain a setback of at least 7.5 feet from Sensation Flowers at all times.

#### 4. Finding

With respect to the Project's potentially significant impacts related to construction noise, construction vibration, and cumulative noise impacts during construction the City finds that with incorporation of MMs I-1 through I-6, "changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines Section 15091(a)(1); Public Resources Code Section 21081(a)(1).)

#### 5. Rationale for Finding

With implementation of MMs I-1 through I-6, the Project's impacts related to construction noise, construction vibration, and cumulative noise impacts would be less than significant.

For the potential construction noise impacts, implementation of MMs I-1 and I-2 would reduce the Project's on-site construction equipment source noise levels to below LAMC's 75 dBA limit for powered equipment operations within 500 feet of residential zones. Although no Project receptor would experience a significant increase in noise as a result of the Project's unmitigated construction activities, these measures would further reduce the Project's impacts at these receptors. Implementation of MMs I-1 and I-2 would also minimize the Project's construction-related noise increases at Santee Court Apartments to below the L.A. CEQA Thresholds Guide's 5 dBA threshold of significance for construction activities lasting more than ten days in a three month period. Mitigation Measures I-1 and I-2 represent standard "best practices" for the reduction of construction noise and are recommended by the L.A. CEQA Thresholds Guide. With implementation of those mitigation measures, impacts related to construction noise would be less

than significant.

With respect to construction vibration, implementation of MMs I-3 through I-6 would reduce the Project's vibration sources and implement a comprehensive monitoring program for 769 Wall Street. These measures would substantially reduce the potential for the Project's construction-related vibrations to damage the receptor. MM I-6 would prevent heavy-duty construction equipment and vehicles from operating within a potentially hazardous distance from Sensation Flowers. With these measures in place, the Project's construction vibration impacts would be less than significant.

With respect to the Project's potential cumulative noise impacts, implementation of MMs I-1 and I-2 would prevent the Proposed Project's own construction noises from increasing noise levels at Ballington Plaza Apartments and Jardin de la Infancia School by greater than 0.1 dBA, an imperceptible change. Mitigated noise level increases at Santee Court Apartments would not exceed 1.6 dBA, also an imperceptible change. A similar mitigation strategy by 701 S. Maple Avenue, 649 S. Wall Street, and 717 Maple Avenue would likewise reduce their own respective construction noise impacts and ensure that nearby receptors not experience individual or cumulative construction-related noise increases in excess of 5 dBA. The Project's own potential to produce cumulative construction noise impacts at nearby sensitive receptors would be considered less than significant.

## 6. Reference

For a complete discussion of the Project's noise and vibration impacts, see Chapter 4.I-Noise of the Draft EIR, as well as any relevant corrections and additions and responses to comments related to noise and vibration impacts in the Final EIR.

## D. 4.M TRIBAL CULTURAL RESOURCES

### 1. Description of Effects

#### i. Change in the Significance of a Tribal Cultural Resource

As part of the tribal cultural resources report, cultural resources consultant SWCA conducted a California Historical Resources Information System (CHRIS) records search at the South Central Coastal Information Center (SCCIC) on the campus of California State University, Fullerton, to identify previously documented archeological resources within a 0.5-mile radius of the Project Site, as well as any selectively chosen outside the radius to aid in the assessment of archaeological and tribal cultural resource sensitivity. The CHRIS records search did not identify any tribal resources on the Project Site. No archeological sites with Native American components that may qualify as a tribal cultural resource were identified within a 0.5-mile radius of the Project Site. The detailed results of the CHRIS records search are included in the appendix to the tribal cultural sources report, which is included as Appendix F to the Draft EIR. The Native American Heritage Commission (NAHC) conducted a Sacred Lands File (SLF) search in August 2017. The SLF records search did not identify any sacred lands or sites in the Project Site. The SLF records search is included as Appendix F-4 to the Draft EIR.

The City complied with AB 52 consultation requirements, mailing notices via certified mail to ten contacts as listed in the Draft EIR and listed on the City's AB 52 Native American Heritage Commission Tribal Consultation List on April 27 2017. On May 9, 2017, the City received a

consultation request pursuant to AB 52 from the Gabrieleno Band of Mission Indians – Kizh Nation (attached to the tribal cultural resources report, included as Appendix F-5 to the Draft EIR). None of the other nine tribal contacts requested consultation. The City began the consultation process with Chairman Andrew Salas of the Gabrieleno Band of Mission Indians – Kizh Nation. As part of the consultation, Chairman Salas submitted three maps and one article to support the Tribe's finding of sensitivity for tribal cultural resources.

A sensitivity assessment with respect to tribal cultural resources was conducted for the Project Site. The Project Site is west of the Los Angeles River, currently located approximately 1.1 miles to the east of the Project Site. Shifts in the main channel of the Los Angeles River have occurred numerous times in recorded history, including two significant shifts in 1815 and 1825. The general proximity of the Project Site to areas of known habitation, the river, and broad travel corridors has the effect of an overall increase in the sensitivity for unknown tribal cultural resources, at least higher than low background levels, particularly for the archaeological remains of temporary open camps. The project Site is situated within the reported location of Rancheria de los Pipimares, a village site occupied by the Gabrielino from San Nicolas Island (known as Nicoleño) during the early and middle parts of the nineteenth century. There is potential for material remains associated with the Rancheria to be preserved below the surface, especially those associated with the kotuumot kehaay (mourning ritual). However, given the Historic-period disturbances and limited time during which any material remains from the occupation of the Rancheria could have been buried and preserved, the overall sensitivity is reduced. It is also possible that prehistoric archaeological material pre-dating the occupation of Rancheria de los Pipimares could also be present, but the sensitivity for such materials is lower. While historical period disturbances from agriculture and urbanization have effectively lowered the sensitivity from what would otherwise be considered high, the sensitivity could not be considered low because of the favorable preservation conditions. Therefore, as part of the tribal cultural resources report (included in Appendix F-5 of the Draft EIR), SWCA concluded the Project Site has moderate sensitivity, and Project impacts would be potentially significant.

## ii. Cumulative Impacts

Impacts related to tribal cultural resources are site-specific and are assessed on a site-by-site basis. In addition, any related project within a historic district or affecting a historic resource that could be considered at tribal cultural resource would require a historic resource evaluation to ensure that removal of an existing building, addition, of a new building, and/or conversion would not impact the historic resource in the area.

The Project would address any potential impacts to tribal cultural resources by adhering to the City's condition of approval and implementing MM M-1. The Project and related projects would comply with applicable federal, state, and city regulations that would preclude significant cumulative impacts regarding tribal resources. All related projects would comply with regulations for the inadvertent discovery of archeological resources and human remains. In addition, related projects would be required to comply with the consultation requirements of AB 52 to determine and mitigate any potential impacts to tribal cultural resources. Therefore, cumulative impacts to tribal cultural resources would be less than significant and would not be cumulatively considerable.

## 2. Project Design Features

No Project Design Features are proposed for tribal cultural resources.

### 3. Mitigation Measures

**M-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, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleno Band of Mission Indians – Kizh Nation. Any qualified archaeological 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 archaeological 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 consultation 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 temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation 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; and (2) 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 recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any 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. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the 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 costs 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 as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant 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 the 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 Confidentiality Protocols.

#### 4. Finding

With respect to the Project's potentially significant impacts related to tribal cultural resources, including cumulative impacts, the City finds that with incorporation of MM M1, "changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines Section 15091(a)(1); Public Resources Code Section 21081(a)(1).)

#### 5. Rationale for Finding

With implementation of MM M-1, the Project's impacts related to tribal cultural resources, including cumulative impacts, would be less than significant.

There is a potential that tribal cultural resources could be disturbed by the Project. Specifically, there is a potential that material remains from a Gabrielino mourning ceremony are on the Project Site, which would have cultural value to a California Native American tribe. However, implementation of MM M-1, which includes working with archeological monitors and tribal monitors and following certain protocol to address the inadvertent discovery of a tribal cultural resource, impacts related to tribal cultural resources would be reduced to less than significant levels.

#### 6. Reference

For a complete discussion of the Project's potential impacts related to tribal cultural resources, see Chapter 4.M-Tribal Cultural Resources the Draft EIR, as well as any relevant corrections and additions and responses to comments related to tribal cultural resources in the Final EIR.

### V. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

The EIR determined that the Project would not result in any significant and unavoidable environmental impacts.

### VI. ALTERNATIVES TO THE PROJECT

#### **Alternatives in the Draft EIR**

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting the project's basic objectives. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1). Accordingly, the discussion of alternatives shall focus on alternatives to a project or its location which are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. The Project will not lead to any significant and unavoidable impacts.

The City finds that given the Project's potential impacts, the Draft EIR and Final EIR considered a

reasonable range of alternatives to the Project to provide informed decision making in accordance with Section 15126.6 of the CEQA Guidelines. Based on the Project's objectives and impacts, Section V (Alternatives) of the Draft EIR includes an analysis of the following three alternatives to the Project:

<u>Alternative 1:</u>	No Project
<u>Alternative 2:</u>	No Project/Existing Zoning
<u>Alternative 3:</u>	Reduced Density/Reduced Height

These alternatives and their impacts are summarized below.

Section V (Alternatives) of the Draft EIR also discloses that two additional alternatives were identified and considered but rejected without full analysis. The first alternative (the Alternative Project Site) considered development of an alternate Project Site with a similar development. However, this alternative was rejected for further analysis because the Project Applicant does not own or have control over any other developable property in the Project Site area and cannot reasonably acquire, control, or otherwise have access to an alternative site. Additionally, one of the Project's objectives is to redevelop the existing Southern California Flower Market, which currently exists on the Project Site. Therefore, development of the Project on an alternative site was deemed infeasible and was not further evaluated in the EIR. A second alternative (Alternative Site within the Project Site Alternative) was rejected from further consideration due to the infeasibility of the alternative and/or inability of the alternative to substantially reduce or avoid the Project's impacts after mitigation.

## **ALTERNATIVE 1: NO PROJECT ALTERNATIVE**

### **1.1 Description of Alternative**

CEQA requires the alternatives analysis to include a "no project" alternative, which is the circumstance under which the Project does not proceed. At the time the Notice of Preparation was published for the Project, there was no evidence that another development at the Project Site would be forthcoming in the event the Project is not approved. For purposes of the Draft EIR, Alternative 1 assumed that the Project Site would remain in its current condition as described in Section 3 of the Draft EIR. Although no development would occur on the project Site under alternative 1, this alternative assumes the development of the related projects in the area of the Project Site. No discretionary actions would be required by local, state, or federal agencies for this alternative.

### **1.2 Impact Summary of Alternative**

**Aesthetics:** Under Alternative 1, the existing south building would not be demolished, and no development would take place. No on-site construction activities would occur that could temporarily alter the visual appearance of the Project Site and/or surrounding area. No new buildings would be constructed, so no new light sources associated with construction equipment and materials with the potential to cause glare would occur. As existing buildings would remain on-site and continue to operate in their existing state, Alternative 1 would not change the visual character of the Project Site,

degrade the visual character of the Site or the surrounding area, or impact any scenic resources. There would be no potential to create or change or improve the visual character of the Project Site, and no new sources of light or glare would be introduced. Under Alternative 1, no operational impacts to aesthetics would occur and impacts would be less than the Project's less than significant impact. However, the Project Site falls within a Transit Priority Area, and in accordance with SB 743, the Project's aesthetic impacts would not be considered a significant impact on the environment. In addition, the City of Los Angeles Zoning Information File 2452 provides that visual resources an aesthetic character shall not be considered an impact for mixed-use infill projects within transit priority areas pursuant to CEQA. This information is provided for informational purposes.

**Air Quality:** Under Alternative 1, no air quality impacts with respect to construction-related emission would occur. Air quality impacts due to construction under Alternative 1 would be less as compared to the Project's less than significant air quality impact with implementation of mitigation measures. No new operational emissions related to vehicular traffic or the consumption of natural gas and electricity beyond that currently generated by existing uses on-site would occur. Similar to the Project, Alternative 1 would not include any uses identified by the SCAQMD's CEQA Handbook as being associated with odor complaints. Operational air quality impacts under Alternative 1 would be less than the Project's less than significant air quality impacts during operation.

**Cultural Resources:** No changes to the existing development of the Project Site would occur. Therefore, no impacts to cultural resources would occur under Alternative 1. This would represent a potentially lesser impact than the Project with respect to archeological and/or paleontological resources, as the excavation required to develop the Project would disturb unknown archeological and/or paleontological resources present beneath the surface of the Site, although compliance with existing regulations would ensure that the Project's impact is less than significant. Impacts to historic resources would be the same under Alternative 1 and the Project, as neither would result in a significant impact to historic resources.

**Geology and Soils:** With no construction activities under Alternative 1, no new construction impacts related to geology and soils would occur. Therefore, impacts during construction would be less as compared to the Project's less than significant impact related to geology and soils. Operational impacts related to fault rupture, landslides, liquefaction, or subsidence impacts would be the same under Alternative 1 as the Project with implementation of mitigation measures. Although the Project's operation would introduce more people to the Project Site, Alternative 1 would result in continued usage of older buildings that may be more vulnerable to geologic impacts when compared to new development. As the Project Site is located in an urbanized portion of the City and is nearly completely paved and fully developed, neither the Project nor Alternative 1 would result in loss of topsoil. Also, neither the Project nor Alternative 1 would require the use of septic tanks and, therefore, no impacts would occur.

**Greenhouse Gas Emissions:** No new on-site development would be constructed that could emit operational GHG emissions beyond that which is currently emitted from existing uses on the Project Site. Alternative 1 would result in no impact with respect to GHG emissions, which is less than the project's less than significant impact.

**Hazards and Hazardous Materials:** Because no demolition or construction would occur, and the Project Site would not be developed with new land uses, Alternative 1 would not result in impacts associated with the transport and use of hazardous materials, uncovering of subsurface soil

contamination, uncovering of unknown USTs, or disturbance of asbestos or lead based paint on the Project Site. Alternative 1 would not interfere with an adopted emergency response plan. No impacts would occur under Alternative 1 related to hazards and hazardous materials, and impacts would be less than the Project's less than significant impacts related to hazards and hazardous materials.

**Land Use and Planning:** The Project Site's existing uses are consistent with the Central City Community Plan land use designation, Heavy manufacturing, and zoning designation, M2-2D, for the Project Site. Under Alternative 1, no impacts associated with consistency with land use, zoning, or applicable land use plans would occur, and impacts would be less than the Project's less than significant impacts associated with land use consistency.

**Noise:** No new sources of noise or vibration would be created and construction and impacts under Alternative 1 would be less than the Project's less than significant construction-related impacts following implementation of mitigation measures. For operation, no new sources of noise or vibration would occur. Alternative 1 would result in no impact with respect to operational noise and vibration, which is less than the Project's less than significant impact.

**Population and Housing:** No new residents or employees would be generated at the Project Site. Alternative 1 would not induce substantial growth through the introduction of new and/or an extension of existing roadways and/or utility infrastructure. Alternative 1 would have no impact with respect to population, housing, and employment, which would be less than the Project's less than significant impacts with respect to population, housing, and employment.

**Public Services:** With no new development Alternative 1 would not increase demand for fire protection and emergency services or for police protection services. No impacts to fire and emergency services or police protection services would occur, and impacts would be less than the Project's less than significant impacts. Alternative 1 also would not increase demand for school services or facilities, parks, or libraries. Alternative 1 would have no impacts to schools, public parks, or libraries and impacts would be less than the Project's less than significant impacts with respect to schools, parks, and libraries.

**Traffic and Transportation:** There would be no increase in vehicle trips during either construction or operation. Alternative 1 would result in no impact, which is less than the Project's less than significant impact related to traffic and transportation.

**Tribal Cultural Resources:** Alternative 1 would not have the potential to encounter unknown tribal cultural resources and no impact would occur, which is less than the Project's less than significant impact with implementation of mitigation measures.

**Utilities:** Alternative 1 would not generate additional wastewater flow beyond what is generated by the existing uses, exceed the Regional Water Quality Control Board's wastewater treatment requirements, or require the construction of new wastewater treatment facilities. Alternative 1 would not increase the site's water demand beyond the demand of existing uses. Nor would Alternative 1 change the amount of solid waste generated by the Project Site or energy consumption by the Project Site's existing uses. No impacts would occur related to wastewater, water supply, solid waste, or efficient energy consumption under Alternative 1. Impacts related to utilities would be less than the Project's less than significant impacts related to utilities.

### 1.3 Findings

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

### 1.4 Rationale for Findings

Alternative 1 would lead to impacts that are less than the Project's less than significant impacts related to aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazardous and hazardous materials, land use planning, noise, population and housing, public services, traffic and transportation, tribal cultural resources, and utilities. However, the Project will lead to less than significant impacts with implementation of all project design features and mitigation measures in all those impact areas. Further, Alternative 1 would leave the Project Site developed with the existing uses. Under Alternative 1, the existing Flower Market facility on the Project site would not be renovated, and the proposed new residential, office, retail, wholesale, food and beverage, and event space would not be constructed on the Project Site. Therefore, Alternative 1 would not meet any of the Project's objectives, including the objectives related to redeveloping the Southern California Flower Market, capitalizing on a smart growth opportunity to intensify an underutilized site with mixed uses near public transit, creating a pedestrian friendly environment around the project Site, contributing to the region's housing opportunities, creating more construction and permanent jobs, developing residential and commercial uses that will generate local tax revenues, and providing infill development to reduce urban sprawl.

### 1.5 Reference

For a complete discussion of the impacts associated with Alternative 1, see Section 6, Alternatives, of the Draft EIR, as well as any relevant corrections and additions and responses to comments related to Alternative 1 in the Final EIR.

## **ALTERNATIVE 2: NO PROJECT/EXISTING ZONING ALTERNATIVE**

### 2.1 Description of Alternative

Alternative 2 – Existing Zoning assumes development of the Project Site with 357,287 square feet of office uses, 22,549 square feet of retail uses, 47,310 square feet of event space, 63,585 square feet of wholesale flower market space, and 15,000 square feet of food and beverage space. That development is permitted under the existing zoning and land use designation for the Project Site. Alternative 2 would develop a total of approximately 478,731 square feet, compared to the Project, which would develop approximately 656,350 square feet. Parking would be provided in a subterranean level. The overall design, architecture, siting, pedestrian access, and vehicle and bicycle parking would comply with the City's requirements.

### 2.2 Impact Summary of Alternative

**Aesthetics:** Based on the reduced square footage of Alternative 2 as compared to the Project, the height of Alternative 2 would also be proportionately reduced. Therefore, as with the Project, no impact with respect to scenic vistas would occur. The building's architecture and style under

Alternative 2 would be similar to that of the Project.

Therefore, Alternative 2 would result in a less than significant impact with respect to visual character, similar to the Project. Alternative 2 would also result in less than significant impacts with respect to shade and shadow, similar to the Project. Based on its reduced size, the amount of lighting and sources of glare associated with Alternative 2 would also be less than the Project's less than significant impacts. However, the Project Site falls within a Transit Priority Area, and in accordance with SB 743, the Project's aesthetic impacts would not be considered a significant impact on the environment. In addition, the City of Los Angeles Zoning Information File 2452 provides that visual resources an aesthetic character shall not be considered an impact for mixed-use infill projects within transit priority areas pursuant to CEQA. This analysis is provided for informational purposes.

**Air Quality:** Because Alternative 2's scale of development is comparable to the Project, the same construction schedule and scope was assumed. Alternative 2's construction-related emissions would be the same as the Project. NOx emissions would exceed SCAQMD's daily regional threshold and would lead to a potentially significant impact. However, Alternative 2 would also implement Mitigation Measure C-1, which calls for the use of the newest vintage engines in off-road construction equipment used on the Project's construction. In combination with standard regulatory compliance measures, regional construction emissions under Alternative 2 would be less than significant. Construction of Alternative 2 would also lead to NOx and PM2.5 emissions that exceed SCAQMD's recommended localized standards of significance. With implementation of Mitigation Measure C-1 and compliance with standard regulatory measures, Alternative 2's construction emissions related to localized impacts would be less than significant. With respect to operations, Alternative 2 would result in greater regional air quality emissions due to an increase in vehicle trips as compared to the Project. But as with the Project, Alternative 2 would not exceed applicable SCAQMD's thresholds of significance for regional emissions. Long-term operation of Alternative 2 would generate comparable localized emission of pollutants from on-site area and energy sources than the Project because of its similar overall development footprint.

**Cultural Resources:** Based on the same amount of grading and excavation, Alternative 2 would have the same potential as the Project to encounter unknown archeological or paleontological resources as the Project. Like the Project, impacts to archeological or paleontological resources under Alternative 2 would be less than significant. Impacts to historic resources would be the same under Alternative 2 and the Project, as neither would result in an impact to historic resources.

**Geology and Soils:** Alternative 2 would require the same amount of site clearing, demolition, grading and excavation as the Project and would be constructed on the same Project Site. Alternative 2 would be subject to the same geological/geotechnical issues identified for the Project and would be subject to the most recently adopted California Building Code design parameters. Impacts under Alternative 2 would be less than significant, similar to the Project.

**Greenhouse Gas Emissions:** Due to the assumed similar scale of construction, Alternative 2 would generate the same level of GHG emissions during the construction period when compared to the Project. Impacts during construction would be less than significant. During operation, Alternative 2 would produce approximately 4,162 more metric tons of CO2e per year, largely due to the increased vehicle trips generated by Alternative 2. However, like the Project, Alternative 2 would be consistent with the applicable state, regional, and local regulatory plans and policies to

reduce GHG emissions. Alternative 2's contribution to global climate change is not cumulatively considerable, and, as is the case with the Project, its impacts would be considered less than significant.

**Hazards and Hazardous Materials:** Similar to the Project, construction of Alternative 2 could involve the temporary transport, use, or disposal of potentially hazardous materials. It is also possible during construction that asbestos, lead-based paint, and polychlorinated biphenyls could be encountered. Compliance with manufacturers' instructions and applicable standards and regulations would ensure that impacts for Alternative 2 are less than significant during construction, as is the case with the Project. Similar to the Project, operation of Alternative 2 would involve the limited use of hazardous materials, which would be used and disposed of in accordance with applicable standards and regulations. The Project Applicant would also be required to submit a proposed plot plan to the Los Angeles Fire Department to ensure compliance with applicable regulations related to fire hazards or emergency access. Operation of Alternative 2 would result in less than significant impacts related to hazards and hazardous materials, similar to the Project.

**Land Use and Planning:** Because Alternative 2 complies with the Project Site's existing zoning and land use designation, Alternative 2 would require fewer discretionary approvals than the Project. As Alternative 2 complies with the existing zoning and land use designation for the Project Site, it would also be substantially consistent with all applicable plans, policies, and regulations that govern development of the Project Site. Alternative 2 would result in a less than significant impact related to land use consistency, as is the case for the Project.

**Noise:** The scope of construction for Alternative 2 would be very similar to that of the Project. Mitigation Measures I-1 through I-6 would also be recommended for Alternative 2 to reduce the incremental increase in noise levels during construction below the significance threshold at sensitive receptors and reduce resulting ambient noise impacts from construction equipment. Implementation of Mitigation Measures I-1 through I-6 would minimize ambient noise increases at the nearby receptors below the significance threshold, and impacts would be less than significant (same as the Project). Like the Project, operation of Alternative 2 would result in both direct and on-site noise impacts associated with commercial-related activities, as well as indirect noise impacts from vehicles traveling on local roads to access the Project Site. Alternative 2 would add approximately 2,588 more daily vehicle trips when compared to the Project. The potential noise impacts from on-site operational sources would be considered less than significant and similar to the Project. The potential noise impact from indirect traffic sources would be less than significant, but greater than the Project.

**Population and Housing:** Construction for Alternative 2 would not lead to a permanent or substantial new employment that would cause growth. There would be no significant housing or population impacts, and no impacts would occur, which is the same as for the Project. Alternative 2's proposed commercial land uses would generate approximately 2,271 employees. It is likely that the existing availability of employees in the Project area would fill those jobs and Alternative 2 would not draw new people to the City to fill those jobs. No impact related to indirect population growth would occur, similar to the Project. Like the Project, Alternative 2 would not induce substantial growth that exceeds growth forecasted for the area, nor would it introduce unplanned infrastructure or accelerate development in an undeveloped area that would result in an adverse physical change in the environment. As development of Alternative 2 would not induce substantial indirect population growth and would be supported by the existing infrastructure such as roadways, no impact would occur, as is the case with

the Project. Alternative 2's increase in jobs would be consistent with the SCAG forecast of additional jobs within the City. Impacts to direct population and housing growth would be less than significant. Alternative 2 also would not displace any existing housing units and/or people on the Project Site.

**Public Services:** On-site construction activities may temporarily increase demand for fire protection and emergency services. Alternative 2's impacts during construction would be less than significant and the same as the less than significant impact of the Project. During operation, based on the elimination of residential uses under Alternative 2, the number of fire protection service calls would be reduced as compared to the Project because the overall population at the Project Site would be reduced. Overall, similar to the Project, Alternative 2 would not require the need for new or altered fire station facilities, and impacts would be less than significant. For police services, Alternative 2's impacts to police protection during construction would be less than significant and the same as the Project's impacts. During operation, the number of police protection service calls would be reduced as compared to the Project because the overall population of the Project Site would be reduced. Construction-related impacts associated with Alternative 2 would be the same as the Project and less than significant. During operation, Alternative 2 would generate more students than the Project based on the greater number of employees at the Project Site. However, Alternative 2's impacts to schools would also be less than significant. Construction-related impacts on parks and recreation facilities under Alternative 2 would be less than significant and similar to the Project. During operation, Alternative 2's impacts would be less than significant and less than the Project's less than significant impact due to the elimination of the residential land uses and the resulting reduction in demand for local and regional parks and recreation facilities. Construction-related impacts on library services would be less than significant under Alternative 2, and similar to the Project. During operation, impacts on library services would be less than significant and less than the Project's less than significant impacts.

**Transportation/Traffic:** Similar to the Project, Alternative 2's temporary construction-related impacts to transportation and traffic would be less than significant. During operation, Alternative 2 will generate approximately 2,588 more vehicle trips daily. Overall, Alternative 2 would result in significant impacts at three intersections under the "Future 2022 with Alternative 2" scenario (Maple Avenue/9th Street, Maple Avenue/7th Street, San Pedro Street/7th Street), which is greater than the Project's less than significant impacts. Traffic impacts during Alternative 2's operation may be potentially significant.

**Tribal Cultural Resources:** Alternative 2 would have the same potential as the Project to encounter unknown tribal cultural resources. Impacts for Alternative 2 would be less than significant with implementation of Mitigation Measure M-1.

**Utilities and Service Systems:** Construction of Alternative 2 would generate a negligible amount of wastewater and would not exceed the capacity of any wastewater treatment plant. With implementation of a Construction Traffic Management Plan, Alternative 2 would not significantly impact traffic or emergency access in the surrounding area. Impacts related to wastewater during construction would be less than significant. During operation, Alternative 2 would generate less wastewater than the Project. Overall, impacts associated with wastewater under Alternative 2 would be less than significant and less than the Project's less than significant impacts. With respect to water supply, impacts during construction of Alternative 2 would be similar to the Project and less than significant. Operation of Alternative 2 would consume less water than the Project and would result in less than significant impacts with respect to long-term water supplies. Overall, impacts

related to water supply under Alternative 2 would be less than significant and less than the Project's less than significant impacts. With respect to solid waste, Alternative 2 would produce less waste the Project during construction, as Alternative 2 proposes a development that is reduced in size when compared to the Project. Construction-related solid waste impacts would be less than significant and slightly reduced when compared to the Project. Operation of Alternative 2 would also generate less solid waste than the Project and would result in less than significant impacts to solid waste landfill capacity. Overall, impacts would be less than significant and less than the Project's less than significant impacts.

Energy: Alternative 2's short-term demand for electricity during construction would not result in a wasteful or inefficient use of energy, and impacts would be less than significant (as is the case with the Project). During operation, Alternative 2 would consume more electricity than the Project. Overall, like the Project, Alternative 2 would result in a less than significant impact with respect to electricity demand but to a greater degree than the Project's less than significant impact, due to an increase in overall commercial square-footage. During construction, Alternative 2's impacts related to natural gas consumption would be similar to the Project and less than significant. During operation, Alternative 2 would result in less natural gas consumption. Overall, like the Project, Alternative 2 would result in a less than significant impact with respect to natural gas demand, and less than the Project's less than significant impact.

### 2.3 Findings

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

### 2.4 Rationale for Findings

Alternative 2's construction and operational impacts would generally be similar to the impacts from the Project. Alternative 2 would lead to a lower level of impacts than the Project's already less than significant impacts related to aesthetics, parks and recreational facilities, libraries, and utilities and service systems. Alternative 2 would also have less than significant impacts associated with operational regional air quality, GHG emissions, operational noise from indirect traffic sources, and schools. However, Alternative 2's impacts related to those impact areas would be greater than the Project's impacts. Further, Alternative 2 could potentially lead to a significant traffic impact under future 2022 conditions, based on the additional trips that Alternative 2 will generate. Alternative 2's impacts would otherwise be similar to those of the Project. Thus, overall, Alternative 2 may not reduce the Project's less than significant impacts.

Without any residential units, Alternative 2 would not meet most of the Project objectives to the same degree as the Project. Specifically, Alternative 2 would meet the following project objectives: (i) create a range of construction and permanent jobs; and (ii) provide an infill development in an existing urban area to reduce "greenfield" development and urban sprawl, in furtherance of City goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emissions and greenhouse gas emissions.

However, without residential uses, Alternative 2 would only partially meet the following objectives:

(i) redevelop the existing Southern California Flower Market, including the adaptive reuse of the northerly building to continue to include the wholesale flower market uses, as well as the addition of new parking, commercial space, and residential uses, to provide an economically sustainable development of complementary uses; (ii) capitalize on a smart growth opportunity by intensifying a currently underutilized site with residential and commercial uses near public transit lines (Metro Rail and Bus); (iii) create a connected pedestrian friendly environment along Maple Avenue and Wall Street that is readily accessible to future residents and guests, as well as patrons of the Southern California Flower Market; (iv) contribute housing opportunities toward the City's Regional Housing Needs Assessment (RHNA) allocation; and (v) develop residential and commercial uses that generate local tax revenues and generate residents who support local business.

## 2.5 Reference

For a complete discussion of the impacts associated with Alternative 2, see Section 6, Alternatives, of the Draft EIR, as well as any relevant corrections and additions and responses to comments related to Alternative 2 in the Final EIR.

## **ALTERNATIVE 3: REDUCED DENSITY/REDUCED HEIGHT ALTERNATIVE**

### 3.1 Description of Alternative

Alternative 3 – Reduced Density/Reduced Height assumes implementation of the Project similar to the Project Description (Section 2) of the Draft EIR, but reduced in overall size. Alternative 3 assumes the retention of the wholesale Flower Market space and the reduction of all proposed commercial uses. Specifically, the Project would be developed with 47,093 square feet of office uses, 3,508 square feet of retail uses, 7,381 square feet of event space, 63,585 square feet of wholesale flower market space, and 10,736 square feet of food and beverage space. Alternative 3 also proposes 258 multi-family residential units, which is a 20 percent reduction from the total number of units proposed under the Project. The total height of Alternative 3 would also be reduced, for a maximum height of 164 feet and 12 stories. Like the Project, Alternative 3's design is intended to reflect the nature of its existing wholesale flower market uses. Parking would be provided in a subterranean level. The overall design, architecture, siting, pedestrian access, and vehicle and bicycle parking would comply with the City's requirements.

### 3.2 Impact Summary of Alternative

**Aesthetics:** Based on the reduced square footage of Alternative 3 as compared to the Project, Alternative 3's height would be proportionately reduced. As with the Project, no significant impacts related to scenic vistas would occur. Alternative 3's building's architecture and style would be similar to that of the Project. Alternative 3 would result in a less than significant impact with respect to visual character, similar to the Project. Alternative 3 would also result in less than significant impacts related to shade and shadow, similar to the Project. Based on its reduced size, the amount of lighting and sources of glare associated with Alternative 3 would be less than under the Project, and also less than significant. However, the Project Site falls within a Transit Priority Area, and in accordance with SB 743, the Project's aesthetic impacts would not be considered a significant impact on the environment. In addition, the City of Los Angeles Zoning Information File 2452 provides that visual resources an aesthetic character shall not be considered an impact for mixed-

use infill projects within transit priority areas pursuant to CEQA. This analysis is provided for informational purposes.

**Air Quality:** While the scale of development would be reduced under Alternative 3, the EIR's analysis assumed the same scope of construction for Alternative 3, but with a reduced construction schedule. During construction, like the Project, Alternative 3's estimated NOx emissions would exceed SCAQMD's regional significance thresholds. Alternative 3 would also implement Mitigation Measure C-1 and comply with the standard regulatory compliance measures, which together would mitigate Alternative 3's construction emissions to less than significant levels. For localized impacts during construction, Alternative 3 would also lead to NOx and PM2.5 emissions that exceed local significance thresholds, similar to the Project. With implementation of Mitigation Measure C-1 and compliance with the standard compliance measures, the mitigated construction emission for Alternative 2 would be less than significant. During operations, Alternative 3 would add approximately 2,476 vehicle trips to and from the Project Site on a peak weekday, which would be a decrease of 651 daily trips when compared to the Project. As a result, Alternative 3's operational impacts on regional air quality are considered less than significant and the impacts are less than the Project because of the lower amount of traffic generated by Alternative 3's long term operations. The long-term operation of

Alternative 3 would also generate fewer localized emission of pollutants from onsite area and energy sources than the Project because of its smaller overall development footprint, and impacts would be less than significant.

**Cultural Resources:** Alternative 3 would have the same potential as the Project to encounter unknown archaeological or paleontological resources, based on the same amount of grading and excavation. Similar to the Project, impacts under Alternative 3 would be less than significant with compliance with existing regulatory requirements related to inadvertent discoveries. Impacts to historic resources would be the same under Alternative 3 and the Project, as neither would result in an impact to historic resources.

**Geology and Soils:** Because the Project Site is the same under the Project as it is for Alternative 3, any development of the Project Site would be subject to the same geological/geotechnical issues identified for the Project and would be subject to the most recently adopted California Building Code design parameters.

**Greenhouse Gas Emissions:** Due to the similar scale of construction, Alternative 3 would generate the same level of GHG emissions during the construction period when compared to the Project, and impacts would be less than significant. During operations, Alternative 3 would produce approximately 2,890 fewer metric tons of CO2e per year, largely due to the decreased number of vehicle trips generated by Alternative 3. Alternative 3 would be consistent with the applicable state, regional, and local regulatory plans and policies to reduce GHG emissions. Like the Project, Alternative 3's impacts related to GHG emission would be less than significant.

**Hazards and Hazardous Materials:** Similar to the Project, construction of Alternative 3 could involve the temporary transport, use, or disposal of potentially hazardous materials. It is also possible during construction that asbestos, lead-based paint, and polychlorinated biphenyls could be encountered. Compliance with manufacturers' instructions and applicable standards and regulations would ensure that impacts for Alternative 3 are less than significant during construction, as is the case with the

Project. Similar to the Project, operation of Alternative 3 would involve the limited use of hazardous materials, which would be used and disposed of in accordance with applicable standards and regulations. The Project Applicant would also be required to submit a proposed plot plan to the Los Angeles Fire Department to ensure compliance with applicable regulations related to fire hazards or emergency access. Operation of Alternative 3 would result in less than significant impacts related to hazards and hazardous materials, similar to the Project.

Land Use and Planning: Alternative 3 includes the same uses as the Project, but with a reduced amount of square footage and reduced number of dwelling units. Under Alternative 3, the Project Applicant would likely request the same discretionary approvals as for the Project. With the same proposed uses at the Project, Alternative 3 would be substantially consistent with all applicable plans, policies, and regulations that govern development of the Project Site. Impacts related to land use and planning under Alternative 3 would be less than significant and similar to the Project.

Noise: The scope of construction for Alternative 3 would be very similar to that of the Project, though the reduction in size could result in a shorter duration of construction activities than the Project. Mitigation Measures I-1 through I-6 would also be recommended for Alternative 3 to reduce the incremental increase in noise levels during construction below the significance threshold at sensitive receptors and reduce resulting ambient noise impacts from construction equipment. Implementation of Mitigation Measures I-1 through I-6 would minimize ambient noise increases at the nearby receptors below the significance threshold, and impacts would be less than significant (same as the Project). Like the Project, operation of Alternative 3 would result in both direct and on-site noise impacts associated with commercial-related activities, as well as indirect noise impacts from vehicles traveling on local roads to access the Project Site. The potential noise impact from on-site operational sources would be considered less than significant and similar to the Project. Based on Alternative 3's lower generated traffic, Alternative 3's potential noise impacts from indirect traffic sources would be less than significant and less than the Project's less than significant impact.

Population and Housing: Alternative 3's related construction would not represent a permanent or substantial new employment generator that would cause growth. There would be no significant housing or population impacts from construction of Alternative 3, as is the case with the Project. Alternative 3 would generate approximately 565 employees, which is a reduction of 135 employees as compared to the Project. It is likely that the existing availability of employees in the Project area would fill the jobs generated by the Project and would not draw new people to the City to fill the jobs. Operation of the proposed commercial uses in Alternative 3 would not cause a substantial increase in overall population, as is the case with the Project. Therefore, no impact related to population growth would occur, the same as with the Project. Further, Alternative 3 would not induce substantial indirect population growth and would be supported by the existing infrastructure such as roadways. No impacts related to infrastructure would occur from indirect population growth and employment, similar to the Project. Alternative 3 would result in a residential population of approximately 707 people added to the Project Site, which is 178 fewer people than would be generated by the Project. Like the Project, Alternative 3's proposed housing units and associated population would fall within the forecasted growth for the Community Plan area and the City as a whole. Alternative 3 also would not displace existing housing units and/or people on the Project Site. Impacts related to direct population and housing growth under Alternative 3 would be less than significant and similar to the Project.

**Public Services:** Alternative 3's impacts related to fire protection during construction would be less than significant and similar to those of the Project. During operation, based on the reduction in the number of residential units and commercial space, the number of fire protection service calls would be slightly reduced with implementation of Alternative 3 as compared to the Project. Operational impacts related to fire protection under Alternative 3 would, therefore, be less than the Project's less than significant impacts. Alternative 3's impacts to police protection during construction would be less than significant and similar to the Project's impacts. During operation, the demand for police protection services would be less for Alternative 3 when compared to the Project, as there would be fewer residential units and less commercial space. Therefore, operational impacts related to police protection under Alternative 3 would be less than the Project's less than significant impacts. Impacts to schools during construction of Alternative 3 would be less than significant and the same as the Project. During its operation, Alternative 3 would generate fewer students than the Project and its impacts would be less than the Project's less than significant impacts. Construction-related impacts on parks and recreation facilities under Alternative 3 would be less than significant and similar to the Project. During its operation, Alternative 3's impacts to parks and recreational facilities would be less than significant and slightly less than the Project's impacts due to the reduction in the number of residential units. Construction-related impacts on library services would be less than significant under Alternative 3 and similar to the Project's impacts. Because Alternative 3 would add fewer residents and employees to the Project Site when compared to the Project, Alternative 3 would reduce demand for library services as compared to the Project. Impacts on library services would therefore be less than significant and less than the Project's impacts.

**Transportation/Traffic:** Traffic and transportation impacts during Alternative 3's construction would be less than significant, similar to the Project. During its operation, Alternative 3 is estimated to generate 2,476 daily vehicle trips, which is 651 fewer daily, 51 fewer AM peak hour, and 59 fewer PM peak hour vehicle trips than the Project. Overall, Alternative 3's traffic impacts would be less than significant and also slightly reduced when compared to the Project's less than significant impacts, due the reduction in the size of the development.

**Tribal Cultural Resources:** Alternative 3 would be developed on the same site as the Project and would require the same amount of grading and excavation. Therefore, Alternative 3 would have the same potential as the Project to encounter unknown tribal cultural resources. Impacts for Alternative 3 would be less than significant with implementation of Mitigation measure M-1.

**Utilities and Service Systems:** Construction-related impacts to the existing wastewater infrastructure and facilities would be less than significant and similar to the Project. Based on its reduced uses, Alternative 3's impacts related to wastewater during operation would be less than significant and less than the Project's less than significant impacts. Impacts on water supply during Alternative 3's construction would be less than significant and similar to the Project's impact. During its operation, Alternative 3 would consume less water than the Project and would result in less than significant impacts with respect to long-term water supplies. Overall, impacts of Alternative 3 related to water supply would be less than significant and less than the Project's less than significant impacts. With respect to solid waste generation, Alternative 3's construction would generate less solid waste as compared to the Project based on Alternative 3's reduced size when compared to the Project. As existing landfills and waste facilities have sufficient capacity to handle the projected amount of construction waste, the construction-related solid waste impacts of Alternative 3 would be less than significant and slightly reduced when compared to the Project. Alternative 3's operation would also

generate less solid waste as compared to the Project. Overall, impacts of Alternative 3 would be less than significant and less than the Project's less than significant impacts.

Energy: With respect to the efficient use of energy, Alternative 3's short-term demand for electricity during construction would not result in a wasteful or inefficient use of energy, and impacts would be less than significant and similar to the Project. During operation, the Project would use less electricity than the Project based on its reduced size. Overall, like the Project, Alternative 3 would result in a less than significant impact related to electricity demand and impacts would be less than the Project's less than significant impacts. Construction impacts of Alternative 3 related to natural gas consumption would be less than significant and similar to those of the Project. Alternative 3 would use less natural gas during operation. Like the Project, Alternative 3 would result in a less than significant impact with respect to natural gas demand, and less than the Project's less than significant impact.

### 3.3 Findings

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

### 3.4 Rationale for Findings

Based on its reduced size, Alternative 3 would result in less impacts as compared to the Project in the areas related to aesthetics, operational regional and localized air emissions, greenhouse gas emissions, off-site indirect noise impacts, fire protection and police protection services, schools, parks/recreation, utilities and service systems. However, the Project will also lead to less than significant impacts in those impact areas with incorporation of all project design features and mitigation measures.

Further, based on its reduced size for both residential and commercial space, development of Alternative 3 would meet some of the Project objectives to a lesser degree than the Project. Specifically, Alternative 3 would meet the following Project objectives: (i) create a connected pedestrian friendly environment along Maple Avenue and Wall Street that is readily accessible to future residents and guests, as well as patrons of the Southern California Flower Market; and (ii) provide an infill development in an existing urban area to reduce "greenfield" development and urban sprawl, in furtherance of City goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emissions and greenhouse gas emissions. But because Alternative 3 includes a reduction in residential and commercial uses when compared to the Project, it would only partially meet the following objectives: (i) redevelopment the existing Southern California Flower Market including the adaptive reuse of the northerly building to continue to include the wholesale flower market uses, as well as the addition of new parking, commercial space, and residential uses, to provide an economically sustainable development of complementary uses; (ii) capitalize on smart growth opportunity by intensifying a currently underutilized site with residential and commercial uses near public transit lines (Metro Rail and Bus); (iii) contribute housing opportunities toward the City's Regional Housing Needs Assessment (RHNA) allocation; (iv) develop residential and commercial uses that generate local tax revenues and generate residents who support local businesses; and

### 3.5 Reference

For a complete discussion of the impacts associated with Alternative 3, see Section 6, Alternatives, of the Draft EIR, as well as any relevant corrections and additions and responses to comments related to Alternative 3 in the Final EIR.

## VII. OTHER CEQA CONSIDERATIONS

### 1. Growth Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could be growth-inducing. This would include the ways in which the project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Generally, a project may foster or encourage population growth in a geographic area if it meets any of the following criteria: (a) economic expansion or growth (e.g., changes in revenue base, employment expansion, etc.); (b) removal of impediment to growth (e.g., establishment of an essential public service or the provision of new access to an area); (c) establishment of a precedent-setting action (e.g., an innovation, a change in zoning, or general plan amendment approval); or (d) development of or encroachment on an isolated or adjacent area of open space (being distinct from an infill type of project).

While the Project would provide new residential, retail, restaurant, office, event space, and food and beverage uses, the Project would not necessitate the extension of roads or other infrastructure. The Project would be developed in a densely populated urban area and would provide greater density around existing bus and rail lines. The Project is designed to include an economically sustainable balance of housing and commercial uses. The Project also responds to the unmet housing demand in both the Central City Community Plan Area and the City of Los Angeles as a whole. The Project's infill location will help the City achieve regional policies to reduce urban sprawl and efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of VMT. While the Project proposes additional housing units, it would not substantially induce housing growth beyond forecasted levels.

The addition of employees to the Project Site could come from the Project area, and other nearby areas in the City, as the types of land uses are not specialized to attract a net increase in employees from a region outside the local area. Employees are assumed to live in the local area or the City, and can access the Project Site through multiple modes of transit.

The Project would not induce growth with respect to roads and other infrastructure because the Project Site is already developed and connected to all local utility infrastructure, including water, wastewater, electricity, and natural gas. Therefore, utility infrastructure would not be expanding into a new areas as a result of the Project.

Also, due to the Project's proposed land uses and location, the Project would not provide for the removal of an impediment to growth or development of or encroachment on an isolated or adjacent area of open space. The Project would not provide a public service or access to a new area or

encroach on open space, and the Project would be located on an already developed site that is densely urban and served by existing roadways.

In sum, the Project would not lead to growth inducing impacts.

## 2. Significant Irreversible Environmental Changes

Section 15126.2(c) of the CEQA Guidelines requires a discussion of the use of nonrenewable resources and states that “[i]rretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” The types and level of development associated with the Project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during the Project’s construction and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the Project Site.

Construction of the Project would require consumption of resources that cannot be replenished or which may renew slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics) and water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment. The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the Project. However, this resource consumption would be consistent with growth and anticipated change in the Los Angeles region.

Demolition of the existing south building on the Site would result in production of waste material. However, the Project includes renovation of the existing north building. In addition, the Project would recycle and salvage demolition and construction debris including concrete, asphalt, wood, drywall, metals and other miscellaneous and composite materials. Proper separation of demolition debris would assist environmental clean-up and allow for the proper disposal of hazardous materials that may be found within existing buildings.

In addition, the Project would be developed in a densely populated urban area and would provide greater density in close proximity to existing transit, including numerous public bus and rail lines within the immediate Project vicinity, thereby reducing vehicle miles traveled (VMT). This would also potentially reduce, rather than increase, the need for additional infrastructure and commitment of resources.

## 3. Environmentally Superior Alternative

CEQA requires that an EIR alternatives analysis include designation of an “environmentally superior” alternative. Based on the analysis presented in the EIR, Alternative 1 – No Project would result in the greatest reduction in Project impacts and would be the environmentally superior alternative. However, CEQA also requires that if the environmentally superior alternative is the “No Project” alternative, an EIR shall also identify an environmentally superior alternative from among the other alternatives.

Based on the EIR’s analysis, the City finds that none of the alternatives are environmentally

superior to the Project because the Project would not result in any significant and unavoidable impacts. The City finds that Alternative 3 – Reduced Density/Reduced Height is environmentally superior only in the sense that Alternative 3 would generate fewer vehicle trips than the Project and would result in reduced impacts to aesthetics, air emissions, greenhouse gas emissions, noise, public services, and utilities based on the reduced scale of Alternative 3's development compared to the Project. However, the City finds that Alternative 3 would not meet many of the Project's objectives to the same degree as the Project because Alternative 3 would develop fewer residential units and less commercial space.

#### 4. Effects Found Not to be Significant

Section 15128 of the CEQA Guidelines states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the EIR. An Initial Study was prepared for the Project and is included in Appendix A of the Draft EIR. The Initial Study provided a detailed discussion of the potential environmental impact areas and the reasons that each environmental area is or is not analyzed further in the Draft EIR. The City of Los Angeles determined through the Initial Study that the Project would not have the potential to cause significant impacts related to the issues discussed below.

##### 4.1. Agriculture and Forestry Resources

The Project would cause no impacts on agricultural or forestry resources. Under the CEQA Guidelines (Appendix G), a project may have a significant impact on agricultural or forestry resources if it were to result in (a) the conversion of state-designated agricultural land from agricultural use to another non-agricultural use; (b) conflicts with existing zoning for agricultural use or a Williamson Act Contract; (c) conflicts with existing zoning or cause rezoning of forest/timber land; (d) result in the loss of forest land or conversion of forest land to non-forest use; or (e) other changes in the existing environment that could result in conversion of Farmland to non-agricultural use. The Project Site is currently developed with two Flower Market buildings and associated parking, and is located in a highly urbanized area. The Project Site does not contain any agricultural uses, and is not delineated as such on any maps prepared pursuant to the Farmland Mapping and Monitoring Program. The Project Site is zoned for light industrial uses. No Williamson Act Contract applies to the Project Site.

No mitigation measures are required, as no significant impacts associated with agricultural or forestry resources have been identified.

##### 4.2. Air Quality

Under CEQA's Guidelines (Appendix G), a project may have a significant air quality impact if the project would cause any of the following: (a) conflict with or obstruct implementation of the applicable air quality plan; (b) violate any air quality standard or contribute substantially to an existing or projected air quality violation; (c) result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard; (d) expose sensitive receptors to substantial pollutant concentrations; or (e) create objectionable odors affecting a substantial number of people.

The City has not adopted specific citywide significance thresholds, but instead relies on regional significance thresholds identified by the South Coast Air Quality Management District (SCAQMD) in its CEQA Air Quality Handbook (SCAQMD CEQA Handbook) as revised in November 1993 for construction and operational emissions impacts. The City's analysis of air quality impacts was prepared consistent with applicable SCAQMD guidance as well CalEEMod guidance, including the User's Guide.

#### 4.2.1. Construction Phase and Operational Phase Odors

Impacts —

The Project would have less than significant impacts related to odors. A significant impact would occur only if a project would generate substantial odors. Potential sources that may emit odors during the Project's construction activities include the use of architectural coatings and solvents as well as asphalt paving. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on the mandatory compliance with SCAQMD rules, no construction activities or materials are proposed that would create a significant level of objectionable odors and would limit potential objectionable odor impacts during the Project's short-term construction phase to a less than significant level.

For the Project's long-term operations, the SCAQMD's CEQA Air Quality Handbook identifies those land uses that are associated with odor complaints. Those land uses typically include agricultural uses that are associated with odor processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not include any of the uses identified by the SCAQMD as being associated with odors. While the Project does include restaurant uses, compliance with industry standard odor control practices, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Project's long-term operations phase to a less than significant level.

No mitigation measures are required, as no significant impacts associated with odors during the Project's construction or operational phase have been identified.

#### 4.3 Biological Resources

The Project would have no impacts or less than significant impacts related to biological resources. Under the CEQA Guidelines (Appendix G), a project may have a significant impact on biological resources if it (a) has a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or the U.S. Fish and Wildlife Service; (b) has a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, or regulations by the California Department of Fish and Game or the U.S. Fish and Wildlife service; (c) has a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means; (d) may 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) may conflict with any local policies or ordinances protecting biological resources, such as a tree

preservation policy or ordinance; or (f) may conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The Project Site is located in an urbanized area of Los Angeles and is currently developed with two existing flower market buildings and other hard surfaces, and has minimal ornamental landscaping. The Project Site does not contain any natural open spaces, serve as a wildlife corridor, or possess any areas of significant biological resource value. No hydrological features are present on the Project Site and there are no sensitive habitats present. Due to the lack of biotic resources, no candidate, sensitive, or special status species identified in local plans, policies, regulations, by the California Department of Fish and Game (CDFG), the California Native Plant Society (CNPS), or the U.S. Fish and Wildlife Service (USFWS) would be expected to occur on the Project Site.

Additionally, there are no riparian areas, sensitive natural communities, or Significant Ecological Areas as identified by the City, located on or adjacent to the Project Site. Review of the National Wetlands Inventory identified no wetlands or water features on or in the immediate vicinity of the Project Site. The Project Site also currently does not interfere substantially with the movement of any native resident or migratory birds. The Project Site is located in an urban area that is highly disturbed and which contains numerous high-rise buildings. The nearest location that contains vegetation with the potential for supporting migratory bird and/or wildlife use is Pershing Square, located approximately 0.8 miles to the northwest. The Project would develop one 15-story tower on the Project Site. Although buildings of this height could potentially interfere with bird movement, the presence of several buildings of a similar height in the vicinity would generally act as a discouragement to major bird migration. Additionally, downtown Los Angeles is not known as being located with a significant bird migration route. No bodies of water exist on the Project Site to provide habitat for fish. As such, the Project's implementation would not interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, nor would it impede the use of native wildlife nursery sites.

The Project would also be confined to a previously developed site and would not involve substantial changes in the existing environment. Local ordinances protecting biological resources are limited to the City's Protected Tree Ordinance, as modified by Ordinance 177404. The amended Protected Tree Ordinance provides guidelines for the preservation of all Oak trees indigenous to California, excluding certain tree species. According to the tree report prepared for the Project Site, no City-protected trees are present on the Project Site. A total of 12 African fern pines (*Afrocarpus falcatus*) with a diameter breast height (dbh) that exceed eight inches are street trees that occur along the northwest, northeast, and southeast boundaries of the Project Site. The Project would remove all existing trees, and, if required under the City's Street Tree Ordinance, would provide replacement per the applicable City requirements. The Project Site is also not located in or adjacent to an existing or proposed Significant Ecological Area. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that applies to the Project Site. The Project would not conflict with any habitat conservation plans.

No mitigation measures are required, as no significant impacts associated with biological resources have been identified.

#### 4.4 Geology and Soils

Under CEQA's Guidelines (Appendix G), a project may have a significant impact to geology and soils if the project would result in one or more of the following: (a) exacerbate existing environmental conditions so as to increase the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving — (i) rupture of a known earthquake fault, (ii) strong seismic ground-shaking, (iii) seismic-related ground failure, including liquefaction, or (iv) landslides; (b) result in substantial soil erosion or the loss of topsoil; (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 resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse caused in whole or in part by the project's exacerbation of the existing environmental conditions; (d) be located on expansive soil, creating substantial risks to life or property caused in whole or in part by the project exacerbating the expansive soil conditions; or (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.

The L.A. CEQA Thresholds Guide requires the geotechnical analysis to address the following areas of study (1) geologic hazards; (2) sedimentation and erosion; (3) landform alternation; and (4) mineral resources.

##### 4.4.1. Increasing Potential Exposure to Landslides

The Project would have no impacts related to landslides. A significant adverse effect may occur if a project is located in a hillside area with soil conditions that would suggest high potential for sliding. Landslides can occur on slopes under normal gravitational forces and during earthquakes when strong ground motion can cause failure. Landslides tend to occur in loosely consolidated, wet soil, and/or rock on unstable sloping terrain. The Project Site is topographically level and is not identified by ZIMAS as being within a landslide hazard zone.

No mitigation measures are required, as no significant impacts associated with landslides have been identified.

##### 4.4.2. Septic Tanks

The Project would have no impacts related to septic tanks. A significant impact may occur if a project is located in an area not served by an existing sewer system. The Project is located in a developed area of the City, which is served by a wastewater collection, conveyance and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed.

No mitigation measures are required, as no significant impacts associated with septic tanks have been identified.

#### 4.5 Hazards and Hazardous Materials

Under CEQA's Guidelines (Appendix G), a project could have a potentially significant impact on hazards and hazardous materials if it would result in one or more of the following: (a) create a significant hazards 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 include on a list of hazardous materials sites; (e) the project would result in a safety hazard for people residing or working in the project area for a project located within an airport land use plan, or where such plan has not been adopted, within two miles of a public airport; (f) for a project located within the vicinity of a private airstrip, if the project would result in a safety hazard for people residing or working the project area; (g) impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and (h) expose people or structures to a significant risk of loss, injury or death involving wildland fires.

The L.A. CEQA Thresholds Guide requires the determination of significance for project impacts related to hazards and hazardous waste to be made on a case-by-case basis, considering the following factors—(a) the regulatory framework; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of hazardous substance; (c) the degree to which the project may require a new, or interfere with an existing, emergency response or evacuation plan, and the severity of the consequences; and (d) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance.

#### 4.5.1. Airport Land Use Plan, Or Two Miles Of A Public Airport Or Vicinity Of Private Airstrip

The Project would have no impact related to a public or public use airport or private airstrip. A significant impact may occur if a project is located within two miles of a public airport or within the vicinity of a private airstrip. The Project Site is not located in the vicinity of a public airport or private airstrip.

No mitigation measures are required, as no significant impacts associated with a public or public use airport or private airstrip have been identified.

#### 4.5.2. Wildland Fires

The Project would have no impact related to wildland fires. A significant impact may occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project Site is not located in a Very High Fire Hazard Severity Zone. The Project Site is located in a highly urbanized area and is not located within a designated Fire Buffer Zone or Mountain Fire District in the 1996 City of Los Angeles Safety Element.

No mitigation measures are required, as no significant impacts associated with wildland fires have been identified.

#### 4.6 Hydrology and Water Quality

Under the CEQA Guidelines (Appendix G), a project may have a significant impact if the project would result in one or more of the following: (a) violate any water quality standards or waste discharge requirements; (b) substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level; (c) substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite; (d) substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (e) 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; (f) otherwise substantially degrade water quality; (g) place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map; (h) place within a 100-year flood hazard area structures which would impede or redirect flood flows; (i) expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; or (j) expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.

##### 4.6.1. Water Quality

The Project would have less than significant impacts related to water quality standards or waste discharge requirements. A significant impact may occur if a project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the requirements of the mandated construction Stormwater Pollution Prevention Plan (SWPPP) under the NPDES Construction General Permit (Order No. 2012-0006-DWQ), City grading and building permit regulations, the City's Low Impact Development Ordinance, and/or Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts. The Project involves the redevelopment of a Project Site that is currently developed and completed paved. The Project would not alter the existing surface water runoff drainage pattern, would not alter rainfall absorption at the Project Site, and would not result in a net increase of rates of stormwater discharge which may exceed water quality standards or waste discharge requirements. Therefore, this potential impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with water quality have been identified.

##### 4.6.2. Groundwater

The Project would have less than significant impacts related to groundwater. A significant impact may occur if a project includes deep excavations which have the potential to interfere with groundwater movement, or includes withdrawal of groundwater or paving of existing permeable

surfaces that are important to groundwater recharge. The Project does not propose any permanent groundwater wells or pumping activities and all water supplied to the Project Site would be derived from the City's existing water supply and infrastructure. In addition, the Project would not increase the amount of impervious surface area located on the Project Site upon completion of Project construction. Although construction of the Project would include excavation and could possibly require dewatering at the Project Site, the amount of groundwater infiltration likely to occur would be minimal given the small area and relatively shallow depth of the proposed excavation (for one level of subterranean parking). Therefore, this potential impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with groundwater have been identified.

#### 4.6.3. Drainage

The Project would have less than significant impacts related to drainage patterns. A significant impact may occur if a project would substantially alter drainage patterns resulting in a significant increase in erosion or siltation during construction or operation of a project. There are no natural watercourses on the Project Site. The Project Site is currently fully developed. As part of the Project, grading and construction activities may temporarily alter the existing drainage patterns of the Project Site. However, compliance with the requirements of the mandated construction Stormwater Pollution Prevention Plan

(SWPPP) under the NPDES Construction General Permit (Order No. 2012-0006-DWQ) and City grading and building permit regulations would reduce the occurrence of erosion and siltation during construction and operation to the maximum extent practicable. Therefore, the potential impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with drainage have been identified.

#### 4.6.4. Runoff

The Project would have less than significant impacts related to runoff. A significant impact may occur if a project would increase the volume of stormwater runoff to a level which exceeds the capacity of the storm drain system serving the Project Site, or if the Project would introduce substantial new sources of polluted runoff. Construction of the Project could contribute to the degradation of existing surface water quality conditions primarily due to (1) potential erosion and sedimentation during the grading phase; (2) particulate matter from dirt and dust generated on the Project Site; and (3) construction activities and equipment. However, compliance with the requirements of the mandated construction and operation SWPPP, as well as with the requirements of the City's Low Impact Development Ordinance and/or SUSMP, would reduce the amount of additional stormwater runoff from the Project Site and the introduction of pollutants to stormwater runoff during construction and operation to the maximum extent practicable. Development of the Project would not increase overall stormwater runoff volumes the Project Site is currently completely covered with impervious surfaces. Therefore, this potential impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with runoff have been identified.

#### 4.6.5. Otherwise Substantially Degrade Water Quality

The Project would have less than significant impacts related to otherwise substantially degrading water quality. The Project could involve the use of contaminants that could potentially degrade water quality if not properly handled and stored. However, compliance with the requirements of the mandated construction SWPPP, as well as with the requirements of the City's Low Impact Development Ordinance and/or SUSMP, would reduce the introduction of contaminants to stormwater runoff during Project construction and operation to the maximum extent practicable. Therefore, this potential impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with otherwise substantially degrading water quality have been identified.

#### 4.6.6. Place Housing Or Structure Within A 100-Year Flood Hazard Area

The Project would have no impact related to placing housing within a 100-year flood plain hazard area or impeding or redirecting flood flows within a 100-year flood plain hazard area. The Project Site is not located within an area identified by Federal Emergency Management Agency (FEMA) as potentially subject to 100-year floods. The Project Site is not located within a City-designated 100-year or 500-year flood plain. As the Project Site is located in an area of minimal flooding, the Project would not introduce people or structures to an area of high flood risk. Therefore, the Project would not contain any significant risks of flooding and would not have the potential to impede or redirect floodwater flows.

No mitigation measures are required, as no significant impacts associated with placing housing within a 100-year flood hazard area have been identified.

#### 4.6.7. Flooding, Including From Failure Of A Levee or Dam

The Project would have no impacts associated with exposing people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. A significant impact may occur if a project were located in an area where flooding, including flooding associated with dam or levee failure, would expose people or structures to a significant risk of loss, injury, or death. The Project Site is not located within a potential inundation area resulting from the failure of a dam or levee.

No mitigation measures are required, as no significant impacts associated with flooding have been identified.

#### 4.6.8. Inundation by Seiche, Tsunami, or Mudflow

The Project would have no impacts related to inundation by seiche, tsunami, or mudflow. A significant impact may occur if a project is significantly close to the ocean or other water body to be

potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami) or if the Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Project Site is not located in a Tsunami Hazard Area, and is located at least 12 miles from the Pacific Ocean and is not near any major water bodies. Therefore, there is no impact associated with seiches or tsunamis at the Project Site. In addition, the Project Site is an urbanized portion of the City, and is relatively flat, thereby limiting the potential for inundation by mudflow.

No mitigation measures are required, as no significant impacts associated with inundation by seiche, tsunami, or mudflow have been identified.

#### 4.7 Land Use and Planning

Under CEQA's Guidelines (Appendix G), a project could have a potentially significant impact related to land use and planning if it were to: (a) physically divide an established community; (b) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or (c) conflict with any applicable habitat conservation plan or natural community conservation plan.

Under the L.A. CEQA Thresholds Guide, a project's potential impacts related to land use and planning must be made on a case-by-case basis considering the project's consistency with applicable land use plans and compatibility with the type of land uses within the project area.

##### 4.7.1. Physically Divide An Established Community

The Project would have no impacts related to physically dividing an established community. A significant impact may occur if a project is sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community (a typical example would be a project which involved a continuous right-of-way such as a roadway which would divide a community and impede access between parts of the community). The Project Site is located in a highly urbanized area of the City and is currently developed with the Southern California Flower Market, which would continue to operate at the Site. Additionally, the Project Site is entirely surrounded by existing developments and roadways. Thus, the Project would not physically divide an established community and no impacts related to this issue would occur.

No mitigation measures are required, as no significant impacts associated with physically dividing an established community have been identified.

##### 4.7.2. Habitat Conservation Plan Or Natural Community Conservation Plan

The Project would have no impacts associated with a habitat conservation plan or natural community conservation plan. A significant impact may occur if a project is inconsistent with policies in any draft or adopted conservation plan. The Project Site is currently developed and is located in an urbanized area. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that applies to the Project Site. Implementation of the Project would not conflict with any habitat conservation

plans. Therefore, no impact would occur and no mitigation measures would be required.

No mitigation measures are required, as no significant impacts associated with any applicable habitat conservation plan or natural community conservation plan have been identified.

#### 4.8 Mineral Resources

Under the CEQA Guidelines, a project may have an impact to mineral resources if it will (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; or (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.

##### 4.8.1. Availability of Known Mineral Resource

The Project would have no impacts associated with the loss of availability of a known mineral resource that would be of value to the region and residents of the state. A significant impact may occur if a project is located in an area used or available for extraction of a regionally-important mineral resource, and if the project converted an existing or potential future regionally-important mineral extraction use to another use, or if the project affected access to a site used or potentially available for regionally-important mineral resource extraction. The Project Site is not located within a City-designated oil field or oil drilling area, or a City-designated Mineral Resource Zone 2 Area (MRZ-2). Therefore, the Project would have no impact with respect to loss of availability of a known regionally-important mineral resource.

No mitigation measures are required, as no significant impacts associated with the availability of known mineral resources have been identified.

##### 4.8.2. Mineral Resource Site Delineated on Land Use Plans

The Project would have no impacts associated with resulting 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 significant impact may occur if a project is located in an area used or available for extraction of a locally-important mineral resource extraction, and if the project converted an existing or potential future locally-important mineral extraction use to another use, or if the project affected access to a site used or potentially available for locally-important mineral resource extraction. Government Code Section 65302(d) states that a conservation element of the general plan shall address "minerals and other natural resources." According to the Conservation Element of the City of Los Angeles General Plan, sites that contain potentially significant sand and gravel deposits which are to be conserved follow the Los Angeles River flood plain, coastal plain, and other water bodies and courses and lie along the flood plain from the San Fernando Valley through downtown Los Angeles. Much of the area around the Project Site has been developed with structures and is inaccessible for mining extraction. Furthermore, the Project Site is developed and located in an urbanized area. Development of the Project would therefore not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, no impact would occur.

No mitigation measures are required, as no significant impacts associated with the delineation of mineral resource recover sites on land use plans have been identified.

#### 4.9 Noise

Under the CEQA Guidelines (Appendix G), a project would have a significant impact on noise if it would cause any of the following conditions to occur: (a) exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; (b) exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; (c) a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the projects; (d) a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; (e) for a project located within an airborne land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airstrip, expose people residing or working in the project area to excessive noise levels; or (f) for a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

Under the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on noise levels from construction if the following occurs: (a) construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use; (b) construction activities lasting more than ten days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or (c) construction activities would exceed the ambient noise levels by 5 dBA at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or anytime on Sunday. Additionally, a project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise levels measured at the property line of affected uses to increase by 3 dBA in Community Noise Equivalent Level (CNEL) to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase.

##### 4.9.1. Within Airport Land Use Plan or 2 Miles of a Public Airport

The Project would have no impacts related to being located within an airport land use plan or within two miles of a public airport. A significant impact may occur if a project is located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site during construction of the Project. The Project Site is not located within an airport land use plan area or within two miles of a public airport or public use airport. The Project would therefore not expose people residing or working in the Project area to excessive noise levels from an airport use. Therefore, no impact would occur.

No mitigation measures are required, as no significant impacts associated with being located within an airport land use plan or within two miles of a public airport or public use airport have been identified.

#### 4.9.2. Within Vicinity of Private Airstrip

The Project would have no impacts related to being located within the vicinity of a private airstrip. A project would only have an impact related to this topic if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. There are no private airstrips in the vicinity of the Site. Therefore, no impact would occur.

No mitigation measures are required, as no significant impacts associated with being located within the vicinity of a private airstrip have been identified.

### 4.10 Population and Housing

Under CEQA's Guidelines (Appendix G), a project may have a significant environmental impact if the project would result in one or more of the following: (a) induce substantial 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 housing, necessitating the construction of replacement housing elsewhere; or (c) displace substantial numbers of people, necessitating the construction or replacement housing elsewhere.

Under the L.A. CEQA Thresholds Guide, the determination of significance for a project's impacts on population, housing, and employment shall be determined on a case-by-case basis considering the following factors: (a) the degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; (c) the extent to which growth would occur without implementation of the project; (d) the total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the project, in terms of net loss of market-rate and affordable units; and (e) the current and anticipated housing demand and supply of market rate and affordable housing in the project area.

#### 4.10.1. Displace Housing

The Project would have no impacts related to displacing existing housing. A significant impact may occur if a project would result in displacement of a substantial number of existing housing units, necessitating construction of replacement housing elsewhere. The Project would not displace any housing since there is no housing on the Project Site. Further, the Project would develop residential units. Therefore, no impact would occur.

No mitigation measures are required, as no significant impacts associated with displacing housing have been identified.

#### 4.10.2. Displace Persons

The Project would have no impacts related to displacing substantial numbers of people. A significant impact may occur if a project would result in displacement of existing residents, necessitating the construction of replacement housing elsewhere. There is no housing on the Site. Therefore, the Project would not displace people necessitating the construction of replacement housing elsewhere, and no impact would occur.

No mitigation measures are required, as no significant impacts associated with displacing persons have been identified.

#### 4.11 Transportation/Traffic

Under CEQA's Guidelines (Appendix G), a project would have a significant impact on traffic or transportation if it would cause any of the following conditions to occur: (a) conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit; (b) conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways; (c) result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; (d) substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); (e) result in inadequate emergency access; or (f) conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Under the City's L.A. CEQA Thresholds Guide, a project would have significant impacts on traffic or transportation if it would cause any of the following conditions to occur: (a) would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections); (b) would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

##### 411.1. Change in Air Traffic Patterns

The Project would have no impacts related to a potential change in air traffic patterns. A significant impact would occur if a proposed project included an aviation-related use and would result in safety risks associated with such use. The Project does not include any aviation-related uses. The Project Site is not located within an airport land use plan area or within two miles of a public airport or private use airport. Safety risks associated with a change in air traffic patterns would not occur. Therefore, no impact would occur.

No mitigation measures are required, as no significant impacts associated with a change in air traffic patterns have been identified.

#### 4.12 Tribal Cultural Resources

Under CEQA's Guidelines (Appendix G), a project could have significant impacts related to tribal cultural resources if the project could 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) listed 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 (b) 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.

##### 4.12.1. Listed Cultural Resource

The Project would have less than significant impacts related to a tribal cultural resource that has been listed in the California Register of Historical Resources. The Project Site does not contain any structures that have been identified as historic resources under federal, state or local registers. Further, while the oldest part of the existing flower market building was built in approximately 1962, making it roughly 55 years old, it is not a sacred place with cultural value to a California Native American tribe. Therefore, impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with a listed tribal cultural resource have been identified.

#### 4.13 Utilities and Service Systems

Under CEQA's Guidelines (Appendix G), a project could have a potentially significant impact related to utilities and service systems if the project would: (a) exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; (b) require or result in the construction of new water or wastewater treatment facilities, the construction of which could cause significant environmental effects; (c) require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; (d) not have sufficient water supplies available to serve the project from existing entitlements and resources; (e) not 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; (f) would not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or (g) not comply

with federal, state, and local statutes and regulations related to solid waste.

#### 4.13.1. New Stormwater Drainage Facilities or Expansion of Existing Facilities

The Project would result in less than significant impacts related to the construction of new stormwater drainage facilities or the expansion of existing facilities.

A significant impact may occur if the volume of stormwater runoff were to increase to a level exceeding the capacity of the storm drain system serving the Project Site, to the extent that existing facilities would need to be expanded and the construction of which would cause significant environmental effects. The Project Site is currently fully developed and covered with impervious surfaces. Development of the Project would not increase the amount of impervious surface area at the Site and, consequently, would not increase the volume of stormwater runoff from the Site. Therefore, this impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with the construction or expansion of new stormwater drainage facilities have been identified.

#### 4.13.2. Compliance with Federal, State, and Local Statutes and Regulations Related to Solid Waste

The Project's impacts related to compliance with federal, state, and local statutes and regulations related to solid waste would be less than significant. Solid waste management is guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. The Act requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE). The City of Los Angeles prepared a Solid Waste Management Policy Plan that was adopted by the City Council in 1994. Solid waste generated on-site by the Project would be disposed of in accordance with all applicable federal, state, and local regulations and policies related to solid waste, including (but not limited to) AB 939, the City of Los Angeles Solid Waste Management Policy Plan (CiSWMPP), City of Los Angeles Source Reduction and Recycling Plan (CiSRRE), Ordinance No. 171,687 and the Framework Element of the General Plan. The CiSWMPP, adopted in November 1994, is the City's long-range policy plan that provides direction for solid waste management and serves as an umbrella document for the CiSRRE. Together, the CiSWMPP and CiSRRE specify goals, objectives, and programs for achieving AB 939. The General Plan Framework Element supports AB 939 and its goals and addresses many of the programs the City has implemented to divert waste from disposal facilities such as source reduction programs and recycling programs. Finally, Ordinance No. 171,687 (the "Space Allocation Ordinance") requires the provision of an adequate recycling area or room for collecting and loading recyclable materials for all new construction projects, multi-family residential projects of four or more units where the

addition of floor area is 25 percent or more, and other development projects where the addition of floor area is 30 percent or more. The Project would provide clearly marked, durable, source sorted recycling bins throughout the Project Site to facilitate recycling in accordance with Ordinance No. 171,687. The Project would comply with federal, state, and local statutes and regulations related to solid waste. Therefore, impacts to regulations related to solid waste would be less than significant.

No mitigation measures are required, as no significant impacts associated with the compliance with federal, state, and local statutes and regulations related to solid waste have been identified.

#### VIII. GENERAL FINDINGS

1. The City, acting through the Planning Department, is the "Lead Agency" for the Project evaluated in the Final EIR. The City finds that the Final EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the Final EIR, and that the Final EIR reflects the independent judgment of the City.
2. The Final EIR, Draft EIR, and Initial Study, evaluated the following potential project and cumulative environmental impacts: aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, and utilities and service systems. Additionally, the Draft EIR considered, in separate sections, Significant Irreversible Environmental Changes and Growth Inducing Impacts. The Draft and Final EIR identified the project's impacts that could be mitigated to less than significant levels with implementation of mitigation and/or project design features, and concluded the project would not lead to significant environmental impacts. The Draft and Final EIR also identified alternatives to the project.
3. The City finds that the Final EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and adequately responds to comments made during the public review period.
4. The Planning Department evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Planning Department prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Planning Department reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR as defined under CEQA. The lead agency has based its actions on full appraisal of

all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the Final EIR.

5. The Final EIR documents changes to the Draft EIR. Having reviewed the information contained in the Draft EIR, the Final EIR, and the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impact, substantial increase in the severity of a previously disclosed impact, significant new information in the record of proceedings or other criteria under CEQA that would require additional recirculation of the Draft EIR, or that would require preparation of a supplemental or subsequent EIR. Specifically, the City finds that:
  - The Responses to Comments contained in the Final EIR fully considered and responded to comments claiming that the project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.
  - The City has thoroughly reviewed the public comments received regarding the project and the Final EIR as it relates to the project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.
  - None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.
6. The project design features and mitigation measures which have been identified for the Project were identified in the text and summary of the Final EIR and Draft EIR. The final project design features and mitigation measures are described in the Mitigation Monitoring Program. Each of project design features and mitigation measures identified in the Mitigation Monitoring Program, and contained in the Final EIR, is incorporated into conditions of approval for the Project. The City finds that the impacts of the Project have been mitigated to the extent feasible by the project design features and mitigation measures identified in the Mitigation Monitoring Program and contained in the Final EIR.
7. CEQA requires the lead agency approving a project to adopt a Mitigation Monitoring Program and make that Program a condition of project approval in order to ensure compliance with project implementation. The mitigation measures included in the Final EIR as certified by the City and included in the Mitigation Monitoring Program as adopted by the City serve that function. The Mitigation Monitoring Program includes all the mitigation measures identified in the Final EIR and has been designed to ensure compliance during implementation of the Project. In accordance with CEQA, the Mitigation

Monitoring Program provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code section 21081.6, the City hereby adopts the Mitigation Monitoring Program.

8. In accordance with the requirements of Public Resources Code section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.
9. The custodian of the documents or other materials which constitute the record of proceedings upon which the City's decision is based is the Department of City Planning, City of Los Angeles.
10. The City finds and declares that substantial evidence for each and every finding made herein is contained in the Final EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
11. The citations provided as references in the Final and Draft EIR for each impact area discussed in these Findings are for reference purposes only and are not intended to represent an exhaustive listing of all evidence that supports these Findings.
12. The City is certifying the EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the Final EIR. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as "responsible agencies" under CEQA). Because the City is the lead agency for the Project, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.
13. The Final EIR is a project EIR for purposes of environmental analysis of the proposed project. A project EIR examines the environmental effects of a specific project. The Final EIR serves as the primary environmental compliance document for entitlement decisions regarding the proposed project by the City of Los Angeles and the other regulatory jurisdictions.

IX. CONSIDERATION AND APPROVAL OF THE FINAL EIR

Pursuant to Article 7 of the CEQA Guidelines, these Findings have been prepared for the consideration and approval of the Final EIR and the analysis contained herein. The Final EIR was completed in accordance with CEQA; and the decision-making body has reviewed and considered the information contained in the Final EIR prior to the action.

**FINDINGS OF FACT (SUBDIVISION MAP ACT)**

In connection with the approval of Vesting Tentative Tract Map No. 74568, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

(a) **THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final, and parcel maps. The subdivision, and merger, of land is regulated pursuant to Article 7 of the Los Angeles Municipal Code (LAMC). The LAMC implements the goals, objectives, and policies of the General Plan, through zoning regulations, including Specific Plans.

Specifically, Los Angeles Municipal Code (LAMC) Section 17.06-B requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The Vesting Tentative Tract Map was prepared by a Registered Professional Engineer and contains the required components, dimensions, areas, notes, legal description, ownership, applicant, and site address information as required by the Los Angeles Municipal Code ("LAMC"). The Vesting Tract Map has been filed to merge and resubdivide an approximately 3.86-acre (168,296 square foot) site into three ground lots and thirteen airspace lots for a mixed-use development.

In addition to LAMC Section 17.06-B, Section 17.05-C requires that the vesting tentative tract map be designed in compliance with the zoning applicable to the project site. The General Plan, Specific Plans, and Zoning Code regulate, but are not limited to, the maximum permitted density, height, and the subdivision of land. The General Plan's Land Use Element is also implemented locally through the adopted Central City Community Plan (Community Plan). While the Community Plan's goals and policies do not address subdivisions explicitly, the plan does designate areas within the Plan for certain land uses with corresponding zones. The project site is classified with the Light Manufacturing land use designation with the corresponding zones of MR2 and M2. The project site is not located in a Specific Plan Area. The project site contains 3.86 net acres and is presently zoned M2-2D and is located in the Flower District neighborhood of the larger Wholesale District in the Central City Community Plan District. The D limitation corresponds to Height District 2-D, and according to Footnote 2 of the Central City Community Plan, this limits the Floor Area Ratio to 3:1 unless accompanied by a Transfer of Floor Area.

Under concurrent Case No. CPC-2016-3990-GPA-VZC-CUB-ZV-SPR, the applicant proposes to rezone the site to C2-2, remove Footnote 2's application to the site, and re-designate the land use as Community Commercial, which has corresponding zones CR, C2, C4, RAS3, and RAS4. Accordingly the General Plan and Zoning would then allow for a 6:1 FAR based on lot area prior to dedication, unlimited height, and one dwelling unit per 400 square feet of lot area. The concurrent Plan Amendments, Zone Change, and Height District requests to facilitate a rezoning of the project site from M2-2D to the C2-2 Zone is consistent with the range of zones under the site's proposed Community Commercial land use designation and amendment to Footnote 2.

The merger and resubdivision of a 3.86-acre site into three ground lots and thirteen airspace lots for a mixed-use development resulting in a 3.9:1 FAR and a maximum height of 202 feet, 7 inches, is consistent with the General Plan and demonstrates compliance with Sections 17.06 of the Los Angeles Municipal Code as well as with the intent and purpose of the General Plan, with regard to density and use. Therefore, the proposed map demonstrates compliance with LAMC Sections 17.05-C and 17.06-B and is consistent with the applicable General Plan and Specific Plans.

In conjunction with the requested merger and resubdivision for 3 ground lots and 13 airspace lots, the Project Applicant proposes to expand and redevelop the existing Flower Market facility between Maple Avenue and Wall Street, south of 7th Street, while maintaining the existing wholesale market. The existing property consists of two buildings, the north building (206,517 square feet) and the south building (185,111 square feet). Both buildings include open roof-top parking. The Applicant proposes to maintain and renovate the north building and its roof-top parking and demolish the south building in preparation of a new building with one level of subterranean parking.

The Project would be a new mixed-use development consisting of wholesale trade, retail, restaurant, office, and residential uses. The new Flower Market building (in place of the existing south building) would be 15 stories (12-story residential tower, over three stories of office, retail, restaurant, wholesale flower market, and parking) and 205 feet in height. The development program would consist of: 323 residential units (the Applicant providing 10% of the units [or approximately 32 units] for moderate income families), 64,363 square feet of office space, 4,385 square feet of retail space, 63,785 square feet of wholesale space and storage, 13,420 square feet of food and beverage space, and 10,226 square feet of event space. The Flower Market would continue to operate in the existing north building during and after the redevelopment.

In conjunction with the Vesting Tentative Tract Map, the applicant is requesting an approval of a General Plan Amendment, Vesting Zone Change, Conditional Use, Zoning Variance, and Site Plan Review, which, if approved, would allow the proposed development. If not approved, the subdivider shall submit a tract map modification.

Therefore, as conditioned, the proposed Vesting Tract Map is consistent with the intent and purpose of the General Plan and Specific Plan.

**(b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

For purposes of a subdivision, design and improvement is defined by Section 66418 of the Subdivision Map Act and LAMC Section 17.02. Section 66418 of the Subdivision Map Act defines the term "design" as follows: "Design" means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) such other specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. Further, Section 66427 of the Subdivision Map Act expressly states that the

“Design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects.”

Section 17.05-C of the Los Angeles Municipal Code enumerates design standards for Subdivisions and requires that each Tentative Map be designed in conformance with the Street Design Standards and in conformance to the General Plan. Section 17.05-C, third paragraph, further establishes that density calculations include the areas for residential use and areas designated for public uses, except for land set aside for street purposes (“net area”). LAMC Section 17.06-B and 17.15 lists the map requirements for a tentative tract map and vesting tentative tract map. The map provides the required components of a tentative tract map.

The Tract Map subdivision design includes the merger and resubdivision of a 3.86 net acre site into 3 ground lots and 13 airspace lots, for a development program that would consist of: 323 residential units (the Applicant providing 10% of the units [or approximately 32 units] for moderate income families), 64,363 square feet of office space, 4,385 square feet of retail space, 63,785 square feet of wholesale space and storage, 13,420 square feet of food and beverage space, and 10,226 square feet of event space.

The design and layout of the map is consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the Los Angeles Municipal Code. Several public agencies (including the Bureau of Engineering, Department of Building and Safety, Grading Division and Zoning Division, Bureau of Street Lighting, Bureau of Sanitation, Fire Department, and Department of Recreation and Parks) have reviewed the map and found the subdivision design satisfactory, and have imposed improvement requirements and/or conditions of approval. Bureau of Engineering requires dedication and improvements along 7<sup>th</sup> Street and Maple Avenue, and improvements along Wall Street, in accordance with the City’s Street Standards. Sewers are available and have been inspected and deemed adequate in accommodating the proposed project’s sewerage needs. Fire and traffic access, as well as site grading, have been reviewed and deemed appropriate.

The subdivision will be required to comply with all regulations pertaining to grading, building permits, and street improvement permit requirements. Conditions of Approval for the design and improvement of the subdivision are required to be performed prior to the recordation of the tentative map, building permit, grading permit, or certificate of occupancy.

Further, the Framework Element designates the property and surrounding area as a Downtown Center, and the site is further refined by the Community Plan as designated for Light Manufacturing land uses, and is seeking a concurrent redesignation of the site to Community Commercial land use and zoning of C2-2. Upon approval of the entitlement requests, the design and improvement of the proposed subdivision would be consistent with the intent and purpose of the Community Plan. Therefore, as conditioned, the design and improvement of the proposed subdivision is consistent with the intent and purpose of the applicable General Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The project site is currently improved with two two-story wholesale buildings, both with rooftop parking, operating as the Southern California Flower Market, with surface parking/loading on the northernmost portion of the site, fronting 7<sup>th</sup> Street. The project site is physically suitable for the proposed type of development. The project site is relatively flat and located within an urbanized area and is not located in a slope stability study area or a fault/rupture study zone. The project is not located in a liquefaction seismic hazard zone or a Methane Buffer Zone. According to a memo from the Department of Building and Safety, Grading Division, dated August 13, 2018, the project site is located outside of a City of Los Angeles Hillside Area; is exempt or located outside of a State of California liquefaction, earthquake induced landslide, or fault-rupture hazard zone; and does not require any grading or construction of an engineered retaining structure to remove potential geologic hazards.

The site is also not subject to the Specific Plan for the Management of Flood Hazards (floodways, floodplains, mud prone areas, coastal high-hazard and flood-related erosion hazard areas). The subject site is not otherwise located in a hazardous zone and does not contain any known hazards (i.e., toxic waste, very high fire hazard severity zone etc.). In addition, the environmental analysis conducted for the project found that the tract map and development of the project would not result in any significant impacts in terms of geological or seismic impacts, hazards and hazardous materials, and police and fire safety.

The tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. Therefore, the site will be physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The General Plan identifies, through its Community and Specific Plans, geographic locations where planned and anticipated densities are permitted. Zoning standards for density are applied to sites throughout the city and are allocated based on the type of land use, physical suitability, and future population growth expected to occur. The adopted Central City Community Plan designates the subject site a Light Manufacturing land uses, but is proposed under the concurrent Case No. CPC-2016-3990-GPA-VZC-CUB-ZV-SPR to be redesignated as Community Commercial land uses, which allows for wholesale trade, retail, restaurant, office, and residential uses. Current zoning is M2-2D, but is proposed to be changed to C2-2.

Therefore, the zoning for the subject site currently permits a maximum floor area ratio of 3:1, but is proposed to be changed to 6:1, sets an overall required minimum lot size of 5,000 square feet, and requires a minimum lot area of 400 square feet for each dwelling unit. The minimum lot area for the 323 proposed dwelling units would thus be 129,200 square feet. The site contains 168,296 net square feet of land, which is sufficient for the proposed number of dwelling units. Therefore, the project's proposed Floor Area Ratio of

3.9:1 is consistent with the general provisions and area requirements of the Planning and Zoning Code.

Surrounding uses are within the M2-2D, C2-2, C2-2D, and R5-2D zones and are generally developed with wholesale and retail commercial, multi-family residential, and surface parking lots. The Project's floor area, density, and massing is appropriately scaled and situated given the uses in the surrounding Wholesale District. The subject site is a relatively flat, in-fill lot, in a substantially developed urban area with adequate infrastructure. The area is easily accessible via improved streets, highways, and transit systems. The environmental review conducted by the Department of City Planning (Case No. ENV-2016-3991-EIR (SCH No. 2017051068), establishes that the physical characteristics of the site and the proposed density of development are generally consistent with existing development and urban character of the surrounding community. Therefore, the project site is physically suitable for the proposed density of development.

- (e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The EIR prepared for the project identifies no potential adverse impacts on fish or wildlife resources. The project site, as well as the surrounding area, are presently developed with wholesale commercial buildings and a surface parking lot, and do not provide a natural habitat for either fish or wildlife. The site, as described in the EIR, does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, migratory corridors, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value. With regard to protected trees, a Tree Report was prepared for the project site and found that there are no trees within the interior of the project site, and that the 12 trees on the public right-of-way forming the perimeter around the project site, none are classified as protected trees. All trees will be removed for the project, and will be replaced in compliance with applicable requirements of the City's Protected Tree Ordinance.

The subdivision design and improvements are consistent with the existing urban development of the area. There are no habitat conservation plans or natural community conservation plans which presently govern any portion of the project site or vicinity. The environmental review for the Project identifies no potential adverse impacts on fish or wildlife resources and concludes that the Project Site does not contain or support any known species identified as candidate, sensitive, or special status by local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

- (f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

The proposed subdivision and subsequent improvements are subject to the provisions of the Los Angeles Municipal Code (e.g., the Fire Code, Planning and Zoning Code, Health

and Safety Code) and the Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

The project is not located over a hazardous materials site, flood hazard area and is not located on unsuitable soil conditions. The project would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous materials or substances.

The EIR fully analyzed the impacts of both construction and operation of the project on the existing public utility and sewer systems, facilities and services and determined that impacts are less than significant. The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant. No adverse impacts to the public health or safety would occur as a result of the design and improvement of the site. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

- (g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

There are three 12-foot-wide easements for future street dedication along the Maple Avenue frontage of the existing property. The proposed Vesting Tentative Tract Map proposes to merge these easements into the remainder of the tract map, and the Bureau of Engineering report dated September 13, 2018 indicates no objection to this merger, provided that the requested conditions are met. The site is surrounded by public streets and private properties that adjoin improved public streets and sidewalks designed and improved for the specific purpose of providing public access throughout the area. The project site does not adjoin or provide access to a public resource, natural habitat, Public Park, or any officially recognized public recreation area. Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract. Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract Map No. 74568.

Vincent P. Bertoni, AICP  
Advisory Agency



Milena Zasadzien  
City Planner  
Deputy Advisory Agency  
MZ:AV

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the Central Area Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

Figueroa Plaza  
201 North Figueroa  
Street, 4th Floor  
Los Angeles,  
CA 90012  
(213) 482-7077

Marvin Braude  
San Fernando Valley  
Constituent Service Center  
6262 Van Nuys Boulevard,  
Room 251  
Van Nuys, CA 91401  
(818) 374-5050

West Los Angeles  
Development Services Center  
1828 Sawtelle Boulevard,  
2nd Floor  
Los Angeles, CA 90025  
(310) 231-2598

**Forms are also available on-line at <http://planning.lacity.org/>.**

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became

final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

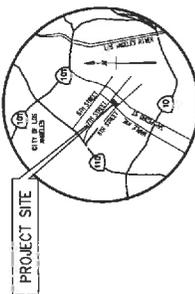
If you have any questions, please call Development Services Center staff at (213) 482-7077, (818) 374-5050, or (310) 231-2598.

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# EXHIBIT A

## Tract Map

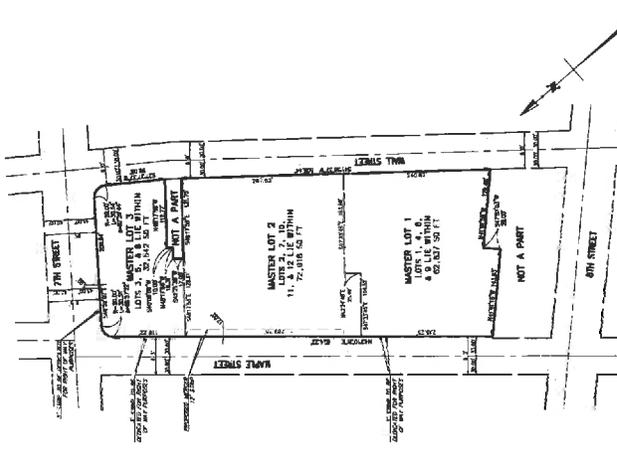
Full size version available by request from Adam Villani,  
[adam.villani@lacity.org](mailto:adam.villani@lacity.org), (213) 847-3688



VICINITY MAP  
NOT TO SCALE

**UTILITY INFORMATION**

UTILITY	DEPTH	LOCATION	REMARKS
WATER	18"	UNDER 7TH STREET	10' FROM WEST PROPERTY LINE
SEWER	18"	UNDER 7TH STREET	10' FROM WEST PROPERTY LINE
ELECTRIC	18"	UNDER 7TH STREET	10' FROM WEST PROPERTY LINE
TELEPHONE	18"	UNDER 7TH STREET	10' FROM WEST PROPERTY LINE
TRASH	18"	UNDER 7TH STREET	10' FROM WEST PROPERTY LINE
STREET LIGHTS	18"	UNDER 7TH STREET	10' FROM WEST PROPERTY LINE
IRRIGATION	18"	UNDER 7TH STREET	10' FROM WEST PROPERTY LINE
OTHER			



PROPOSED CONDITIONS  
DEDICATIONS AND MERGERS



GRAPHIC SCALE  
SCALE 1" = 60'

LEGEND

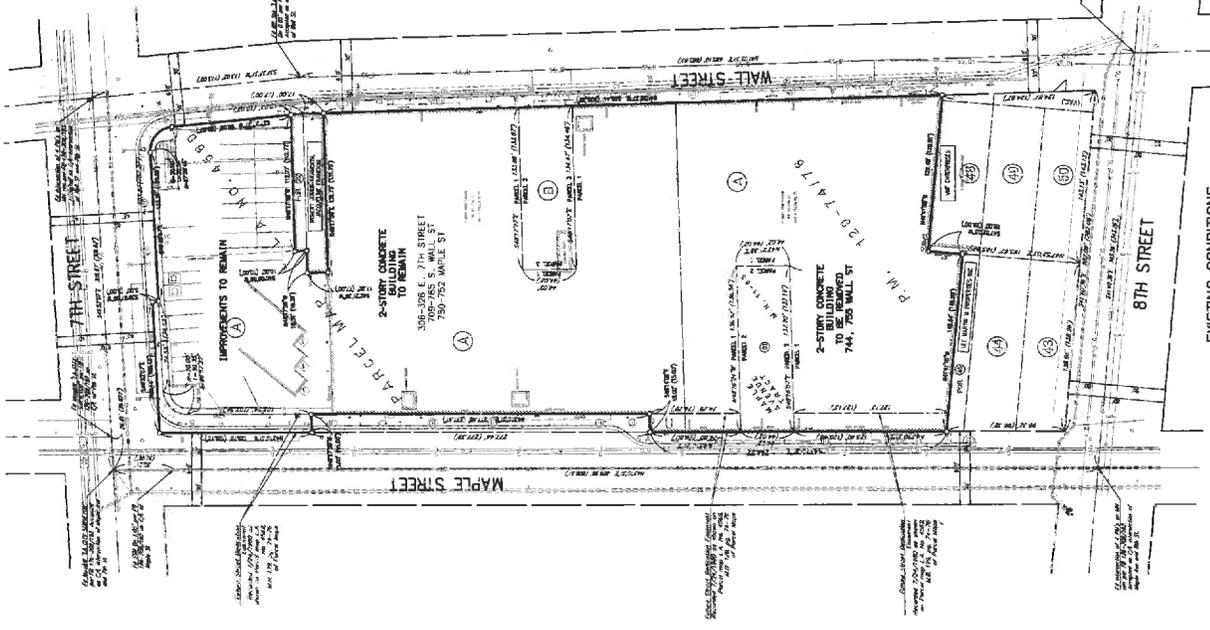
- 1. MASTER LOT 1 (62,837 SQ FT)
- 2. MASTER LOT 2 (11,718 SQ FT)
- 3. LOT A (11,718 SQ FT)
- 4. LOT B (11,718 SQ FT)
- 5. LOT C (11,718 SQ FT)
- 6. LOT D (11,718 SQ FT)
- 7. LOT E (11,718 SQ FT)
- 8. LOT F (11,718 SQ FT)
- 9. LOT G (11,718 SQ FT)
- 10. LOT H (11,718 SQ FT)
- 11. LOT I (11,718 SQ FT)
- 12. LOT J (11,718 SQ FT)
- 13. LOT K (11,718 SQ FT)
- 14. LOT L (11,718 SQ FT)
- 15. LOT M (11,718 SQ FT)
- 16. LOT N (11,718 SQ FT)
- 17. LOT O (11,718 SQ FT)
- 18. LOT P (11,718 SQ FT)
- 19. LOT Q (11,718 SQ FT)
- 20. LOT R (11,718 SQ FT)
- 21. LOT S (11,718 SQ FT)
- 22. LOT T (11,718 SQ FT)
- 23. LOT U (11,718 SQ FT)
- 24. LOT V (11,718 SQ FT)
- 25. LOT W (11,718 SQ FT)
- 26. LOT X (11,718 SQ FT)
- 27. LOT Y (11,718 SQ FT)
- 28. LOT Z (11,718 SQ FT)
- 29. LOT AA (11,718 SQ FT)
- 30. LOT AB (11,718 SQ FT)
- 31. LOT AC (11,718 SQ FT)
- 32. LOT AD (11,718 SQ FT)
- 33. LOT AE (11,718 SQ FT)
- 34. LOT AF (11,718 SQ FT)
- 35. LOT AG (11,718 SQ FT)
- 36. LOT AH (11,718 SQ FT)
- 37. LOT AI (11,718 SQ FT)
- 38. LOT AJ (11,718 SQ FT)
- 39. LOT AK (11,718 SQ FT)
- 40. LOT AL (11,718 SQ FT)
- 41. LOT AM (11,718 SQ FT)
- 42. LOT AN (11,718 SQ FT)
- 43. LOT AO (11,718 SQ FT)
- 44. LOT AP (11,718 SQ FT)
- 45. LOT AQ (11,718 SQ FT)
- 46. LOT AR (11,718 SQ FT)
- 47. LOT AS (11,718 SQ FT)
- 48. LOT AT (11,718 SQ FT)
- 49. LOT AU (11,718 SQ FT)
- 50. LOT AV (11,718 SQ FT)
- 51. LOT AW (11,718 SQ FT)
- 52. LOT AX (11,718 SQ FT)
- 53. LOT AY (11,718 SQ FT)
- 54. LOT AZ (11,718 SQ FT)
- 55. LOT BA (11,718 SQ FT)
- 56. LOT BB (11,718 SQ FT)
- 57. LOT BC (11,718 SQ FT)
- 58. LOT BD (11,718 SQ FT)
- 59. LOT BE (11,718 SQ FT)
- 60. LOT BF (11,718 SQ FT)
- 61. LOT BG (11,718 SQ FT)
- 62. LOT BH (11,718 SQ FT)
- 63. LOT BI (11,718 SQ FT)
- 64. LOT BJ (11,718 SQ FT)
- 65. LOT BK (11,718 SQ FT)
- 66. LOT BL (11,718 SQ FT)
- 67. LOT BM (11,718 SQ FT)
- 68. LOT BN (11,718 SQ FT)
- 69. LOT BO (11,718 SQ FT)
- 70. LOT BP (11,718 SQ FT)
- 71. LOT BQ (11,718 SQ FT)
- 72. LOT BR (11,718 SQ FT)
- 73. LOT BS (11,718 SQ FT)
- 74. LOT BT (11,718 SQ FT)
- 75. LOT BU (11,718 SQ FT)
- 76. LOT BV (11,718 SQ FT)
- 77. LOT BV (11,718 SQ FT)
- 78. LOT BV (11,718 SQ FT)
- 79. LOT BV (11,718 SQ FT)
- 80. LOT BV (11,718 SQ FT)

SHEET INDEX

1. CONDITIONS AND EXISTING CONDITIONS
2. REDEVELOPMENT AND MERGERS
3. UTILITY INFORMATION

LOI INDEX

- LOT 1: MASTER LOT 1 (62,837 SQ FT)
- LOT 2: MASTER LOT 2 (11,718 SQ FT)
- LOT 3: LOT A (11,718 SQ FT)
- LOT 4: LOT B (11,718 SQ FT)
- LOT 5: LOT C (11,718 SQ FT)
- LOT 6: LOT D (11,718 SQ FT)
- LOT 7: LOT E (11,718 SQ FT)
- LOT 8: LOT F (11,718 SQ FT)
- LOT 9: LOT G (11,718 SQ FT)
- LOT 10: LOT H (11,718 SQ FT)
- LOT 11: LOT I (11,718 SQ FT)
- LOT 12: LOT J (11,718 SQ FT)
- LOT 13: LOT K (11,718 SQ FT)
- LOT 14: LOT L (11,718 SQ FT)
- LOT 15: LOT M (11,718 SQ FT)
- LOT 16: LOT N (11,718 SQ FT)
- LOT 17: LOT O (11,718 SQ FT)
- LOT 18: LOT P (11,718 SQ FT)
- LOT 19: LOT Q (11,718 SQ FT)
- LOT 20: LOT R (11,718 SQ FT)
- LOT 21: LOT S (11,718 SQ FT)
- LOT 22: LOT T (11,718 SQ FT)
- LOT 23: LOT U (11,718 SQ FT)
- LOT 24: LOT V (11,718 SQ FT)
- LOT 25: LOT W (11,718 SQ FT)
- LOT 26: LOT X (11,718 SQ FT)
- LOT 27: LOT Y (11,718 SQ FT)
- LOT 28: LOT Z (11,718 SQ FT)
- LOT 29: LOT AA (11,718 SQ FT)
- LOT 30: LOT AB (11,718 SQ FT)
- LOT 31: LOT AC (11,718 SQ FT)
- LOT 32: LOT AD (11,718 SQ FT)
- LOT 33: LOT AE (11,718 SQ FT)
- LOT 34: LOT AF (11,718 SQ FT)
- LOT 35: LOT AG (11,718 SQ FT)
- LOT 36: LOT AH (11,718 SQ FT)
- LOT 37: LOT AI (11,718 SQ FT)
- LOT 38: LOT AJ (11,718 SQ FT)
- LOT 39: LOT AK (11,718 SQ FT)
- LOT 40: LOT AL (11,718 SQ FT)
- LOT 41: LOT AM (11,718 SQ FT)
- LOT 42: LOT AN (11,718 SQ FT)
- LOT 43: LOT AO (11,718 SQ FT)
- LOT 44: LOT AP (11,718 SQ FT)
- LOT 45: LOT AQ (11,718 SQ FT)
- LOT 46: LOT AR (11,718 SQ FT)
- LOT 47: LOT AS (11,718 SQ FT)
- LOT 48: LOT AT (11,718 SQ FT)
- LOT 49: LOT AU (11,718 SQ FT)
- LOT 50: LOT AV (11,718 SQ FT)
- LOT 51: LOT AW (11,718 SQ FT)
- LOT 52: LOT AX (11,718 SQ FT)
- LOT 53: LOT AY (11,718 SQ FT)
- LOT 54: LOT AZ (11,718 SQ FT)
- LOT 55: LOT BA (11,718 SQ FT)
- LOT 56: LOT BB (11,718 SQ FT)
- LOT 57: LOT BC (11,718 SQ FT)
- LOT 58: LOT BD (11,718 SQ FT)
- LOT 59: LOT BE (11,718 SQ FT)
- LOT 60: LOT BF (11,718 SQ FT)
- LOT 61: LOT BG (11,718 SQ FT)
- LOT 62: LOT BH (11,718 SQ FT)
- LOT 63: LOT BI (11,718 SQ FT)
- LOT 64: LOT BJ (11,718 SQ FT)
- LOT 65: LOT BK (11,718 SQ FT)
- LOT 66: LOT BL (11,718 SQ FT)
- LOT 67: LOT BM (11,718 SQ FT)
- LOT 68: LOT BN (11,718 SQ FT)
- LOT 69: LOT BO (11,718 SQ FT)
- LOT 70: LOT BP (11,718 SQ FT)
- LOT 71: LOT BQ (11,718 SQ FT)
- LOT 72: LOT BR (11,718 SQ FT)
- LOT 73: LOT BS (11,718 SQ FT)
- LOT 74: LOT BT (11,718 SQ FT)
- LOT 75: LOT BU (11,718 SQ FT)
- LOT 76: LOT BV (11,718 SQ FT)
- LOT 77: LOT BV (11,718 SQ FT)
- LOT 78: LOT BV (11,718 SQ FT)
- LOT 79: LOT BV (11,718 SQ FT)
- LOT 80: LOT BV (11,718 SQ FT)



EXISTING CONDITIONS

**NOTES**

**CONTACT INFORMATION:**  
 PSOMAS  
 555 SOUTH PINE STREET, SUITE 4000  
 LOS ANGELES, CA 90071  
 (213) 221-1441  
 www.psomas.com

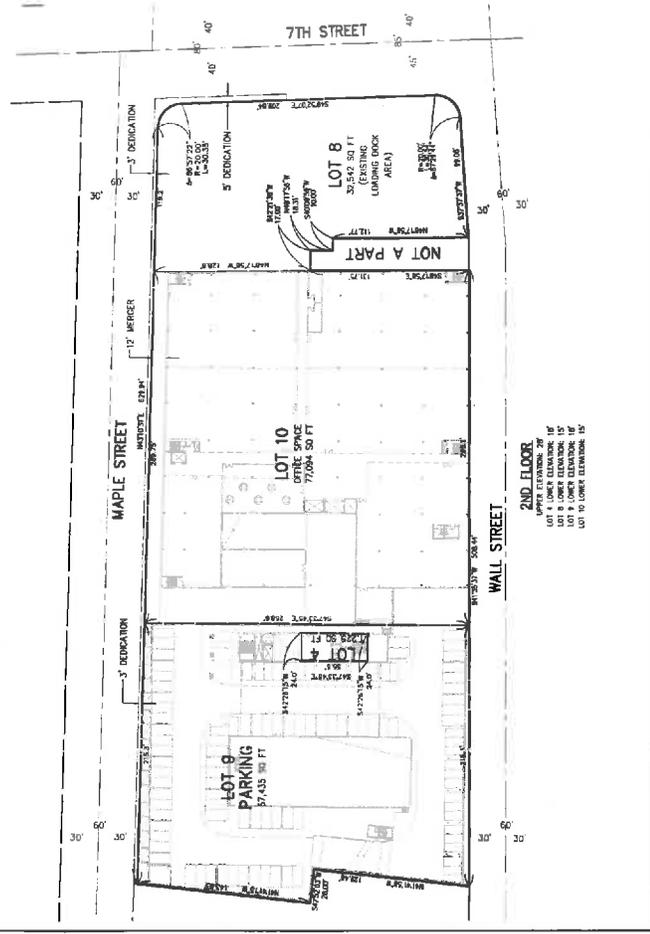
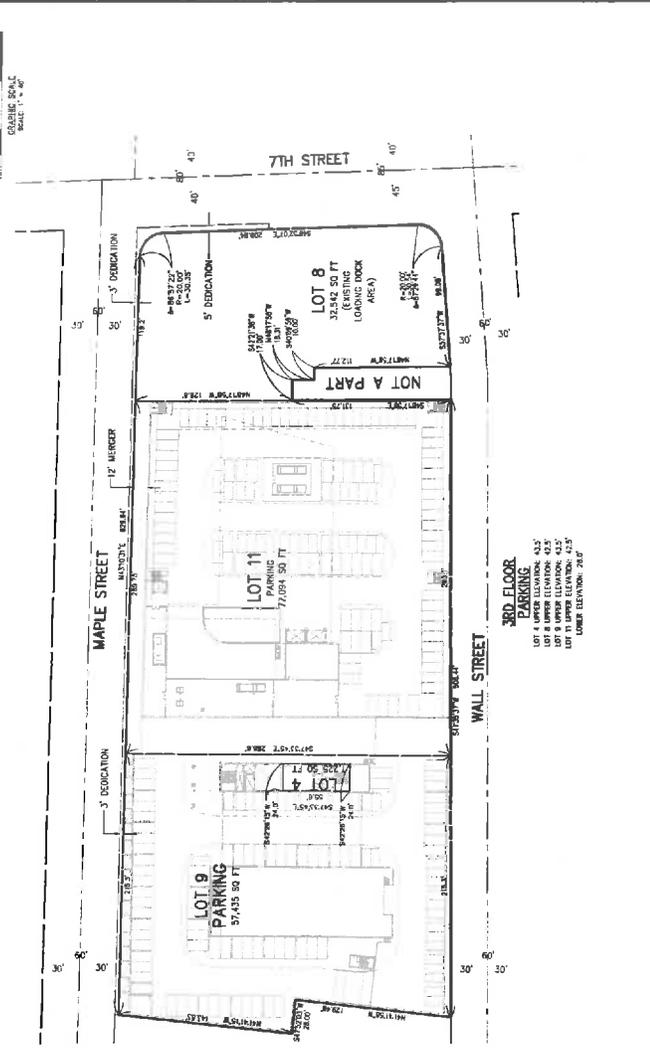
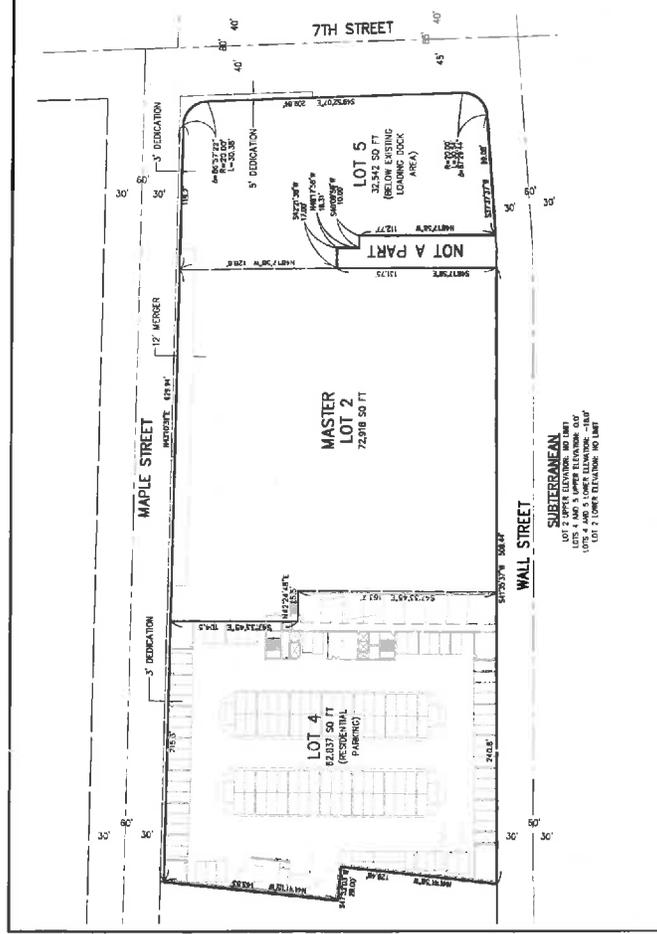
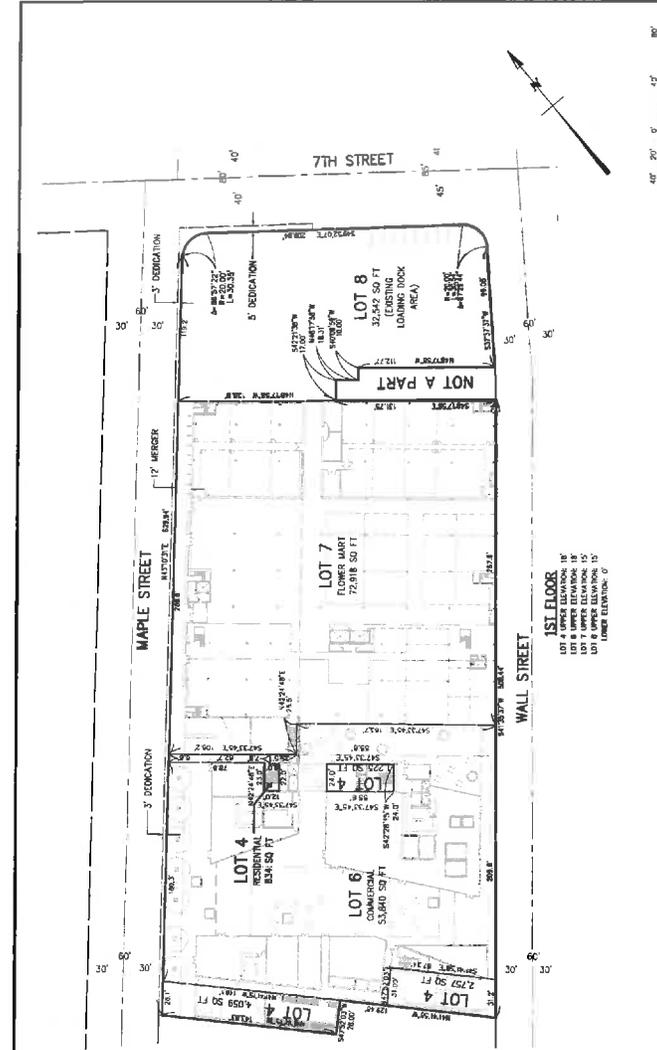
**PROJECT INFORMATION:**  
 PROJECT ADDRESS: 709-755 MAPLE ST, LOS ANGELES, CA 90014  
 JOB NO: 17-000-000-000  
 SHEET NO: 17-000-000-000

**PUBLIC COMMENTS:**  
 ALL PUBLIC COMMENTS MUST BE SUBMITTED TO THE CITY OF LOS ANGELES DEPARTMENT OF PLANNING AND DEVELOPMENT, 1201 N. GARDEN STREET, LOS ANGELES, CA 90012. COMMENTS MUST BE RECEIVED BY THE CITY AT LEAST 15 BUSINESS DAYS BEFORE THE PUBLIC HEARING DATE.

**LEGAL DESCRIPTION:**  
 TRACT 74568, SOUTHERN CALIFORNIA FLOWER GROWERS INC. 709-765 S. WALL STREET, LOS ANGELES, CALIFORNIA. THIS TRACT IS PART OF THE 17-000-000-000 MAP, AS SHOWN ON PAGES 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

**PSOMAS**  
 555 SOUTH PINE STREET, SUITE 4000  
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 (213) 221-1441  
 www.psomas.com

THIS MAP IS A COPY OF THE ORIGINAL RECORD MAP AS SHOWN ON PAGES 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601



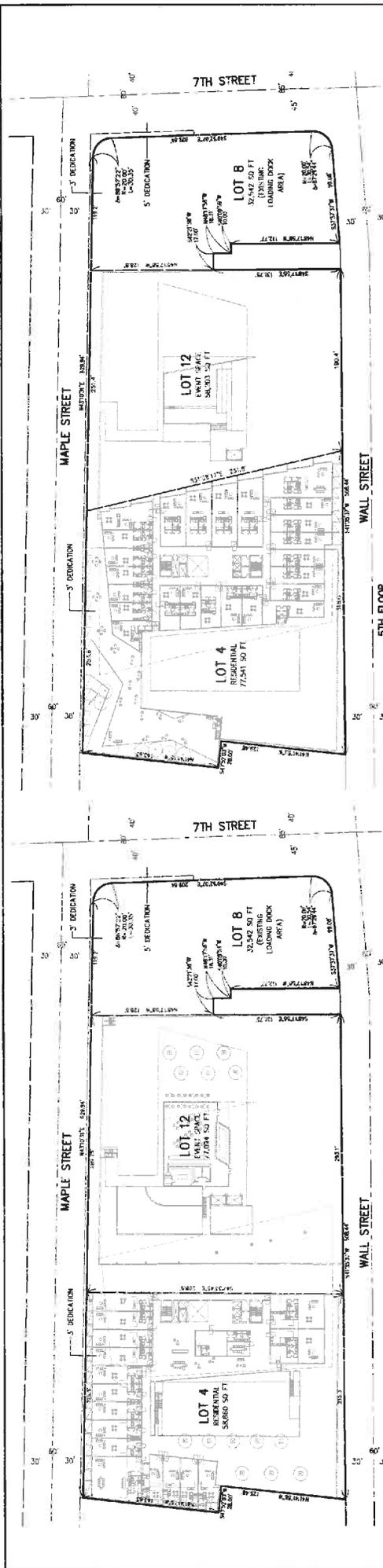
**PSOMAS**  
 455 South Vermont Street, Suite 4000  
 Los Angeles, CA 90007  
 (213) 221-1444  
 FAX: (213) 221-1444

**WESTING TENTATIVE TRACT MAP FOR MERGER AND SUBDIVISION PURPOSES FOR:**  
**TENTATIVE TRACT NO. 74568**  
**SOUTHERN CALIFORNIA FLOWER GROWERS INC**  
 709-765 S. WALL STREET  
 COUNTY OF LOS ANGELES STATE OF CALIFORNIA

**DATE:** OCT 15, 2016  
**SCALE:** 1" = 40'  
**SHEET NO.:** 2  
**TOTAL SHEETS:** 3

**D.P.R.:** [Signature]  
**D.P.R.:** [Signature]  
**D.P.R.:** [Signature]

**APPROVED:** [Signature]  
**DATE:** [Date]



**PSOMAS**  
 555 South Flower Street, Suite 4000  
 Los Angeles, CA 90071  
 Tel: (213) 223-1144  
 Fax: (213) 223-1145  
 www.psomas.com

RESTING TENTATIVE TRACT MAP FOR MERGER AND SUBDIVISION PURPOSES, FOR:  
**TENTATIVE TRACT NO. 74568**  
**SOUTHERN CALIFORNIA FLOWER GROWERS INC**  
 709-765 S. WALL STREET  
 COUNTY OF LOS ANGELES STATE OF CALIFORNIA

CITY OF LOS ANGELES RECORDING NO. 1828189  
 FILED IN THE CLERK'S OFFICE OF THE COUNTY CLERK OF LOS ANGELES COUNTY, CALIFORNIA  
 DATE: 2/16/2016  
 MAP NO. 20000-000-000

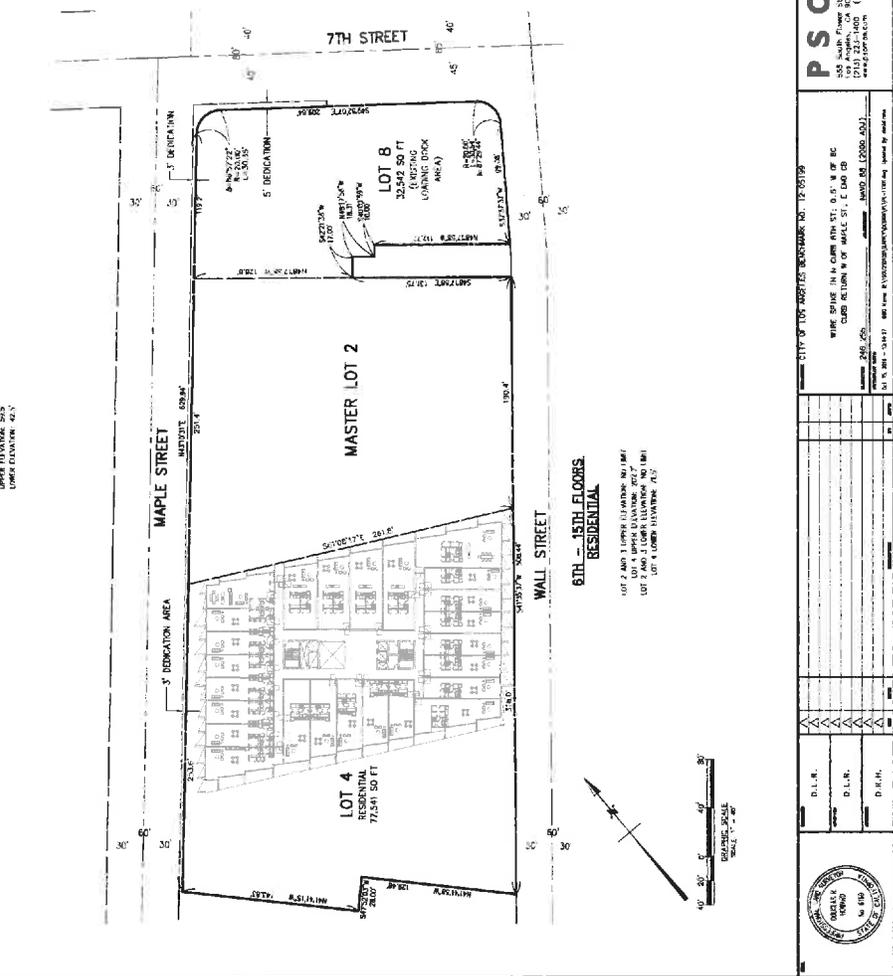
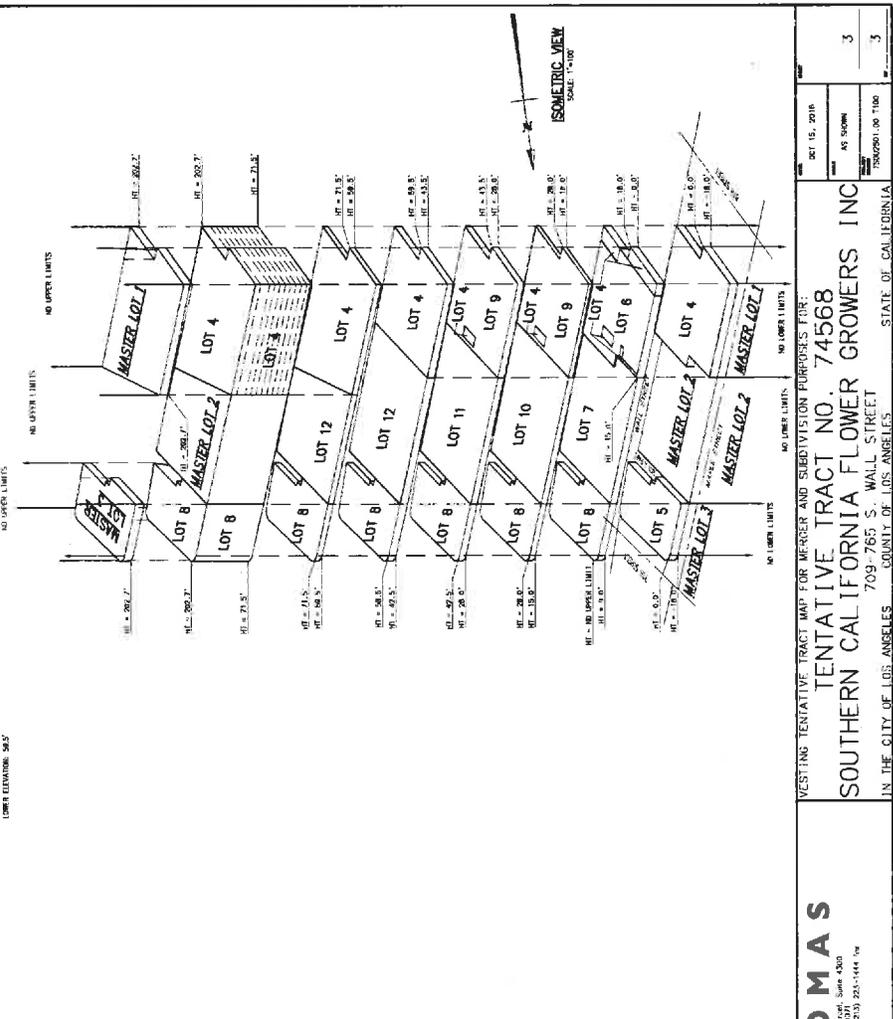
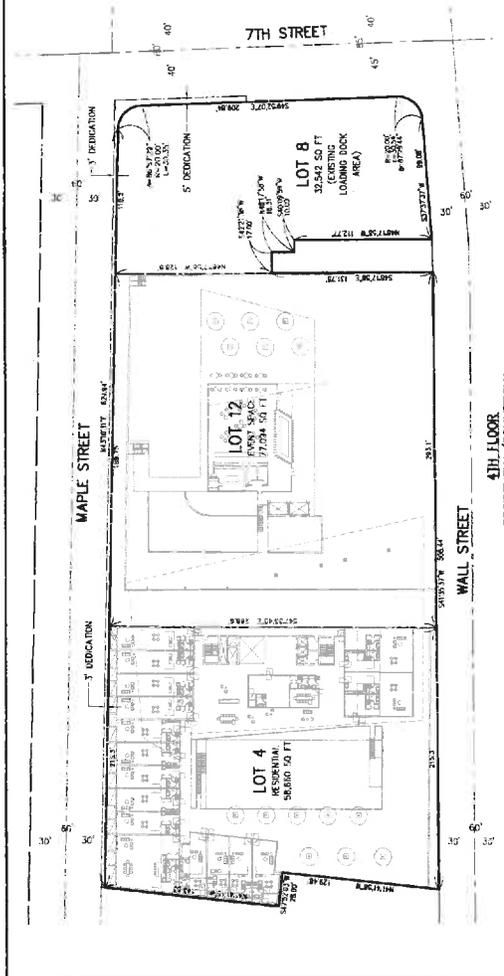
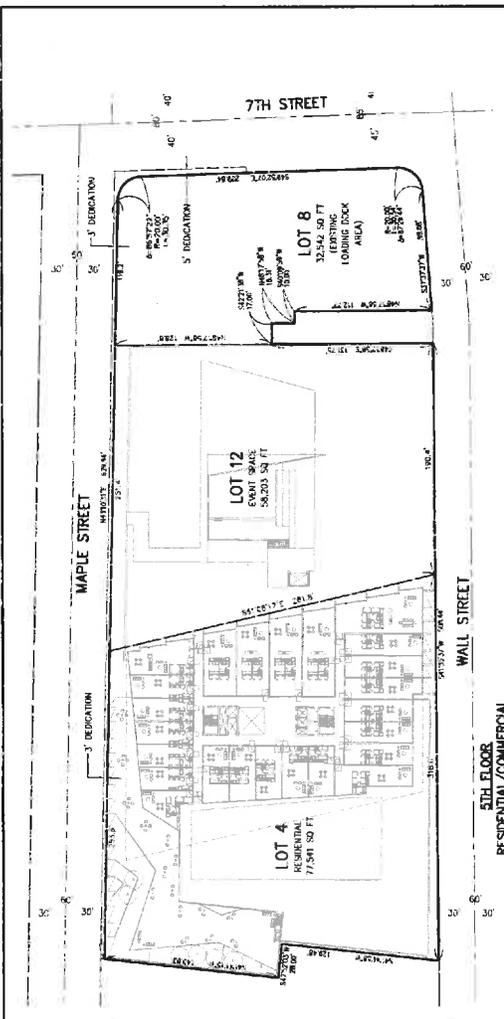
LOT 15, 2016  
 AS SHOWN  
 3  
 3

D.L.R.  
 D.L.R.  
 D.R.N.

SCALE 1/8" = 1'-0"

1/2" = 1'-0"





**PSOMAS**  
155 S. GARDEN STREET SUITE 4000  
LOS ANGELES, CA 90017  
TEL: (213) 221-1141 FAX: (213) 221-1142

**WESTING TENTATIVE TRACT MAP FOR MERGER AND SUBDIVISION PARCELS FOR:  
TENTATIVE TRACT NO. 74568  
SOUTHERN CALIFORNIA FLOWER GROWERS INC  
709-765 S. WALL STREET  
IN THE CITY OF LOS ANGELES COUNTY OF LOS ANGELES**

CITY OF LOS ANGELES RECORD NO. 187819

WIRE SPARE IN N. CORNER ST. 0.1' W. OF BC  
CURB RETURN TO OF WALL ST. E. CORNER

DATE: 08/15/2018  
DRAWN: M.S. (2008-001)

LOT 2 AND 3 UPPER ELEVATION: 401' (M)  
LOT 2 AND 4 LOWER ELEVATION: 345' (M)  
LOT 4 LOWER ELEVATION: 425'

D.L.R. \_\_\_\_\_  
D.L.R. \_\_\_\_\_  
D.R.H. \_\_\_\_\_

SCALE: 1" = 40'

DATE: 08/15/2018  
BY: M.S.  
PROJECT: 74568

3

**EXHIBIT B**  
**Mitigation Monitoring Plan**

## 4. Mitigation Monitoring Program

---

### A. Introduction

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, specifically Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles (City) is the Lead Agency for this project.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. Where appropriate, the EIR identified Project design features, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the mitigation measures and Project design features identified in the EIR.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the Project, and adoption of Project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the EIR.

### B. Organization

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

**Enforcement Agency** – the agency with the power to enforce the mitigation measure or Project design feature.

**Monitoring Agency** – the agency to which reports involving feasibility, compliance, implementation and development are made, or who physically monitors the Project for compliance with mitigation measures or Project design features.

**Monitoring Phase** – the phase of the Project during which the mitigation measure or Project design feature shall be monitored.

- Pre-Construction, including the design phase
- Construction

- Pre-Operation
- Operation (Post-construction)

**Monitoring Frequency** – the frequency of which the mitigation measure or Project design feature shall be monitored.

**Action Indicating Compliance** – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required mitigation measure or Project design feature has been implemented.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency. All departments listed below are within the City of Los Angeles, unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted. It is noted that while certain agencies outside of the City are listed as the monitoring/enforcement agencies for individual project design features and mitigation measures listed in this MMP, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

## C. Administrative Procedures and Enforcement

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

Further, specifically 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 City of Los Angeles Department of City Planning, who shall be responsible for monitoring implementation of Project design features and mitigation measures 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 Project design features and mitigation measures 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 Annual Compliance Report. The Construction Monitor shall be obligated to promptly notify the Applicant of any non-compliance with the mitigation measures and Project design features. If the Applicant does not correct the non-compliance within two days from the time of notification, the Construction Monitor

shall report such non-compliance to the Enforcement Agency. Any continued non-compliance shall be appropriately addressed by the Enforcement Agency.

## D. 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 Project design features and mitigation measures contained in this MMP. The enforcing departments or agencies may determine substantial conformance with the Project design features and mitigation measures in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a Project design feature or mitigation measure 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, including by preparing an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modification to or deletion of the Project design features or mitigation measures. Any addendum or subsequent CEQA clearance that may be required in connection with the modification or deletion shall explain why the Project design feature or mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the Project design feature or mitigation measure. Under this process, the modification or deletion of a Project design feature or mitigation measure 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 Project design features or mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

## E. Mitigation Measures

### Aesthetics

No mitigation measures required.

### Air Quality

**C-1:** All off-road construction equipment greater than 50 hp shall meet USEPA Tier 4 emission standards to reduce NO<sub>x</sub> and PM<sub>2.5</sub> emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of

mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

**Enforcement Agency:** South Coast Air Quality Management District (SCAQMD)

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

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

**Monitoring Frequency:** Once at Project plan check; Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

### **Cultural Resources**

No mitigation measures required.

### **Geology and Soils**

**E-1:** The Project shall comply with the recommendations found on pages 10 through 41 of the Geotechnical Investigation, Southern California Flower Mart Proposed Mixed-Use Development, 747 & 755 South Wall Street, Los Angeles, California, prepared by Geocon West, Inc., July 2016, or in any revision to that report, to the satisfaction of the Department of Building and Safety.

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

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

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

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign off

### **Greenhouse Gas Emissions**

No mitigation measures required.

### **Hazards and Hazardous Materials**

No mitigation measures required.

### **Land Use and Planning**

No mitigation measures required.

## **Noise**

### **Construction Noise**

**I-1:** All capable diesel-powered construction vehicles shall be equipped with exhaust mufflers or other suitable noise reduction devices.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodically during construction

**Action Indicating Compliance:** Field inspection sign-off

**I-2:** Temporary sound barriers capable of achieving a sound attenuation of at least 15 dBA shall be erected along the Project's boundaries facing Santee Court Apartments. Temporary sound barriers capable of achieving a sound attenuation of at least 6 dBA shall be erected along all other Project construction boundaries.

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

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

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

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit.  
Once at field inspection

**Action Indicating Compliance:** Plan approval and issuance of grading permit; Field inspection sign-off

### **Construction Vibration**

**I-3:** Construction activities that produce vibration, such as demolition, excavation, and earthmoving, shall be sequenced so that vibration sources within 7.5 feet of 769 Wall Street do not operate simultaneously.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

**I-4:** No pile driving shall occur as part of Project construction.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

**I-5:** Pre-construction surveys shall be performed to document the conditions of 769 Wall Street. A structural monitoring program shall be implemented and recorded during construction. The performance standards of the structure-monitoring plan shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the building.
- A registered civil engineer or certified engineering geologist shall develop recommendations for a structure-monitoring program.
- The structure-monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds. If the thresholds are met or exceeded, or if noticeable structural damage becomes evident to the Project contractor, work shall stop in the area of the affected building until measures have been taken to prevent construction-related damage to the structure.
- The structure-monitoring program shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the Project prior to initiating any construction activities.

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

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

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

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; periodic field inspection.

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off.

**I-6:** Construction equipment and vehicles capable of generating excessive vibration levels including, but not limited to, excavators, loaders, backhoes, scrapers, and graders, shall maintain a setback of at least 7.5 feet from Sensation Flowers at all times.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Population and Housing**

No mitigation measures required.

**Public Services – Fire Protection**

No mitigation measures required.

**Public Services – Police Protection**

No mitigation measures required.

**Public Services – Schools**

No mitigation measures required.

**Public Services – Parks**

No mitigation measures required.

**Public Services – Libraries**

No mitigation measures required.

**Transportation/Traffic**

No mitigation measures required.

**Tribal Cultural Resources**

**M-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, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleno Band of Mission Indians – Kizh Nation. Any qualified archaeological 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 archaeological 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 consultation 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 temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation 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; and (2) 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 recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any 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. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the 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 costs 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 as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant 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 the 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 Confidentiality Protocols.

**Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources

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

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

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; periodic field inspection.

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off

#### **Utilities and Service Systems – Wastewater**

No mitigation measures required.

#### **Utilities and Service Systems – Water**

No mitigation measures required.

#### **Utilities and Service Systems – Solid Waste**

No mitigation measures required.

#### **Utilities and Service Systems – Energy Conservation**

No mitigation measures required.

## **F. Project Design Features**

In addition to the required Mitigation Measures, the Project also includes Project Design Features that are conditions of the Project that must be monitored and enforced in the same manner as Mitigation Measures.

**Aesthetics**

No project design features provided.

**Air Quality**

No project design features provided.

**Cultural Resources**

**D-1:** Prior to Project construction, the prime contractor and any subcontractor(s) will be advised of the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the Project Site. In addition, in the event that buried archaeological resources are exposed during Project construction, work within 50 feet of the find will stop until a professional archaeologist, meeting the standards of the Secretary of the Interior, can identify and evaluate the significance of the discovery and develop recommendations for treatment, in conformance with California Public Resources Code Section 21083.2. However, construction activities could continue in other areas of the Project Site. Recommendations could include preparation of a Treatment Plan, which could require recordation, collection and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any Native American remains will be treated in accordance with state law.

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

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

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

**Monitoring Frequency:** Prior to issuance of grading permit; again if materials are encountered

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off; submittal of compliance documentation prepared by qualified archaeologist

**D-2:** The prime contractor and any subcontractor(s) will be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project Site. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during Project construction, work within 50 feet of the find will stop until a professional paleontologist, can identify and evaluate the significance of the discovery and develop recommendations for treatment. However, construction activities could continue in other areas of the Project Site. Recommendations could include a preparation of a Treatment Plan, which could require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and

supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features will be treated in accordance with State law.

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

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

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

**Monitoring Frequency:** Prior to issuance of grading permit; again if materials are encountered

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off; submittal of compliance documentation prepared by qualified paleontologist

### **Geology and Soils**

No project design features provided.

### **Greenhouse Gas Emissions**

**F-1:** The Project would include a number of Project design features (PDFs) that implement an array of strategies that address most of the source categories identified by the State for potential GHG reductions. These include:

- Renovation of a two-story 206,517-square-foot concrete building in lieu of being removed for new construction. This move results in a building with a lower embodied energy than new construction.
- Designing the residential tower to both provide views and limit heat gain through shading or other devices.
- Construction debris will be recycled with a target rate of 90 percent.
- Pollution control will occur during construction by limiting dust and moisture build up.
- All adhesives, coatings, paint and other finishes installed in interior spaces will be low- or no-VOC (volatile organic compounds).
- Electric Vehicle charging spots will be provided (no less than 3 percent of the total number of parking spaces provided).
- Bicycle parking will be provided (both short-term and long-term) to encourage tenants to utilize alternative modes of transportation.
- Building will be provided with conduit and rooftop space for a potential photovoltaic solar panel array and will have a 'cool roof' to reduce the heat island effect.
- Majority of the landscape will be drought tolerant and low-water use type. The irrigation design will be water-conserving type with moisture sensors.
- All plumbing fixtures will be low-flow or ultra-low flow. Building will be designed to be 'grey-water ready'.

- If carpet is provided, it will meet the Carpet and Rug Institute's Green Label Plus Program or be Greenguard certified.
- Resilient flooring provided will meet UL Greenguard Gold or other green certification program.
- All composite wood products will meet the low VOC limits specified by the California Air Resources Board.
- Educational materials will be provided for the residential tenant occupants that include:
  - Information from local utility, water and water recovery providers on methods to further reduce resource consumption, including recycle programs and locations.
  - Information on-site on public transportation and/or carpool options available in the area.

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

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

**Monitoring Phase:** Pre-construction; construction; pre-occupancy

**Monitoring Frequency:** Once at Project plan check; once during field inspection; once prior to issuance of Certificate of Occupancy

**Action Indicating Compliance:** Plan approval; field inspection sign-off; issuance of Certificate of Occupancy

#### **Hazards and Hazardous Materials**

No project design features provided.

#### **Land Use and Planning**

No project design features provided.

#### **Noise**

No project design features provided.

#### **Population and Housing**

No project design features provided.

#### **Public Services – Fire Protection**

No project design features provided.

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**Public Services – Police Protection**

**K-1:** During construction, the Project Applicant will implement appropriate temporary security measures, including perimeter fencing, lighting, and security patrols during non-construction hours (e.g. nighttime hours, weekends, and holidays).

**Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Public Services – Schools**

No project design features provided.

**Public Services – Parks**

No project design features provided.

**Public Services – Libraries**

No project design features provided.

**Transportation/Traffic**

**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;
- 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

**Monitoring Agency:** City of Los Angeles Department of Transportation

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

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

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

**Tribal Cultural Resources**

No project design features provided.

**Utilities and Service Systems – Water**

No project design features provided.

**Utilities and Service Systems – Solid Waste**

No project design features provided.

**Utilities and Service Systems – Energy Conservation**

No project design features provided.

Office: Downtown  
 Return to Planning Copy  
 Application Invoice No: 56584

City of Los Angeles  
 Department of City Planning



Scan this QR Code® with a barcode reading app on your Smartphone. Bookmark page for future reference.

### City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

Applicant: AMERICAN FLORISTS EXCHANGE, LTD - MELLANO, JIM ( B:213-6221966 )
Representative: GREENBERG GLUSKER FIELDS CLAMAN & MACHTINGER LLP - WATSON, ELIZABETH ( B:310-2017439 )
Project Address: 306 E 7TH ST, 90014

**NOTES:**

VTT-74568-1A			
Item	Fee	%	Charged Fee
Appeal by Aggrieved Parties Other than the Original Applicant *	\$89.00	100%	\$89.00
<b>Case Total</b>			<b>\$89.00</b>

Item	Charged Fee
*Fees Subject to Surcharges	\$89.00
Fees Not Subject to Surcharges	\$0.00
<b>Plan &amp; Land Use Fees Total</b>	<b>\$89.00</b>
Expediting Fee	\$0.00
Development Services Center Surcharge (3%)	\$2.67
City Planning Systems Development Surcharge (6%)	\$5.34
Operating Surcharge (7%)	\$6.23
General Plan Maintenance Surcharge (7%)	\$6.23
<b>Grand Total</b>	<b>\$109.47</b>
<b>Total Invoice</b>	<b>\$109.47</b>
<b>Total Overpayment Amount</b>	<b>\$0.00</b>
<b>Total Paid</b> (this amount must equal the sum of all checks)	<b>\$109.47</b>

LA Department of Building and Safety  
 LA NPLI 101135218 6/13/2019 11:43:19 AM  
 PLAN & LAND USE  
 DEV SERV CENTER SURCHG PRINTING  
 Sub Total: \$109.47  
 Receipt #: 0101003228

Council District: 14  
 Plan Area: Central City  
 Processed by JIMENEZ, DIANA on 06/13/2019

Signature: \_\_\_\_\_ 

## EXHIBIT B

Coalition for Responsible Equitable Economic  
Development (CREED) Appeal



Office: Van Nuys  
**Applicant Copy**  
 Application Invoice No: 56578

City of Los Angeles  
 Department of City Planning



Scan this QR Code® with a barcode reading app on your Smartphone. Bookmark page for future reference.

### City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

Applicant: ADMAS BROADWELL JOSEPH & CORDOZO - STOUGH, CAMILLE ( B:650-5891660 )
Representative: SAME AS APPLICANT
Project Address: 306 E 7TH ST, 90014

**NOTES:**

VTT-74568-1A			
Item	Fee	%	Charged Fee
Appeal by Aggrieved Parties Other than the Original Applicant *	\$89.00	100%	\$89.00
<b>Case Total</b>			<b>\$89.00</b>

Item	Charged Fee
*Fees Subject to Surcharges	\$89.00
Fees Not Subject to Surcharges	\$0.00
<b>Plan &amp; Land Use Fees Total</b>	<b>\$89.00</b>
<b>Expediting Fee</b>	<b>\$0.00</b>
<b>Development Services Center Surcharge (3%)</b>	<b>\$2.67</b>
<b>City Planning Systems Development Surcharge (6%)</b>	<b>\$5.34</b>
<b>Operating Surcharge (7%)</b>	<b>\$6.23</b>
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<b>Grand Total</b>	<b>\$109.47</b>
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<b>Total Paid</b> (this amount must equal the sum of all checks)	<b>\$109.47</b>

City Department of Building and Safety  
 PRINTED: 20210619 6/19/2019 11:02:42 AM

PLAN & LAND USE \$109.00  
 DEV SERV CENTER SURCH-PLANNING \$2.67

Council District: 14  
 Plan Area: Central City  
 Processed by TONI, SHEILA on 06/13/2019

Sub Total: \$109.47

Receipt #: 0202091066

Signature: Sheila Toni

**VTT - 74568-1A**



**4. JUSTIFICATION/REASON FOR APPEAL**

Is the entire decision, or only parts of it being appealed?  Entire  Part  
 Are specific conditions of approval being appealed?  Yes  No

If Yes, list the condition number(s) here: \_\_\_\_\_

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- Specifically the points at issue
- How you are aggrieved by the decision
- Why you believe the decision-maker erred or abused their discretion

**5. APPLICANT'S AFFIDAVIT**

I certify that the statements contained in this application are complete and true:

Appellant Signature: \_\_\_\_\_ *Sheila Toni* \_\_\_\_\_ Date: 06/13/2019

**6. FILING REQUIREMENTS/ADDITIONAL INFORMATION**

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
  - Appeal Application (form CP-7769)
  - Justification/Reason for Appeal
  - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
  - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: \$89	Reviewed & Accepted by (DSC Planner): <i>Sheila Toni</i>	Date: 6.13.19
Receipt No: 020641846	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

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SOUTH SAN FRANCISCO, CA 94080-7037

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520 CAPITOL MALL, SUITE 350  
SACRAMENTO, CA 95814-4721

TEL: (916) 444-6201  
FAX: (916) 444-6209

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THOMAS A. ENSLOW  
ANDREW J. GRAF  
TANYA A. GULESSERIAN  
KYLE C. JONES  
RACHAEL E. KOSS  
NIRIT LOTAN  
CAMILLE G. STOUGH

MARC D. JOSEPH  
*Of Counsel*

June 13, 2019

**Via Hand-Delivery**

City Planning Department  
City of Los Angeles  
c/o Appeals Clerk  
Marvin Braude Constituent Service Center  
6262 Van Nuys Boulevard, Suite 251  
Van Nuys, CA 91401

Re: **Justification for Appeal to the City of Los Angeles Planning Commission of the Advisory Agency's June 3, 2019 Determination Regarding the Southern California Flower Market Project Case No. VTT-74568; ENV-2016-3991-EIR; related: CPC-2016-3990-GPA-VZC-CUB-ZV-SPR**

Dear Honorable Planning Commissioners:

On behalf of Coalition for Responsible Equitable Economic Development ("CREED LA"), we are writing to appeal the Advisory Agency ("Agency") approval of a Vesting Tentative Tract Map ("VTT") and the adoption of the Environmental Impact Report ("FEIR") prepared for the Southern California Flower Market Project, located at 755 S. Wall Street (VTT-74568; ENV-2016-3991-EIR; related: CPC-2016-3990-GPA-VZC-CUB-ZV-SPR) ("Project"), proposed by Southern California Flower Growers, Inc. ("Applicant").

The Project is located at 709-765 S. Wall Street, 306-326 East 7th Street, and 750-752 S. Maple Avenue, and proposes to expand and redevelop the existing Flower Market facility between Maple Avenue and Wall Street, south of 7th Street, while maintaining the existing wholesale market. The existing property consists of two buildings, the north building (206,517 square feet) and the south building (185,111 square feet). Both buildings include open roof-top parking. The Applicant proposes to maintain and renovate the north building and its roof-top parking and demolish the south building in preparation of a new building with one level of subterranean parking.

L4639-002acp

VTT - 74568 - 1A

The Project would be a new mixed-use development consisting of wholesale trade, retail, restaurant, office, and residential uses. The new Flower Market building (in place of the existing south building) would be 15 stories (12-story residential tower, over three stories of office, retail, restaurant, wholesale flower market, and parking) and 205 feet in height. The development program would consist of: 323 residential units (with 10% of the units [or approximately 32 units] for moderate income families), 64,363 square feet of office space, 4,385 square feet of retail space, 63,785 square feet of wholesale space and storage, 13,420 square feet of food and beverage space, and 10,226 square feet of event space. The Flower Market would continue to operate in the existing north building during and after the redevelopment.

Pursuant to the appeal procedures, we have attached the Appeal Application (form CP-7769) and the original Letter of Determination (“LOD”) and have provided one (1) original and seven (7) duplicate copies of the complete packet. We have also enclosed a check for the appeal filing fee.

CREED LA is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public and worker health and safety hazards, and the environmental and public service impacts of the Project. The coalition includes the Sheet Metal Workers Local 105, International Brotherhood of Electrical Workers Local 11, Southern California Pipe Trades District Council 16, and District Council of Iron Workers of the State of California, along with their members, their families, and other individuals who live and work in the City of Los Angeles.<sup>1</sup>

The reason for this appeal is that the Agency abused its discretion and violated the California Environmental Quality Act (“CEQA”) when it approved the VTT and adopted the EIR. CEQA requires that an EIR adequately disclose, analyze and mitigate a project’s significant impacts, and that the EIR’s conclusions are supported by substantial evidence.<sup>2</sup> Based on our review of the EIR and related

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<sup>1</sup> Individual members of CREED LA and its member organizations include John Ferruccio, Jorge L. Aceves, John P. Bustos, Gerry Kennon, and Chris S. Macias. These individuals live, work, recreate, and raise their families in the City of Los Angeles and surrounding communities. Accordingly, they would be directly affected by the Project’s environmental and health and safety impacts. Individual members may also work on the Project itself. They will be first in line to be exposed to any health and safety hazards that exist onsite.

<sup>2</sup> Pub. Resources Code (“PRC”) §§ 21000 et seq.; 14 Cal. Code Regs. (“CCR”) §§ 15000 et seq. L4639-002acp

June 12, 2019

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Project documents, we have determined that the EIR does not comply with the requirements of CEQA. This appeal packet demonstrates that: (1) the EIR fails to accurately identify and adequately evaluate noise and air quality impacts to all sensitive receptors; (2) the City failed to revise and recirculate the EIR after the City added significant new information identifying sensitive receptors; (3) the EIR fails to provide a complete project description; and (4) the City's finding that air quality impacts from construction-related air emissions from hauling truck routes will be less than significant is unsupported by substantial evidence.

We reference hereto technical comments from the Soil Water Air Protection Enterprise ("SWAPE"), whose technical comments are fully incorporated herein as Exhibit 1,<sup>3</sup> and the specific reasons for this appeal are set forth in detail in that letter and summarized below, and as set forth below. We reserve the right to supplement the comments in this appeal and the referenced technical comments at a later date, and at any future hearings related to this Project.<sup>4</sup>

### **(1) The EIR Fails to Accurately Identify and Adequately Evaluate Noise Impacts on All Sensitive Receptors**

CEQA requires an agency analyze the potential environmental impacts of its proposed actions in an environmental impact report ("EIR").<sup>5</sup> One of CEQA's primary purposes is "to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects not only the environment but also informed self-government.'"<sup>6</sup> The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return."<sup>7</sup> As discussed below, the EIR for this Project is not in compliance with CEQA.

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<sup>3</sup> See **Exhibit 1**: Letter from SWAPE to Elizabeth Watson re: Response to Comments on the Southern California Flower Market Project (Case No. ENV-2016-3991-EIR), May 6, 2019 ("SWAPE Supplemental Comments").

<sup>4</sup> Gov. Code § 65009(b); PRC § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

<sup>5</sup> 14 CCR § 15002(a)(1); See, e.g., PRC § 21100.

<sup>6</sup> *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564.

<sup>7</sup> *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal. App. 4th 1344, 1354 ("*Berkeley Jets*"); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.

The EIR's Environmental Setting section identifies the following multi-family residential buildings surrounding the Project Site:<sup>8</sup>

- Santee Village Lofts at 738 S. Los Angeles Street (400 units);
- Santee Court Apartments at 716 S. Los Angeles Street (238 units);
- Garment Lofts at 217 E. 8<sup>th</sup> Street (77 units); and
- Textile Building Lofts at 315 E. 8<sup>th</sup> Street (77 units).

However, the City's noise impact analysis evaluated noise impacts for only one of the above residential buildings – Santee Court Apartments.<sup>9</sup> In addition, nowhere in the Draft EIR or FEIR does the City mention, much less provide an impact analysis for, a fifth residential development, the Santee Village Apartments at 738 Santee Street. Santee Village Apartments is directly across the street from the Project Site and is therefore a noise-sensitive receptor.

As the EIR indicates, land uses sensitive to noise include residences per the L.A. CEQA Thresholds Guide.<sup>10</sup> Therefore, a noise analysis must evaluate impacts on all the buildings listed above given their potential sensitivities to noise as multi-family residential buildings and their proximity to the Project Site. The EIR fails to accurately identify all the noise-sensitive receptors in the Project's surrounding area and therefore cannot adequately evaluate the potentially significant impacts to those receptors. For example, the Santee Village Apartments and the Textile Building Lofts are located directly across from the Project Site and are closest distance to the heavy construction activities proposed for the south building of the Project. To illustrate this, the map on the next page indicates the missing receptors in white boxes.

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<sup>8</sup> Draft EIR, September 2018, ("DEIR") p. 3-2.

<sup>9</sup> DEIR, pp. 4.I-9 to 4.I-10; *See also* DEIR Appendix I: Noise Modeling, "DKA Planning Noise Receptor Map."

<sup>10</sup> DEIR, p. 4.I-9.



Thus, the EIR fails to accurately identify and adequately evaluate noise impacts on all sensitive receptors and lacks substantial evidence for its finding that the City has considered noise impacts for all noise-sensitive receptors.

**(2) The EIR Fails to Accurately Identify and Adequately Evaluate Air Quality Impacts on All Sensitive Receptors**

As discussed above with noise impacts, the EIR also fails to account for all air-sensitive receptors, omitting the air quality impacts to four of the five residential buildings in proximity to the Project Site. Instead, the EIR inadequately evaluates the air quality impacts to the Santee Court Apartments, Ballington Plaza Apartments (622 Wall Street), and Star Apartments (240 E. 6<sup>th</sup> Street).<sup>11</sup> Although Ballington and Star are both properly identified as sensitive receptors due to their proximity to the Project Site and classification as residential buildings, the other four residential buildings described above (Santee Village Apartments, Garment Lofts, Santee Village Lofts, and Textile Building Lofts) are all closer in distance to the Project Site, yet were omitted from the air quality analysis.

<sup>11</sup> DEIR, pp. 4.C-19.”  
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Therefore, the EIR fails to accurately identify and adequately evaluate air quality impacts on all sensitive receptors and lacks substantial evidence for its finding that the City has considered air quality impacts for all air-sensitive receptors.

**(3) The City Failed to Revise and Recirculate the EIR After the City Added Significant New Information Identifying Sensitive Receptors Required for Adequate Analyses of Noise and Air Emissions Impacts on those Sensitive Receptors**

The CEQA Guidelines require a lead agency to “recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification.”<sup>12</sup> 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 project alternative or mitigation measure that would clearly reduce such an effect and that the project’s proponents have declined to implement.<sup>13</sup> Examples of “significant new information” include, among others, a disclosure showing that “a new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.”<sup>14</sup>

After review of the EIR, we have determined that the EIR does not comply with CEQA because it failed to accurately identify all sensitive receptors surrounding the Project and adequately evaluate the extent of the Project’s potentially significant impacts to those receptors in its noise and air quality analyses. Accurate identification of all sensitive receptors and adequate analyses of impacts on those receptors constitute significant new information that warrant a revised EIR. Therefore, the agency must prepare and recirculate a new EIR that corrects the deficiencies.<sup>15</sup> The draft recirculated EIR must also be noticed and released for public review and comment in light of the new information.<sup>16</sup>

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<sup>12</sup> 14 CCR § 15088.5(a).

<sup>13</sup> *Id.* *Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112.

<sup>14</sup> 14 CCR § 15088.5(a)(1).

<sup>15</sup> *Id.*

<sup>16</sup> 14 CCR § 15088.5(d).

**(4) The EIR Fails to Provide a Complete Project Description Because of an Inadequate Description of Activities Related to the Northern Building of the Project**

The EIR fails to include an accurate, complete and stable Project description, rendering the entire analysis inadequate. California courts have repeatedly held that “an accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient [CEQA document].”<sup>17</sup> CEQA requires that a project be described with enough particularity that its impacts can be assessed.<sup>18</sup> Accordingly, a lead agency may not hide behind its failure to obtain a complete and accurate project description.<sup>19</sup>

Furthermore, it is impossible for the public to make informed comments on a project of unknown or ever-changing description. “A curtailed or distorted project description may stultify the objectives of the reporting process. Only through an accurate view of the project may affected outsiders and public decision makers balance the proposal’s benefit against its environmental costs....”<sup>20</sup> As articulated by the court in *County of Inyo v. City of Los Angeles*, “a curtailed, enigmatic or unstable project description draws a red herring across the path of public input.”<sup>21</sup> Without a complete project description, the environmental analysis under CEQA is impermissibly limited, thus minimizing the project’s impacts and undermining meaningful public review.<sup>22</sup>

The EIR fails to describe the full scope of the Project because it does not give an adequate description or discussion for the activities related to the upgrade and renovation of the northern building. Instead, the EIR predominantly focuses on the construction activities related to the southern portion of the Project, where the southern building is to be demolished and replaced with a mixed-use building. Indeed, the northern building is an integral component to the Project since a prime objective of the Project is to “[r]edevelop the existing Southern California Flower Market, including the adaptive reuse of the northerly building to continue the

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<sup>17</sup> *County of Inyo v. City of Los Angeles* (3d Dist. 1977) 71 Cal.App.3d 185, 193.

<sup>18</sup> *Id.* at 192.

<sup>19</sup> *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311 (“*Sundstrom*”).

<sup>20</sup> *Id.* at 192-193.

<sup>21</sup> *Id.* at 197-198.

<sup>22</sup> *See, e.g., Laurel Heights Improvement Assn. v. Regents of the Univ. of Cal.* (1988) 47 Cal.3d 376. L4639-002acp

include the wholesale flower market uses.”<sup>23</sup> Despite this, the project description only provides that the northern building will be upgraded and renovated.<sup>24</sup>

The EIR also hints at construction-related activities for the northern building without discussing or evaluating those activities for potential environmental impacts. For example, the DEIR’s project description and traffic impact section, state that trucks are “expected to be on-site for construction of the northern building.”<sup>25</sup> Neither the Draft EIR, FEIR or the technical appendices provide any further information on what sort of construction activities are proposed for the northern building.

The EIR thus fails to disclose the full range and severity of the Project’s environmental impacts and prevents the public from meaningful review and opportunity to provide informed comments on the Project’s impacts. The City must revise the EIR to incorporate a complete and consistent project description and adequate evaluation of environmental impacts as it relates to the upgrading and renovation of the northern building.

**(5) The City’s Finding That Air Quality Impacts from Construction-Related Air Emissions from Hauling Truck Routes Will Be Less Than Significant is Not Supported by Substantial Evidence**

While the courts review an EIR using an “abuse of discretion” standard, “the reviewing court is not to ‘uncritically rely on every study or analysis presented by a project proponent in support of its position. *A clearly inadequate or unsupported study is entitled to no judicial deference.*”<sup>26</sup> As the courts have explained, “a prejudicial abuse of discretion occurs “if the failure to include relevant information precludes informed decisionmaking and informed public participation, thereby thwarting the statutory goals of the EIR process.”<sup>27</sup>

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<sup>23</sup> LOD, p. 21.

<sup>24</sup> See, e.g., Final EIR (“FEIR”), p. 1-3. (“The applicant proposes to maintain and renovate the north building and its roof-top parking and demolish the south building in preparation of a new building with one level of subterranean parking.”)

<sup>25</sup> DEIR, pp. 2-6 and 4.L-16.

<sup>26</sup> *Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added), quoting, *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 391 409, fn. 12.

<sup>27</sup> *Berkeley Jets*, 91 Cal.App.4th at 1355; *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 722; *Galante Vineyards v. Monterey Peninsula Water* L4639-002acp

The EIR improperly underestimates construction-related air emissions based on inaccurate hauling truck routes. SWAPE's Supplemental Comments maintains that the FEIR failed to address the incorrectly modeled hauling truck trip lengths expected to occur during construction, resulting in an underestimation of the Project's construction-related air emissions.<sup>28</sup> The EIR identifies two haul route options for the Project, either to the Chiquita Canyon Landfill (Option 1) or the Manning Pit Site (Option 2), which are 40 and 23 miles one way from the Project site, respectively.<sup>29</sup> SWAPE's comments on the DEIR identified that the EIR incorrectly assumes that all hauling trucks would travel to the Manning Pit.<sup>30</sup> In response, the FEIR provided further analysis by assuming that 50 percent of the haul trips would be destined for the Manning Pit and 50 percent would travel to the Chiquita Canyon Landfill.<sup>31</sup> The FEIR concluded that this assumption does not change the significance of construction-related air emissions.<sup>32</sup>

However, after further review, SWAPE correctly points out that the additional analysis discussed in the FEIR response is still inaccurate and underestimates construction emissions because the Manning Pit (Option 2) has permanently closed.<sup>33</sup> In fact, the City of Irwindale is currently proposing to redevelop the Manning Pit site for construction of a 545,735 square foot warehouse.<sup>34</sup> Therefore, the Project would not be able to haul construction debris to this site as proposed. Instead the Project will need to utilize Option 1 and route all hauling trips to the Chiquita Canyon Landfill. Since Option 1 is approximately 17 miles farther from the Project than Manning Pit, the EIR's currently updated air analysis, which inputs 50 percent of trips for each site, underestimates construction-related air emissions from hauling truck trips.

The EIR thus fails to accurately disclose the extent of the Project's potentially significant impacts on air emissions. Further, since the closure of Manning Pit is

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*Management Dist.* (1997) 60 Cal.App.4th 1109, 1117; *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 946.

<sup>28</sup> SWAPE Supplemental Comments, p. 1.

<sup>29</sup> DEIR, p. 2-6.

<sup>30</sup> FEIR, p. 2-58 to 2-60, Comment B11-28.

<sup>31</sup> FEIR, p. 2-60.

<sup>32</sup> FEIR, p. 2-60.

<sup>33</sup> SWAPE Supplemental Comments, p. 2-3.

<sup>34</sup> 5125 Vincent Avenue Project Initial Study and Mitigated Negative Declaration. See <http://www.ci.irwindale.ca.us/documentcenter/view/4095>.

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considered new information, the EIR should be revised and recirculated for further public review.

## I. CONCLUSION

For all of the forgoing reasons, the City must prepare and recirculate a revised EIR in order to accurately identify all sensitive receptors, accurately describe the whole project, including activities related to the renovation of the northern building, and adequately disclose, analyze, and mitigate the Project's significant air quality and noise impacts. The EIR must be revised and recirculated before the Agency's approval of the VTT and certification of the FEIR, and prior to the Planning Commission's consideration of entitlements for the proposed Project.

Thank you for your consideration of these comments.

Sincerely,



Camille G. Stough

Attachments

CGS:acp

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# EXHIBIT 1

VTT - 74568-1A



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May 6, 2019

Elizabeth Watson  
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1900 Avenue of the Stars, 21st Floor  
Los Angeles, CA 90067

**Subject: Response to Comments on the Southern California Flower Market Project (Case No. ENV-2016-3991-EIR)**

Dear Ms. Watson,

We have reviewed the April 2019 Final Environmental Impact Report (FEIR) which addressed comments we made in a November 5, 2018 comment letter on the September 2018 Draft Environmental Impact Report (DEIR) for the Southern California Flower Market Project ("Project") located in the City of Los Angeles ("City"). After our review, we find the responses provided in the FEIR to be insufficient in addressing the Project's potential Air Quality, Health risk, and Greenhouse Gas impacts. As we asserted in our November 5, 2018 letter, an updated Environmental Impact Report ("EIR") should be prepared for the Project in order to adequately evaluate the Project's potential impacts.

Paul Rosenfeld is a Co-Founder and Principal Environmental Chemist at SWAPE. Dr. Rosenfeld has over 25 years of experience with monitoring and modeling pollutant sources as they relate to human and ecological health. He has provided technical consulting support and expert witness testimony for a variety of cases concerning the transport of environmental contaminants, risk assessment, and ecological restoration.

Kaitlyn Heck has a Bachelor of Science degree from the University of California, Los Angeles in Environmental Science with a minor in Environmental Systems in Society. Kaitlyn specializes in evaluating the adequacy of compliance determinations made with regulations set forth by the California Environmental Quality Act (CEQA) and has conducted evaluations on approximately 75 CEQA projects.

### **Air Quality**

In our November 5 comment letter, we identified several issues with the DEIR's air model (California Emissions Estimator Model, "CalEEMod") and air quality analyses that artificially reduced the Project's

construction and operational emissions. After review of the FEIR and the City's Responses, we maintain that the FEIR and associated response documents fail to address all of our concerns regarding the Project's flawed CalEEMod air model and fails to accurately estimate the Project's criteria air pollutant emissions. As such, we still find the FEIR's updated air quality analysis to be inadequate, and maintain that an updated, Project-specific EIR need to be prepared to adequately evaluate the Project's local and regional air quality impacts. Until a proper analysis is conducted, the Project should not be approved.

### *Incorrect Hauling Truck Trip Length*

In our November 5<sup>th</sup> comment letter, we found that the DEIR inputted an underestimated hauling truck trip length into the Project air model. Specifically, the DEIR stated that there are two haul route options for the Project, either to the Chiquita Canyon Landfill (Option 1) or to the Manning Pit Site (Option 2) (DEIR, p. 2-6). We found that the DEIR modeled emissions assumed that all hauling trucks would travel to the Manning Pit (approximately 23 miles from the Project site) (DEIR, Appendix E-1, pp. 27, pp. 59, pp. 96). However, this is unsubstantiated as the DEIR clearly states that both landfills would be used. As a result, we determined that emissions should have been modeled assuming half the hauling trips would travel to the Manning Pit and half the hauling trips would travel to the Chiquita Canyon Landfill.

In response to our comment, the FEIR states,

"As the commenter noted, there is no detailed haul plan for exporting soils to nearby landfills. As a result, hauling is assumed to be directed to the Manning Pit for the purposes of this analysis, as assuming that all hauling would be sent to a more distant landfill than the closest available facility was speculative and there was no basis for assuming this. Should soils be exported to a more distant landfill, running emissions from haul trucks would increase incrementally" (FEIR, p. 2-60).

The FEIR prepared an updated model using the following assumption based on our comment,

"To confirm this, further analysis was performed assuming that 50 percent of the haul trips would be destined for the Manning Pit (23 miles one-way) and 50 percent would travel to the Chiquita Canyon Landfill (40 miles one-way)" (FEIR, p. 2-60).

While we appreciate the City's effort to respond to our November 5 comment regarding the hauling truck trip distance and preparing an updated air model using our suggested hauling truck trip lengths, further review demonstrates that this analysis is inaccurate and still underestimates construction emissions as the Manning Pit has permanently closed. The City of Irwindale is proposing to construct the 5175 Vincent Avenue Project which would redevelop the Manning Pit site into a 545,735 square foot warehouse.<sup>1</sup> At this time, the Manning Pit has already been closed, therefore the proposed Project would not be able to haul construction debris to this site. Instead it can be assumed that all hauling trips would travel 40 miles to the Chiquita Canyon Landfill. As a result, the construction emissions estimated

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<sup>1</sup> 5175 Vincent Avenue Project Initial Study and Mitigated Negative Declaration, see: <http://www.ci.irwindale.ca.us/DocumentCenter/View/4095>

in the FEIR's updated CalEEMod model are underestimated and should not be used to determine significance.

### Construction Emissions from Grading Hauling Truck Trips Actually Estimated Using CalEEMod Default Trip Estimates

In our November 5<sup>th</sup> comment letter, we also found that the DEIR modeled construction emissions within CalEEMod assuming a default number of grading hauling trips. We noted that this was incorrect and underestimated emissions because the DEIR explicitly states that grading activity will result in 140 to 175 hauling truck trips per day (DEIR, p. 2-6, p. 4.I-14). In response to our comment, the FEIR states that the Project would result in a maximum of 140 grading hauling trips with an average of 95 haul trips per day (FEIR, p. 2-63 – 2-64). Furthermore, the FEIR responds to our comment stating,

“The Draft EIR does not estimate 11,550 haul truck trips during the grading phase. Instead, the Draft EIR assumes that the 50,000 cubic yards of soil will be hauled off-site with 6,250 haul trips. This is based on a conservative assumption that each haul truck will have the capacity of 8 cubic yards. Because most contractors use haul trucks with more capacity, the Draft EIR conservatively overestimates potential haul-related emissions. For example, if 10 cubic-yard haul trucks are used, grading activities would require 20 percent fewer trucks, with concomitant reductions in emissions from hauling” (FEIR, p. 2-65).

Again, while we appreciate the response to our comment, review of the CalEEMod User's Guide demonstrates that the FEIR continues to significantly underestimate the number of grading hauling trucks required to export 50,000 cubic yards of soil. According to the CalEEMod User's Guide,

“If one load of material is delivered, CalEEMod assumes that one haul truck importing material will also have a return trip with an empty truck (e.g., 2 one-way trips). Similarly, a haul truck needed to export material is assumed to have an arrival trip in an empty truck and a loaded departure truck (e.g., 2 one-way trips).”

Therefore, the DEIR's assumption that the Project will only require 6,250 haul trips to remove 50,000 cubic yards of soil export with haul trucks that have a carrying capacity of 8 cubic yards is entirely incorrect as it only accounts for the one-way trips from the construction site to the landfill. Therefore, the DEIR fails to estimate the emissions generated from the additional 6,250 empty hauling truck trips traveling to the Project site. Thus, the proposed Project will require a total of 12,500 hauling trucks trips (6,250 x 2 = 12,500) under the FEIR's assumption that haul trucks will have an 8 cubic yard carrying capacity. As a result, construction emissions are significantly underestimated and should not be used to determine Project significance.

It should be noted that per the FEIR's comment that 8 cubic yards is a conservative estimate, SWAPE remodeled emissions assuming hauling trucks with a carrying capacity of 14 cubic yards are used

throughout the grading phase of construction. This is consistent with the Staff Report released for the Project and would result in a total of 7,142 grading hauling trucks trips.<sup>2</sup>

### Unsubstantiated Application of Tier 4 Final Mitigation When Estimating Construction Emissions

Additionally, in order to reduce construction NOx emissions, the DEIR proposes to implement Mitigation Measure C-1 ("MM C-1"), which states, "All off-road construction equipment greater than 50hp shall meet USEPA Tier 4 emission standards to reduce NOx and PM2.5 at the Project Site" (p. 4.C-23). As stated in our November 5<sup>th</sup> letter, the DEIR models emissions assuming that all pieces of equipment would be modeled with Tier 4 Final engines. Tier 4 Final engines have the cleanest burning equipment and therefore have the lowest emissions compared to other tiers, including Tier 4 Interim. However, modeling emissions assuming an entire fleet of Tier 4 Final equipment is completely incorrect as MM C-1 fails to state whether Tier 4 Interim or Tier 4 Final equipment would be used. As a result, we stated that the Project's potential impacts should not be evaluated assuming use of this cleaner burning Tier 4 Final equipment.

In response to our original concern, the FEIR states,

"Tier 4 engines are the culmination of 18 years of phasing in of increasingly stringent emissions standards by US EPA. Tier 4 engines have been phased in nationwide since 2008 for all engine types. While some manufacturers were given limited flexibility to phase in compliant engines under the Transition Program for Equipment Manufacturers (TPEM), this provided up to seven years of additional time to offer such equipment. For engine less than 56 horsepower (hp), this TPEM period ended at the end of 2014. Engines between 56-130 hp had until the end of 2018, while larger engines of 130 hp or more ended at the end of 2017. As a result, Tier 4 equipment is commercially available from all manufacturers, especially for common types of equipment to be used during the construction phases for this Project. In the unlikely event contractors are not able to secure acceptable equipment, they are able to work with the City's Building and Safety Department on equivalent alternatives that minimize tailpipe emissions from off-road equipment. Mitigation Measure C-1 confirms that any emissions control devices shall achieve appropriate performance standards. As such, this mitigation measure is a technically feasible measure" (FEIR, p. 2-68).

We find this response to be inadequate in addressing our concern. The FEIR simply states that Tier 4 equipment is commercially available, however, the FEIR again fails to clarify whether MM C-1 would require Tier 4 Interim or Tier 4 Final equipment. As previously stated, according to the United States Environmental Protection Agency (U.S. EPA), Tier 4 Final equipment has lower emissions than Tier 4 Interim.<sup>3</sup> Therefore, since the FEIR fails to clarify MM C-1, it is incorrect to assume the more efficient

<sup>2</sup> Calculate: ((50,000 cubic yards / 14 cubic yards per trucks) x 2) = 7,142 hauling trips.

<sup>3</sup> "San Francisco Clean Construction Ordinance Implementation Guide for San Francisco Public Projects." August 2015, available at: [https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San\\_Francisco\\_Clean\\_Construction\\_Ordinance\\_2015.pdf](https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San_Francisco_Clean_Construction_Ordinance_2015.pdf), p. 6

equipment would be used throughout construction. We maintain that the Project Applicant cannot apply Tier 4 Final mitigation to all pieces of construction equipment and garner the emission reductions from this equipment when the Project has not committed to the use of Tier 4 Final engines within the mitigation measure.

#### Failure to Assess Feasibility of Obtaining Tier 4 Final Equipment

Not only did the FEIR again fail to clarify which type of Tier 4 engine would be used during construction, but the FEIR also continues to fail to assess feasibility in obtaining Tier 4 Final equipment. As a result, the Applicant still fails to demonstrate how the Project will actually comply with MM C-1 and, thus, makes it unenforceable. As noted in our November 5<sup>th</sup> comment letter, Tier 4 engines are currently being produced since they were phased in from 2008 to 2015,<sup>4</sup> however still only constitute a small portion of the total available construction equipment.<sup>5</sup> Therefore, we stated that the Project Applicant should evaluate the feasibility in implementing Tier 4 mitigation into the Project's construction phases.

In response the FEIR states,

"As noted in the Response to Comment No. B11-33, Tier 4 engines have been phased in nationwide since 2008 for all engines types. While some manufacturers were given limited flexibility to phase in compliant engines under the Transition Program for Equipment Manufacturers (TPEM), this provided up to seven years of additional time to offer such equipment. For engines less than 56 horsepower (hp), this TPEM period ended at the end of 2014. Engines between 56 and 130 hp had until the end of 2018, while larger engines of 130 hp or more ended at the end of 2017. As a result, Tier 4 equipment is commercially available from all manufacturers, especially for common types of equipment to be used during the construction phases for this Project. In the unlikely event contractors are not able to secure acceptable equipment, they are able to work the City's Building and Safety Department on equivalent alternatives that minimize tailpipe emissions from off-road equipment. Mitigation Measure C-1 confirms that any emissions control devices shall achieve appropriate performance standards. As such, this mitigation measure is a technically feasible measure" (FEIR, p. 2-71).

We appreciate the response to our comment; however, we find this reasoning to be inadequate. According to the U.S. EPA,

"The Transition Program for Equipment Manufacturers, better known as 'TPEM' or 'flexibility program,' is a temporary exemption that allows diesel equipment manufacturers to delay installing Tier 4-compliant engines in their products for up to seven years."<sup>6</sup>

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<sup>4</sup> Emission Standards, Nonroad Diesel Engines, *available at*:  
<https://www.dieselnet.com/standards/us/nonroad.php#tier3>

<sup>5</sup> "San Francisco Clean Construction Ordinance Implementation Guide for San Francisco Public Projects." August 2015, *available at*:  
[https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San\\_Francisco\\_Clean\\_Construction\\_Ordinance\\_2015.pdf](https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San_Francisco_Clean_Construction_Ordinance_2015.pdf), p. 6

<sup>6</sup> <https://www.epa.gov/vehicle-and-engine-certification/transition-program-equipment-manufacturers-tpem>

This program was created in order to allow equipment manufacturers more time to make changes in engine design to meet these standards.<sup>7</sup> As stated in the FEIR, equipment under 56 to 130 hp had until the end of 2014, equipment from 56 to 130 hp had until the end of 2018, and equipment over 130 hp had until the end of 2017 to meet the Tier 4 criteria. Therefore, equipment manufacturers should be producing only Tier 4 engines at this time. However, as noted in our November 5 letter, construction equipment often lasts over 30 years.<sup>8</sup> Therefore, while the TPPEM program allowed more time for manufacturers to meet regulations, the program also allowed lower tier engines to be constructed for an additional seven years. Since this equipment can last for over 30 years, this lower tier equipment will not only be available for a long period of time, but will also be widely commercially available at the time of Project construction. Thus, simply because manufacturers are now required to only produce equipment that meets Tier 4 regulations and this equipment is commercially available does not mean that the Project will be able to procure 139 pieces of construction equipment that meet these Tier 4 standards as required by MM C-1.<sup>9</sup> Therefore, until the Project can demonstrate that all pieces of Tier 4 equipment will be available during construction, we maintain that MM C-1 may not be enforceable and the construction emissions are unverified.

#### Updated Analysis Indicate Significant Criteria Air Pollutant Emissions

In an effort to more accurately determine the proposed Project's emissions based on the information presented within the DEIR and the FEIR, we prepared an updated CalEEMod model. In this model, we inputted a total of 7,142 grading hauling trips.<sup>10</sup> In addition, we corrected the hauling trip length for demolition and grading in order to account for the closure of Manning Pit and assumed that all haul trips would travel 40 miles to the Chiquita Canyon Landfill. Finally, we did not include any Tier 4 Final equipment. Instead, since MM C-1 remains unclear as to whether Tier 4 Interim or Tier 4 Final would be required, we prepared the model assuming that construction equipment above 50 hp would be equipped with Tier 4 Interim engines in order to demonstrate that MM C-1 would not be sufficient in reducing emissions to a less than significant level.

When correct input parameters are used to model emissions, we find that the Project's mitigated construction-related NOx emissions exceed the 100 lbs/day threshold set forth by the South Coast Air Quality Management District (SCAQMD) (see table below).<sup>11</sup>

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<sup>7</sup> *Ibid*

<sup>8</sup> "Best Practices for Clean Diesel Construction." Northeast Diesel Collaborative, August 2012. Available at: <http://northeastdiesel.org/pdf/BestPractices4CleanDieselConstructionAug2012.pdf>

<sup>9</sup> 198 total pieces of construction equipment – 59 pieces of equipment under 50 hp = 139 pieces required to meet Tier 4 standards.

<sup>10</sup> As explained above, even though the FEIR states that they assumed hauling trucks with a carrying capacity of 8 cubic yards in their modeling, this was a conservative estimate. Therefore, in order to demonstrate a more realistic scenario, we relied on a 14 cubic yard carrying capacity which is consistent with the Staff Report.

<sup>11</sup> It should be noted that the SWAPE model's construction emissions are most likely underestimated. The DEIR's CalEEMod model included 33 pieces of construction equipment without an assigned phase of construction (DEIR, Appendix E-1, pp. 35). It is unclear if these pieces of equipment will be used throughout every phase of construction or if this was a glitch in the model. Since CalEEMod does not allow a user to enter a piece of

Mitigated Maximum Daily Construction Emissions (lbs/day)	
Model	NOx
FEIR	50
SWAPE	110
<i>Percent Difference</i>	<b>120%</b>
SCAQMD Regional Threshold	100
<i>Exceed?</i>	Yes

As demonstrated in the table above, when correct, site-specific input parameters are used to model emissions, we find that the Project's mitigated construction-related NOx emissions exceed the threshold set forth by the SCAQMD and substantially increase compared to the FEIR's estimate. Therefore, the mitigation recommended by the Project Applicant is not sufficient in reducing emissions below significance thresholds.

#### Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated

In our November 5<sup>th</sup> letter, we also determined that the DEIR incorrectly claimed that the proposed Project would result in a less than significant health risk impact, yet failed to prepare any evaluation of the Project's construction or operational health risk. We provided a supplemental analysis in order to demonstrate that the Project will create a significant health risk to nearby sensitive receptors. We prepared a screening level health risk assessment (HRA) to evaluate the health risk posed to residences near the Project site. We concluded that a residential receptor over a 30-year period, starting at the 3<sup>rd</sup> trimester stage of life, would have an excess cancer risk of 550 in one million.<sup>12</sup> This risk significantly exceeds the SCAQMD's significance threshold of 10 in one million.<sup>13</sup> In response, the FEIR states,

"As explained in the Draft EIR (see p. 4.C-20), SCAQMD recommends, as pertinent to the Project, that health risk assessments be considered for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. Yet, since the Project is not the type that would emit substantial DPM, no HRA is required under the applicable SCAQMD guidance. Further, the Project does not qualify as a "facility" subject to AB 2588. But even if it did, as set forth in SCAQMD's most recent guidance interpreting the OEHHA guidance, a Project would only require further preliminary analysis – not a complete HRA... The guidance explains that SCAQMD then ranks projects surpassing preliminary thresholds, and only requires HRAs for the highest priority projects... For these reasons explained in the Draft EIR, the Project would not qualify as a high priority project" (FEIR, p. 2-81).

construction equipment without an associated phase of construction, we were unable to account for the emissions resulting from these 33 pieces of equipment.

<sup>12</sup> See SWAPE's November 5, 2018 comment letter for the Southern California Flower Market.

<sup>13</sup> <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>

The FEIR goes onto state,

“As the air pollution control agency for the Project Site region, SCAQMD has not developed any recommendations on the use of OEHHA’s Risk Assessment Guidelines for CEQA analyses for potential construction impacts, nor has the City adopted the Risk Assessment Guidelines or incorporated it into the City’s adopted CEQA thresholds or methodologies. Thus, the Draft EIR properly relied on the L.A. CEQA Thresholds Guide for determining the Project’s potential impacts related to TAC emissions during construction... The new Guidance Manual does not provide specific recommendations for evaluation of short-term use of mobile sources (e.g., heavy duty diesel construction equipment)” (FEIR, p. 2-81 -2-82).

The FEIR goes on to conclude,

“Based on the information provided in this response, the Project’s construction and operational activities would not cause a significant health risk to any of the sensitive receptors near the Project Site, and a detailed HRA is not required for the Project” (FEIR, p. 2-82).

Again, we appreciate the response to our concern, however, we maintain that the FEIR still fails to provide an evaluation of the potential health risk posed to the nearest sensitive receptor. This is incorrect for several reasons.

First, the FEIR states that the SCAQMD only recommends HRA’s be conducted for projects with substantial sources of diesel particulate matter (DPM), such as truck stops and warehouse distribution facilities. The FEIR concludes that since the Project will not generate significant levels of DPM, the health risk impacts posed to nearby sensitive receptors would be less than significant (FEIR, p. 2-81). However, as discussed in our November 5<sup>th</sup> letter, the SCAQMD recommends performing an HRA for *any* project that is expected to generate mobile emissions. According to SCAQMD’s Mobile Source Toxics Analysis page on the AQMD’s website (emphasis added),

“In August 2002, the SCAQMD’s Mobile Source Committee approved the ‘Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions.’ This document provided guidance for analyzing cancer risks from diesel particulate matter from mobile sources at facilities such as truck stops and warehouse distribution centers. Subsequently, SCAQMD staff revised the aforementioned document to expand the analysis to provide technical guidance for analyzing cancer risks from potential diesel particulate emissions impacts from truck idling and movement (such as, but not limited to, truck stops, warehouse and distribution centers, or transit centers), ship hotelling at ports, and train idling. This revised guidance document titled, ‘Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis’ was presented to and approved by the SCAQMD’s Mobile Source Committee at its March 28, 2003 committee

meeting. It is suggested that projects with diesel powered mobile sources use the following guidance document to quantify potential cancer risks from the diesel particulate emission.”<sup>14</sup>

As you can see in the excerpt above, the SCAQMD explicitly states that if the proposed Project generates or attracts vehicular trips, then the health risk associated with mobile sources should be evaluated. The SCAQMD does not state that the preparation of an HRA should be restricted to specific land uses. Rather, the SCAQMD simply states that “it is suggested that projects with diesel powered mobile sources” use the SCAQMD’s Health Risk Assessment Guidance “to quantify potential cancer risks from the diesel particulate emission.”<sup>15</sup> Therefore, regardless of the fact that the Project is not a truck stop or warehouse distribution facility, it will still generate large amounts of diesel exhaust from the truck trips to the proposed wholesale flower market, retail, and restaurant space throughout operation. Additionally, construction of the Project will generate DPM from the large number of proposed haul and delivery truck trips. As such, the FEIR should have conducted an analysis of the Project’s construction and operational health risk impacts, as long-term exposure to DPM may result in a significant health risk impact and therefore should be properly assessed.

Second, the FEIR incorrectly claims that SCAQMD has “not developed any recommendations on the use of OEHHA’s Risk Assessment Guidelines for CEQA analyses for potential construction impacts.” The SCAQMD has recommended the use of the Office of Environmental Health and Hazard Assessment’s (OEHHA) most recent 2015 guidance when commenting on several projects under their jurisdiction. For example, the SCAQMD prepared comments on the I-710 Corridor Recirculated Environmental Impact Report/Supplemental Environmental Impact Statement, stating:

“Given the duration of construction for this project and that OEHHA now recommends that health risks can be estimated for projects as short as two months in duration, SCAQMD staff recommends a discussion with Caltrans and its consultants on how to prepare a HRA accounting for the temporally and geographically changing emissions profile of this project as it is constructed and operated.”<sup>16</sup>

Therefore, the SCAQMD has recommended that other proposed projects located within its jurisdiction prepare HRAs in conjunction with OEHHA guidelines. Specifically, OEHHA recommends that health risks be estimated for projects with a minimum of two months of construction.<sup>17</sup> Since the proposed Southern California Flower Market Project will have a 36-month construction duration, it is also subject to OEHHA guidance and should prepare a construction HRA (DEIR, p. 2-6).

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<sup>14</sup> “Mobile Source Toxics Analysis.” SCAQMD, available at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>

<sup>15</sup> *Ibid.*

<sup>16</sup> “Review of Revised Protocol for the Air Quality, Greenhouse Gas and Health Risk Assessments (AQ/HRA) for the I-710 corridor Recirculated Environmental Impact Report/Supplemental Environmental Impact Statement (REIR/SEIS),” SCAQMD” November 13, 2015, available at: <https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2015/november/other710.pdf?sfvrsn=2>

<sup>17</sup> “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, p. 8-18

Additionally, the SCAQMD has prepared Rule 1401.1, which was established by the SCAQMD to be more health protective for school children located near facilities that emit toxic air contaminants (TACs).<sup>18</sup> According to the SCAQMD's *Risk Assessment Procedures for Rules 1401, 1401.1, & 212*, which describes the procedures for preparing risk assessments, "Rule 1401.1 is designed to be more health protective for school children than Rule 1401 by establishing more stringent risk requirements related to facility-wide cancer risk and non-cancer acute and chronic HI for new and relocated facilities emitting toxic air contaminants near schools, thereby reducing the exposure of toxic emissions to school children."<sup>19</sup> This document goes on to state that Rule 1401.1 was revised in order to incorporate OEHHA's 2015 guidance in order to account for the heightened susceptibility of these students.<sup>20</sup> Since the proposed Project is located across the street from the Jardin de la Infancia elementary school and due to the potential for the Project to emit substantial amounts of TACs during construction and operation, the health risk from the Project's construction and operational emissions should have also been evaluated by the Applicant following OEHHA's most recent guidance, per Rule 1401.1 (DEIR, p. 3-2).<sup>21</sup> By failing to do so, the Project's air quality impacts are not adequately addressed or evaluated.

Thus, per SCAQMD guidelines, health risk impacts from Project construction and operation should have been evaluated by the FEIR. These recommendations reflect the most recent health risk assessment policy, and as such, an evaluation of health risks to nearby sensitive receptors from construction and operation should be included in a revised CEQA evaluation for the Project.

Finally, the FEIR's failure to evaluate the Project's potential health risk impact is inconsistent with analyses conducted for other CEQA projects in the City of Los Angeles. For example, the Fig + Pico Conference Center Project prepared a quantitative HRA to evaluate the cancer risk posed to nearby sensitive receptors as a result of the project's construction.<sup>22</sup> Thus, in accordance with SCAQMD guidance as well as other CEQA analyses prepared for projects in the City of Los Angeles, the Project Applicant should have prepared an evaluation of the proposed Project's potential health risk impacts. Additionally, the preparation of a health risk assessment to analyze the link between the Project's construction and operational emissions is essential as our initial preliminary screening-level HRA analysis conducted in the November 5<sup>th</sup> comment letter found that the construction and operational cancer risk would exceed SCAQMD thresholds. Therefore, since our November 5<sup>th</sup> screening-level HRA found a potentially significant impact, and as a result of the applicable SCAQMD and OEHHA guidance referenced above, the Project Applicant should include a reasonable effort to connect the Project's air quality emissions and the potential health risks posed to nearby receptors. This can be achieved for

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<sup>18</sup> "Risk Assessment Procedures for Rules 1401, 1401.1, & 212," SCAQMD, available at:

<http://www.aqmd.gov/docs/default-source/planning/risk-assessment/riskassprocjune15.pdf?sfvrsn=2>, p. 1

<sup>19</sup> "Risk Assessment Procedures for Rules 1401, 1401.1, & 212," SCAQMD, available at:

<http://www.aqmd.gov/docs/default-source/planning/risk-assessment/riskassprocjune15.pdf?sfvrsn=2>, p. 3

<sup>20</sup> *Ibid*

<sup>21</sup> The Jardin de la Infancia Elementary School is located at 307 E 7<sup>th</sup> Street and is open to students in Kindergarten to 1<sup>st</sup> grade, see: <https://www.cde.ca.gov/schooldirectory/details?cdscode=19101990106880>

<sup>22</sup> Fig + Pico Conference Center Air Quality Technical Report prepared by ESA, September 2017, available at: [https://planning.lacity.org/eir/FigPico/files/Apx%20C\\_Air%20Quality%20Tech%20Report.pdf](https://planning.lacity.org/eir/FigPico/files/Apx%20C_Air%20Quality%20Tech%20Report.pdf)

example, by preparing a more refined health risk assessment that examines the air quality impacts generated by Project construction and operation using site-specific meteorology.

## **Greenhouse Gas**

As stated in our November 2018 letter, the Applicant fails to adequately evaluate the Project's GHG emissions and thus cannot claim a less than significant impact. Specifically, we commented that the Applicant incorrectly relied upon reduction measures set forth within Executive Order S-3-05 and B-30-15, Assembly Bill 32 Scoping Plan ("Scoping Plan"), SCAG's 2016-2040 RTP/SCS, the City of LA Mobility 2035 Plan, the City of LA climate plan, and the City of LA Green Ordinance, in conjunction with a No Action Taken (NAT) analysis (DEIR, p. 4.F-44 – 4.F-45). Additionally, the DEIR fails to compare their emissions to any numerical thresholds claiming that there are not any GHG thresholds applicable to this Project (DEIR, p. 4F-23).

After review of the FEIR, we maintain that the FEIR fails to address our concerns regarding the use of regulatory plans and policies to determine significance. As such, we maintain that an updated FEIR be prepared and recirculated to adequately evaluate the Project's GHG impacts.

## **Failure to Adequately Evaluate the Project's Greenhouse Gas Emissions**

In response to our November 2018 comments, the FEIR continues to incorrectly claim that there are no GHG emissions thresholds applicable to the Project, stating,

"Neither the City nor the SCAQMD has adopted numeric thresholds for greenhouse gas emissions for land use development projects (e.g., residential/commercial projects) such as the Project. As further explained in the Draft EIR, in 2008, the SCAQMD convened a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. In December 2008, the SCAQMD Governing Board adopted interim GHG significance thresholds for projects where SCAQMD is the lead agency... The SCAQMD had not since adopted those thresholds, nor has the SCAQMD provided a timeline for formal consideration of those thresholds. In the meantime, the thresholds in the SCAQMD's guidance document are used as a non-binding guide. A lead agency is not required under CEQA to rely on draft regulatory standards that have not been adopted as significance thresholds" (p. 2-86).

The FEIR goes onto state,

"In the absence of any quantitative threshold adopted by the City or the SCAQMD, the Draft EIR chose the second pathway to compliance that the Supreme Court identified in the Newhall Ranch case and evaluated Project's potential GHG impacts by reviewing the Project's consistency with applicable regulatory plans and policies to reduce GHG emissions. Specifically, the Draft EIR provided a detailed analysis of the Project's consistency with the applicable AB 32 Scoping Plan GHG emissions Reduction Strategies, SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, the City's Mobility 2035 Plan, the City's ClimateLA Plan, and the City's Green Building Ordinance... Given the Project's consistency with those applicable

policies and regulatory requirements, the Draft EIR concluded the Project's impacts related to GHG emissions would be less than significant, and no mitigation measures would be required" (p. 2-86).

We appreciate the response to our concern, however, we maintain that the Project's GHG emissions were not properly evaluated and should be compared to the SCAQMD's interim thresholds.

The FEIR restates that the proposed Project would be less than significant due to compliance with several plans and regulatory requirements. However, as noted in our November 5<sup>th</sup> letter, these regulatory plans do not meet the criteria for an officially adopted GHG reduction program, commonly referred to as a Climate Action Plan ("CAP"), for use as a threshold of significance for GHG emissions. As the CEQA Guidelines §§ 15064.4(b)(3) and 15183.5(b)(1) make clear, a qualified CAP "must be adopted by the relevant public agency through a public review process," and the CAP should include:

- (1) **Inventory:** Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities (e.g., projects) within a defined geographic area (e.g., lead agency jurisdiction);
- (2) **Establish GHG Reduction Goal:** Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
- (3) **Analyze Project Types:** Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- (4) **Craft Performance Based Mitigation Measures:** Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- (5) **Monitoring:** Establish a mechanism to monitor the CAP progress toward achieving said level and to require amendment if the plan is not achieving specified levels;

Here, none of the regulatory plans identified in the DEIR and the FEIR include the above-listed requirements to be considered a qualified CAP for the City. Therefore, the Applicant's reliance on these plans and policies is incorrect and should not be used to determine significance. While these regulatory plans may have the effect of reducing a project's GHG emissions, none of them include: inventorying the City's contribution to the State's GHG emissions, establishing the City's fair share in GHG reduction goal, quantifying the GHG impact of various project types in the City, crafting performance-based mitigation measures that quantifiably meets said City reduction goal, or including a City monitoring program that ensures the plan's effectiveness. As such, compliance with each of these plans fails to translate into an applicable, approved measure of Project significance. Therefore, because none of these plans qualify as a CAP, the Project Applicant cannot rely upon consistency with the regulatory plans to determine Project significance. Both the DEIR and FEIR fail to adequately evaluate and mitigate the Project's GHG emissions impacts.

Furthermore, the FEIR states that the proposed Project is not required to adhere to draft-level significance thresholds, such as SCAQMD's 2008 draft interim thresholds. However, these thresholds

have been used to determine significance for other proposed projects in the Downtown LA area, including the following: the 1209 6<sup>th</sup> Avenue Initial Study applied the SCAMQD's draft residential threshold of 3,500 MT CO<sub>2</sub>e/year<sup>23</sup>; the 333 La Cienega Blvd. Project Initial Study applied the SCAQMD's draft mixed-use threshold of 3,000 MT CO<sub>2</sub>e/year<sup>24</sup>; and the 15116 S. Vermont Avenue Staff Report applied the SCAQMD's industrial threshold of 10,000 MT CO<sub>2</sub>e/year.<sup>25</sup>

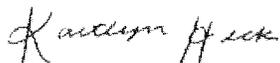
Since the regulatory plans and policies do not qualify as a metric to determine Project significance and in order to be consistent with other proposed projects within the City, the FEIR should have relied on the SCAQMD's draft interim significance thresholds. According to the DEIR, the Project Applicant would generate approximately 8,720 MT CO<sub>2</sub>e/year, which significantly exceeds the SCAQMD's mixed-used threshold of 3,000 MT CO<sub>2</sub>e/year (DEIR, Table 4.F-5, p. 4.F-28). Therefore, Project Applicant must prepare an updated CEQA Analysis which includes a robust GHG emissions analysis and proposes mitigation in order to reduce emissions to the maximum extent possible.

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



Paul E. Rosenfeld, Ph.D.



Kaitlyn Heck

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<sup>23</sup> 1209 6<sup>th</sup> Avenue Initial Study (DCP Case No. ENV-2014-1988-EIR), pp. 85-86 (applying the 3,500 MTCO<sub>2</sub>e/yr threshold for residential project),

[https://planning.lacity.org/eir/nops/1209\\_6thAvenueInitialStudy/1209\\_InitialStudySigned\\_100716.pdf](https://planning.lacity.org/eir/nops/1209_6thAvenueInitialStudy/1209_InitialStudySigned_100716.pdf)

<sup>24</sup> 333 La Cienega Blvd. Project Initial Study (DCP Case No. ENV-2015-897-EIR), pp. 89-90 (applying the 3,000 MTCO<sub>2</sub>e/yr threshold for mixed-use project), <http://planning.lacity.org/eir/nops/333LaCienega/is.pdf>

<sup>25</sup> 15116 S. Vermont Avenue Staff Report (DCP Case No. ENV-2017-1015-MND) pp. 182, 220 (containing MND applying the 10,000 MTCO<sub>2</sub>e/yr threshold for industrial project),

<http://planning.lacity.org/StaffRpt/InitialRpts/CPC-2017-1014.PDF>

SoCal Flower Market - Los Angeles-South Coast County, Winter

**SoCal Flower Market**

Los Angeles-South Coast County, Winter

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	64.36	1000sqft	0.20	64,363.00	0
General Office Building	10.23	1000sqft	0.10	10,226.00	0
Refrigerated Warehouse-No Rail	63.79	1000sqft	0.30	63,785.00	0
Enclosed Parking with Elevator	681.00	Space	1.00	272,400.00	0
High Turnover (Sit Down Restaurant)	13.42	1000sqft	0.10	13,420.00	0
Apartments Mid Rise	323.00	Dwelling Unit	2.00	476,279.00	924
Strip Mall	4.38	1000sqft	0.10	4,385.00	0

**1.2 Other Project Characteristics**

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2022

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**

SoCal Flower Market - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - Land uses and sizes per the DEIR

Construction Phase - construction schedule per the DEIR.

Off-road Equipment - equipment per the DEIR CalEEMod

Off-road Equipment - construction equipment per the DEIR's CalEEMod modeling

Off-road Equipment - construction equipment per the DEIR's CalEEMod modeling

Off-road Equipment - construction equipment per the DEIR CalEEMod modeling

Off-road Equipment - construction equipment per the DEIR's CalEEMod modeling

Off-road Equipment - construction equipment per the DEIR's CalEEMod model

Grading - grading information per the DEIR, FEIR, and Staff Report

Demolition -

Trips and VMT - grading hauling trucks 14 cy per the Staff Report; (50,000 / 14 = 3,571 x 2 = 7,142 trips); assumes all trips going to Chiquita Canyon

Vehicle Trips - fleet mix per the DEIR's CalEEMod modeling

Woodstoves - per the DEIR's CalEEMod modeling

Construction Off-road Equipment Mitigation - Tier 4I mitigation as FEIR fails to specify Tier 4F equipment would be used.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	13.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00



SoCal Flower Market - Los Angeles-South Coast County, Winter

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	18.00	135.00
tblConstructionPhase	NumDays	230.00	523.00
tblConstructionPhase	NumDays	20.00	86.00
tblConstructionPhase	NumDays	8.00	66.00
tblConstructionPhase	NumDays	18.00	24.00
tblConstructionPhase	NumDays	5.00	23.00
tblConstructionPhase	PhaseEndDate	2/21/2020	12/6/2021
tblConstructionPhase	PhaseEndDate	1/2/2020	9/2/2021
tblConstructionPhase	PhaseEndDate	1/28/2019	4/30/2019
tblConstructionPhase	PhaseEndDate	2/14/2019	9/2/2019
tblConstructionPhase	PhaseEndDate	1/28/2020	9/2/2021
tblConstructionPhase	PhaseEndDate	2/4/2019	5/31/2019
tblConstructionPhase	PhaseStartDate	1/29/2020	6/1/2021
tblConstructionPhase	PhaseStartDate	2/15/2019	9/3/2019
tblConstructionPhase	PhaseStartDate	2/5/2019	6/3/2019
tblConstructionPhase	PhaseStartDate	1/9/2020	8/2/2021
tblConstructionPhase	PhaseStartDate	1/29/2019	5/1/2019
tblFireplaces	NumberNoFireplace	32.30	323.00

SoCal Flower Market - Los Angeles-South Coast County, Winter

tblGrading	AcresOfGrading	363.00	1.90
tblGrading	AcresOfGrading	23.00	0.00
tblGrading	MaterialExported	0.00	50,000.00
tblLandUse	LandUseSquareFeet	64,360.00	64,363.00
tblLandUse	LandUseSquareFeet	10,230.00	10,226.00
tblLandUse	LandUseSquareFeet	63,790.00	63,785.00
tblLandUse	LandUseSquareFeet	323,000.00	476,279.00
tblLandUse	LandUseSquareFeet	4,380.00	4,385.00
tblLandUse	LotAcreage	1.48	0.20
tblLandUse	LotAcreage	0.23	0.10
tblLandUse	LotAcreage	1.46	0.30
tblLandUse	LotAcreage	6.13	1.00
tblLandUse	LotAcreage	0.31	0.10
tblLandUse	LotAcreage	8.50	2.00
tblOffRoadEquipment	HorsePower	64.00	6.00
tblOffRoadEquipment	HorsePower	63.00	78.00
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crushing/Proc. Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers

SoCal Flower Market - Los Angeles-South Coast County, Winter

tbOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes
tbOffRoadEquipment	OffRoadEquipmentType	Aerial Lifts
tbOffRoadEquipment	OffRoadEquipmentType	Air Compressors
tbOffRoadEquipment	OffRoadEquipmentType	Cement and Mortar Mixers
tbOffRoadEquipment	OffRoadEquipmentType	Crawler Tractors
tbOffRoadEquipment	OffRoadEquipmentType	Dumpers/Tenders
tbOffRoadEquipment	OffRoadEquipmentType	Excavators
tbOffRoadEquipment	OffRoadEquipmentType	Off-Highway Tractors
tbOffRoadEquipment	OffRoadEquipmentType	Rough Terrain Forklifts
tbOffRoadEquipment	OffRoadEquipmentType	Rubber Tired Loaders
tbOffRoadEquipment	OffRoadEquipmentType	Signal Boards
tbOffRoadEquipment	OffRoadEquipmentType	Sweepers/Scrubbers
tbOffRoadEquipment	OffRoadEquipmentType	Trenchers
tbOffRoadEquipment	OffRoadEquipmentType	Cranes
tbOffRoadEquipment	OffRoadEquipmentType	Off-Highway Tractors
tbOffRoadEquipment	OffRoadEquipmentType	Rubber Tired Loaders
tbOffRoadEquipment	OffRoadEquipmentType	Scrapers
tbOffRoadEquipment	OffRoadEquipmentType	Sweepers/Scrubbers
tbOffRoadEquipment	OffRoadEquipmentType	Aerial Lifts
tbOffRoadEquipment	OffRoadEquipmentType	Air Compressors
tbOffRoadEquipment	OffRoadEquipmentType	Bore/Drill Rigs
tbOffRoadEquipment	OffRoadEquipmentType	Cement and Mortar Mixers
tbOffRoadEquipment	OffRoadEquipmentType	Concrete/Industrial Saws
tbOffRoadEquipment	OffRoadEquipmentType	Dumpers/Tenders
tbOffRoadEquipment	OffRoadEquipmentType	Pumps
tbOffRoadEquipment	OffRoadEquipmentType	Rough Terrain Forklifts
tbOffRoadEquipment	OffRoadEquipmentType	Rubber Tired Loaders

SoCal Flower Market - Los Angeles-South Coast County, Winter

tblOffRoadEquipment	OffRoadEquipmentType	Signal Boards	
tblOffRoadEquipment	OffRoadEquipmentType	Sweepers/Scrubbers	
tblOffRoadEquipment	OffRoadEquipmentType	Trenchers	
tblOffRoadEquipment	OffRoadEquipmentType	Sweepers/Scrubbers	
tblOffRoadEquipment	OffRoadEquipmentType	Concrete/Industrial Saws	
tblOffRoadEquipment	OffRoadEquipmentType	Dumpers/Tenders	
tblOffRoadEquipment	OffRoadEquipmentType	Graders	
tblOffRoadEquipment	OffRoadEquipmentType	Off-Highway Tractors	
tblOffRoadEquipment	OffRoadEquipmentType	Plate Compactors	
tblOffRoadEquipment	OffRoadEquipmentType	Rubber Tired Loaders	
tblOffRoadEquipment	OffRoadEquipmentType	Signal Boards	
tblOffRoadEquipment	OffRoadEquipmentType	Aerial Lifts	
tblOffRoadEquipment	OffRoadEquipmentType	Generator Sets	
tblOffRoadEquipment	OffRoadEquipmentType	Pressure Washers	
tblOffRoadEquipment	OffRoadEquipmentType	Rollers	
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	6.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00

SoCal Flower Market - Los Angeles-South Coast County, Winter

tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	9.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	5.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	5.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	3.00
tbIOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00





SoCal Flower Market - Los Angeles-South Coast County, Winter

tblOffRoadEquipment	PhaseName	Grading	
tblOffRoadEquipment	PhaseName	Grading	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Building Construction	
tblOffRoadEquipment	PhaseName	Paving	
tblOffRoadEquipment	PhaseName	Architectural Coating	
tblOffRoadEquipment	PhaseName	Architectural Coating	
tblOffRoadEquipment	PhaseName	Architectural Coating	
tblOffRoadEquipment	PhaseName	Architectural Coating	
tblOffRoadEquipment	UsageHours	6.00	8.00

SoCal Flower Market - Los Angeles-South Coast County, Winter

tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	Hauling TripLength	20.00	40.00
tblTripsAndVMT	Hauling TripLength	20.00	40.00
tblTripsAndVMT	Hauling TripNumber	6,250.00	7,142.00
tblTripsAndVMT	Vendor TripNumber	0.00	3.00
tblTripsAndVMT	Vendor TripNumber	0.00	3.00
tblTripsAndVMT	Vendor TripNumber	0.00	3.00
tblTripsAndVMT	Vendor TripNumber	105.00	12.00
tblTripsAndVMT	Vendor TripNumber	0.00	12.00
tblTripsAndVMT	Worker TripNumber	88.00	20.00
tblTripsAndVMT	Worker TripNumber	58.00	20.00
tblTripsAndVMT	Worker TripNumber	48.00	20.00
tblTripsAndVMT	Worker TripNumber	405.00	120.00
tblTripsAndVMT	Worker TripNumber	70.00	120.00
tblTripsAndVMT	Worker TripNumber	81.00	74.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	SI_TR	6.39	3.37
tblVehicleTrips	ST_TR	158.37	63.49
tblVehicleTrips	ST_TR	1.68	1.18
tblVehicleTrips	SU_TR	5.86	3.37
tblVehicleTrips	SU_TR	131.84	63.49
tblVehicleTrips	SU_TR	1.68	1.18
tblVehicleTrips	WD_TR	6.65	3.37
tblVehicleTrips	WD_TR	11.03	11.22

SoCal Flower Market - Los Angeles-South Coast County, Winter

lbVehicleTrips	WD_TR	127.15	63.49
lbVehicleTrips	WD_TR	1.68	1.18
lbVehicleTrips	WD_TR	44.32	74.63
lbWoodstoves	NumberCatalytic	16.15	0.00
lbWoodstoves	NumberNoncatalytic	16.15	0.00

2.0 Emissions Summary

SoCal Flower Market - Los Angeles-South Coast County, Winter

**2.1 Overall Construction (Maximum Daily Emission)**  
Unmitigated Construction

Year	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2019	14.2549	191.1771	102.3382	0.3088	18.3090	6.0183	22.9884	9.9955	5.7946	14.3066	0.0000	32.058.00	32.058.00	5.7032	0.0000	32,200.58
2020	13.0918	104.2516	100.8550	0.1937	1.4181	5.3462	6.7644	0.3778	5.1440	5.5216	0.0000	18.107.12	18.107.12	3.5116	0.0000	18,194.91
2021	51.7266	148.2555	152.6731	0.3041	3.6635	7.1183	10.7817	0.9750	6.8234	7.7985	0.0000	28.613.29	28.613.29	5.2887	0.0000	28,745.511
Maximum	51.7266	191.1771	152.6731	0.3088	18.3090	7.1183	22.9884	9.9855	6.8234	14.3066	0.0000	32.058.00	32.058.00	5.7032	0.0000	32,200.58

Mitigated Construction

Year	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2019	7.9721	98.9950	117.9856	0.3088	18.2133	1.8109	18.6456	9.9720	1.7935	10.3879	0.0000	32.058.00	32.058.00	5.7032	0.0000	32,200.58
2020	7.5102	74.8182	117.0800	0.1937	0.8566	1.6776	2.5342	0.2400	1.6615	1.9015	0.0000	18.107.12	18.107.12	3.5116	0.0000	18,194.91
2021	43.7979	110.1663	177.8656	0.3041	2.2095	2.0152	4.2247	0.6182	1.9885	2.6067	0.0000	28.613.29	28.613.29	5.2887	0.0000	28,745.511
Maximum	43.7979	110.1663	177.8656	0.3088	18.2133	2.0152	18.6456	9.9720	1.9885	10.3879	0.0000	32.058.00	32.058.00	5.7032	0.0000	32,200.58



SoCal Flower Market - Los Angeles-South Coast County, Winter

**2.2 Overall Operational**  
Unmitigated Operational

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	90.5869	5.7187	111.8565	0.1622		11.9063	11.9063		11.9063	11.9063	1,119,285.4	5,862,165.6	6,981,451.1	0.1582	0.2054	7,046,600.8
Energy	0.2046	1.8116	1.2102	0.0112		0.1413	0.1413		0.1413	0.1413		2,231,501.1	2,231,501.1	0.0428	0.0409	2,244,761.8
Mobile	5.0144	24.4458	60.8351	0.2149	18.1154	0.1846	18.3000	4.8480	0.1722	5.0202		21,884.00	21,884.00	1.1795		21,913.48
Total	95.8059	31.9761	173.9018	0.3882	18.1154	12.2322	30.3476	4.8480	12.2198	17.0678	1,119,285.4	29,977.66	31,096.95	1.3804	0.2463	31,204.84

Mitigated Operational

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	90.5869	5.7187	111.8565	0.1622		11.9063	11.9063		11.9063	11.9063	1,119,285.4	5,862,165.6	6,981,451.1	0.1582	0.2054	7,046,600.8
Energy	0.2046	1.8116	1.2102	0.0112		0.1413	0.1413		0.1413	0.1413		2,231,501.1	2,231,501.1	0.0428	0.0409	2,244,761.8
Mobile	5.0144	24.4458	60.8351	0.2149	18.1154	0.1846	18.3000	4.8480	0.1722	5.0202		21,884.00	21,884.00	1.1795		21,913.48
Total	95.8059	31.9761	173.9018	0.3882	18.1154	12.2322	30.3476	4.8480	12.2198	17.0678	1,119,285.4	29,977.66	31,096.95	1.3804	0.2463	31,204.84

SoCal Flower Market - Los Angeles-South Coast County, Winter

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	MBio-CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	4/30/2019	5	86	
2	Site Preparation	Site Preparation	5/1/2019	5/31/2019	5	23	
3	Grading	Grading	6/3/2019	9/2/2019	5	66	
4	Building Construction	Building Construction	9/3/2019	9/2/2021	5	523	
5	Architectural Coating	Architectural Coating	6/1/2021	12/6/2021	5	135	
6	Paving	Paving	8/2/2021	9/2/2021	5	24	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.9

Acres of Paving: 1

Residential Indoor: 964,465; Residential Outdoor: 321,488; Non-Residential Indoor: 234,269; Non-Residential Outdoor: 78,090; Striped Parking Area: 16,344 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Pumps	2	8.00	84	0.74
Building Construction	Rough Terrain Forklifts	2	8.00	100	0.40
Building Construction	Rubber Tired Loaders	1	8.00	203	0.36
Building Construction	Signal Boards	4	8.00	6	0.82

SoCal Flower Market - Los Angeles-South Coast County, Winter

Building Construction	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction	Trenchers	2	8.00	78	0.50
Paving	Sweepers/Scrubbers	1	8.00	64	0.46
Paving	Concrete/Industrial Saws	3	8.00	81	0.73
Paving	Dumpers/Tenders	4	8.00	16	0.38
Paving	Graders	1	8.00	187	0.41
Paving	Off-Highway Tractors	2	2.00	124	0.44
Paving	Plate Compactors	1	8.00	8	0.43
Paving	Rubber Tired Loaders	2	8.00	203	0.36
Paving	Signal Boards	2	8.00	6	0.82
Architectural Coating	Aerial Lifts	1	8.00	78	0.31
Architectural Coating	Generator Sets	1	8.00	84	0.74
Architectural Coating	Pressure Washers	1	8.00	13	0.30
Architectural Coating	Rollers	1	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	6	8.00	9	0.56
Demolition	Concrete/Industrial Saws	2	8.00	81	0.73
Demolition	Excavators	2	8.00	158	0.38
Building Construction	Cranes	2	7.00	231	0.29
Building Construction	Forklifts	2	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	4	7.00	97	0.37
Building Construction	Generator Sets	2	8.00	84	0.74

SoCal Flower Market - Los Angeles-South Coast County, Winter

Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	9	8.00	46	0.45
Demolition	Cranes	1	8.00	231	0.29
Demolition	Crawler Tractors	2	8.00	212	0.43
Demolition	Crushing/Proc. Equipment	1	8.00	85	0.78
Demolition	Dumpers/Tenders	5	8.00	16	0.38
Demolition	Forklifts	1	8.00	89	0.20
Demolition	Off-Highway Tractors	2	8.00	124	0.44
Demolition	Rough Terrain Forklifts	1	8.00	100	0.40
Demolition	Rubber Tired Loaders	1	8.00	203	0.36
Demolition	Signal Boards	2	8.00	6	0.82
Demolition	Skid Steer Loaders	2	8.00	65	0.37
Demolition	Sweepers/Scrubbers	2	8.00	64	0.46
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Aerial Lifts	5	8.00	63	0.31
Demolition	Air Compressors	2	8.00	78	0.48
Site Preparation	Cement and Mortar Mixers	2	8.00	9	0.56
Site Preparation	Crawler Tractors	2	8.00	212	0.43
Site Preparation	Dumpers/Tenders	1	8.00	16	0.38
Site Preparation	Excavators	2	8.00	158	0.38
Site Preparation	Off-Highway Tractors	2	8.00	124	0.44
Site Preparation	Rough Terrain Forklifts	1	8.00	100	0.40

SoCal Flower Market - Los Angeles-South Coast County, Winter

Site Preparation	Rubber Tired Loaders	2	8.00	203	0.36
Site Preparation	Signal Boards	2	8.00	6	0.82
Site Preparation	Sweepers/Scrubbers	1	8.00	64	0.46
Site Preparation	Trenchers	2	8.00	78	0.50
Grading	Cranes	3	8.00	231	0.29
Grading	Off-Highway Tractors	1	8.00	124	0.44
Grading	Rubber Tired Loaders	2	8.00	203	0.36
Grading	Scrapers	5	8.00	367	0.48
Grading	Sweepers/Scrubbers	2	8.00	6	0.46
Building Construction	Aerial Lifts	8	8.00	63	0.31
Building Construction	Air Compressors	3	8.00	78	0.48
Building Construction	Bore/Drill Rigs	3	8.00	221	0.50
Building Construction	Cement and Mortar Mixers	8	8.00	9	0.56
Building Construction	Concrete/Industrial Saws	3	8.00	81	0.73
Building Construction	Dumpers/Tenders	1	8.00	16	0.38

Trips and YMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	35	20.00	3.00	842.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	23	20.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	19	20.00	3.00	7,142.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	57	120.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	28	120.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	5	74.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

SoCal Flower Market - Los Angeles-South Coast County, Winter

- Use Cleaner Engines for Construction Equipment
- Replace Ground Cover
- Water Exposed Area
- Clean Paved Roads

3.2 Demolition - 2019

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bk-CO2	Nbk-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					2.1200	0.0000	2.1200	0.3210	0.0000	0.3210			0.0000			0.0000
Off-Road	9.9156	100.3354	69.3002	0.1259		5.0563	5.0563	4.7479	4.7479	4.7479		12,242.8506	12,242.8506	3.1667		12,322.0186
Total	9.9156	100.3354	69.3002	0.1259	2.1200	5.0563	7.1763	0.3210	4.7479	5.0689		12,242.8506	12,242.8506	3.1667		12,322.0186

SoCal Flower Market - Los Angeles-South Coast County, Winter

3.2 Demolition - 2019

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIO- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1678	5.1414	1.1925	0.0145	0.3422	0.0216	0.3637	0.0938	0.0207	0.1144		1,565.767 6	1,565.767 6	0.1014		1,568.301 5
Vendor	0.0130	0.3477	0.1015	7.6000e-004	0.0192	2.2500e-003	0.0215	5.5300e-003	2.1500e-003	7.6800e-003		81.3831	81.3831	5.7200e-003		81.5261
Worker	0.1108	0.0813	0.8850	2.2900e-003	0.2236	1.9300e-003	0.2255	0.0593	1.7800e-003	0.0611		228.4262	228.4262	7.8600e-003		228.6226
Total	0.2815	5.5703	2.1780	0.0175	0.5849	0.0258	0.6107	0.1586	0.0246	0.1832		1,875.576 9	1,875.576 9	0.1149		1,878.450 1

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIO- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					2.1200	0.0000	2.1200	0.3210	0.0000	0.3210			0.0000			0.0000
Off-Road	3.0927	50.2506	79.5493	0.1259		0.9681	0.9681		0.9360	0.9360	0.0000	12,242.85 06	12,242.85 06	3.1667		12,322.01 86
Total	3.0927	50.2506	79.5493	0.1259	2.1200	0.9681	3.0881	0.3210	0.9360	1.2569	0.0000	12,242.85 06	12,242.85 06	3.1667		12,322.01 86

SoCal Flower Market - Los Angeles-South Coast County, Winter

**3.2 Demolition - 2019**  
Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bk-CO2	NBk-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.1678	5.1414	1.1925	0.0145	0.2231	0.0216	0.2447	0.0645	0.0207	0.0852		1,565,767 6	1,565,767 6	0.1014		1,568,301 5
Vendor	0.0130	0.3477	0.1015	7.6000e-004	0.0129	2.2500e-003	0.0152	3.9800e-003	2.1500e-003	6.1400e-003		81,3831	81,3831	5.7200e-003		81,5261
Worker	0.1108	0.0813	0.8850	2.2900e-003	0.1342	1.9300e-003	0.1361	0.0373	1.7800e-003	0.0391		228,4262	228,4262	7.8600e-003		228,6226
Total	0.2915	5.5703	2.1780	0.0175	0.3701	0.0258	0.3859	0.1059	0.0246	0.1305		1,875,576 9	1,875,576 9	0.1149		1,878,450 1

**3.3 Site Preparation - 2019**  
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bk-CO2	NBk-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	8.8101	94.4964	52.0423	0.0991		4.6752	4.6752		4.3072	4.3072		9,724,643 9	9,724,643 9	3.0216		9,800,183 7
Total	8.8101	94.4964	52.0423	0.0991	18.0663	4.6752	22.7415	9.9307	4.3072	14.2378		9,724,643 9	9,724,643 9	3.0216		9,800,183 7

SoCal Flower Market - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0130	0.3477	0.1015	7.6000e-004	0.0192	2.2500e-003	0.0215	5.5300e-003	2.1500e-003	7.6800e-003	81.3831	81.3831	81.3831	5.7200e-003		81.5261
Worker	0.1108	0.0813	0.8850	2.2900e-003	0.2236	1.9300e-003	0.2255	0.0593	1.7800e-003	0.0611	228.4282	228.4282	228.4282	7.8600e-003		228.6226
Total	0.1238	0.4280	0.9865	3.0500e-003	0.2428	4.1800e-003	0.2469	0.0646	3.9300e-003	0.0687	309.8093	309.8093	309.8093	0.0136		310.1487

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					18.0563	0.0000	18.0563	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.1532	35.8245	61.8047	0.0991		0.4281	0.4281		0.4120	0.4120	0.0000	9.724.643	9.724.643	3.0216		9,800.183
Total	2.1532	35.8245	61.8047	0.0991	18.0563	0.4281	18.4943	9.9307	0.4120	10.3427	0.0000	9,724.643	9,724.643	3.0216		9,800.183

SoCal Flower Market - Los Angeles-South Coast County, Winter

**3.3 Site Preparation - 2019**  
Mitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bk-CO2	NBk-CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0130	0.3477	0.1015	7.6000e-004	0.0129	2.2500e-003	0.0152	3.9800e-003	2.1500e-003	6.1400e-003	81.3831	81.3831	57200e-003	5.7200e-003		81.5261	
Worker	0.1108	0.0813	0.8850	2.2900e-003	0.1342	1.9300e-003	0.1361	0.0373	1.7800e-003	0.0391	228.4262	228.4262	7.8600e-003	7.8600e-003		228.6228	
Total	0.1238	0.4290	0.8865	3.0500e-003	0.1471	4.1800e-003	0.1512	0.0413	3.9300e-003	0.0453	309.8093	309.8093	0.0136	0.0136		310.1487	

**3.4 Grading - 2019**  
Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bk-CO2	NBk-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					12.1604	0.0000	12.1604	6.6367	0.0000	6.6367			0.0000			0.0000
Off-Road	11.5406	133.9232	72.5264	0.1458	5.6480	5.6480	5.6480	5.1962	5.1962	5.1962	14,442.48	14,442.48	4.5695	4.5695		14,556.71
Total	11.5406	133.9232	72.5264	0.1458	12.1604	5.6480	17.8084	6.6367	5.1962	11.8329	14,442.48	14,442.48	4.5695	4.5695		14,556.71

SoCal Flower Market - Los Angeles-South Coast County, Winter

3.4 Grading - 2019

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	1.8542	56.8250	13.1800	0.1599	3.7816	0.2386	4.0203	1.0364	0.2283	1.2647		17.3057163	17.3057163	1.1202		17,333.7216
Vendor	0.0130	0.3477	0.1015	7.6000e-004	0.0192	2.2500e-003	0.0215	5.5300e-003	2.1500e-003	7.6800e-003		81.3831	81.3831	5.7200e-003		81.5261
Worker	0.1108	0.0813	0.8850	2.2900e-003	0.2236	1.9300e-003	0.2255	0.0593	1.7800e-003	0.0611		228.4282	228.4282	7.8600e-003		228.6226
<b>Total</b>	<b>1.9780</b>	<b>57.2539</b>	<b>14.1665</b>	<b>0.1630</b>	<b>4.0244</b>	<b>0.2428</b>	<b>4.2672</b>	<b>1.1012</b>	<b>0.2323</b>	<b>1.3334</b>		<b>17,015.5256</b>	<b>17,015.5256</b>	<b>1.1338</b>		<b>17,643.8703</b>

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					12.1604	0.0000	12.1604	6.6367	0.0000	6.6367			0.0000			0.0000
Off-Road	2.5194	41.7411	81.6579	0.1458	0.2861	0.2861	0.2861	0.2822	0.2822	0.2822	0.0000	14,442.4817	14,442.4817	4.5695		14,556.7179
<b>Total</b>	<b>2.5194</b>	<b>41.7411</b>	<b>81.6579</b>	<b>0.1458</b>	<b>12.1604</b>	<b>0.2861</b>	<b>12.4465</b>	<b>6.6367</b>	<b>0.2822</b>	<b>6.9190</b>	<b>0.0000</b>	<b>14,442.4817</b>	<b>14,442.4817</b>	<b>4.5695</b>		<b>14,556.7179</b>

SoCal Flower Market - Los Angeles-South Coast County, Winter

**3.4 Grading - 2019**

**Mitigated Construction Off-Site**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	1.8542	56.8250	13.1800	0.1599	2.4654	0.2386	2.7040	0.7133	0.2283	0.9416		17,305.71 63	17,305.71 63	1.1202		17,333.72 16
Vendor	0.0130	0.3477	0.1015	7.6000e-004	0.0129	2.2500e-003	0.0152	3.9800e-003	2.1500e-003	6.1400e-003		81.3831	81.3831	5.7200e-003		81.5261
Worker	0.1108	0.0813	0.8850	2.2900e-003	0.1342	1.9300e-003	0.1361	0.0373	1.7800e-003	0.0391		228.4262	228.4262	7.8600e-003		228.6226
<b>Total</b>	<b>1.9780</b>	<b>57.2539</b>	<b>14.1665</b>	<b>0.1630</b>	<b>2.6125</b>	<b>0.2428</b>	<b>2.8553</b>	<b>0.7546</b>	<b>0.2323</b>	<b>0.9869</b>		<b>17,615.52 56</b>	<b>17,615.52 56</b>	<b>1.1338</b>		<b>17,643.87 03</b>

**3.5 Building Construction - 2019**

**Unmitigated Construction On-Site**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	13.5384	109.7081	96.6224	0.1772		5.9978	5.9978		5.7753	5.7753		16,635.94 74	16,635.94 74	3.5195		16,723.93 46
<b>Total</b>	<b>13.5384</b>	<b>109.7081</b>	<b>96.6224</b>	<b>0.1772</b>		<b>5.9978</b>	<b>5.9978</b>		<b>5.7753</b>	<b>5.7753</b>		<b>16,635.94 74</b>	<b>16,635.94 74</b>	<b>3.5195</b>		<b>16,723.93 46</b>

SoCal Flower Market - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2019**  
Unmitigated Construction Off-Site

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0520	1.3906	0.4062	3.0500e-003	0.0768	9.0000e-003	0.0858	0.0221	6.6100e-003	0.0307	325.5325	325.5325	0.0229	0.0000	0.0000	326.1042
Worker	0.6645	0.4879	5.3097	0.0138	1.3413	0.0116	1.3529	0.3557	0.0107	0.3664	1,370.557	1,370.557	0.0472	0.0000	0.0000	1,371.735
<b>Total</b>	<b>0.7165</b>	<b>1.8785</b>	<b>5.7159</b>	<b>0.0168</b>	<b>1.4181</b>	<b>0.0206</b>	<b>1.4387</b>	<b>0.3778</b>	<b>0.0193</b>	<b>0.3971</b>	<b>1,696.089</b>	<b>1,696.089</b>	<b>0.0700</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1,697.839</b>

Mitigated Construction On-Site

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	7.2556	73.7348	112.2697	0.1772	1.7903	1.7903	1.7903	1.7742	1.7742	1.7742	0.0000	16,635.94	16,635.94	3.5195	0.0000	16,723.93
<b>Total</b>	<b>7.2556</b>	<b>73.7348</b>	<b>112.2697</b>	<b>0.1772</b>	<b>1.7903</b>	<b>1.7903</b>	<b>1.7903</b>	<b>1.7742</b>	<b>1.7742</b>	<b>1.7742</b>	<b>0.0000</b>	<b>16,635.94</b>	<b>16,635.94</b>	<b>3.5195</b>	<b>0.0000</b>	<b>16,723.93</b>

SoCal Flower Market - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2019**  
**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0520	1.3906	0.4062	3.0500e-003	0.0516	9.0000e-003	0.0606	0.0159	0.0100e-003	0.0246		325.5325	325.5325	0.0229		326.1042
Worker	0.8645	0.4879	5.3097	0.0138	0.6049	0.0116	0.8165	0.2241	0.0107	0.2347		1,370.557	1,370.557	0.0472		1,371.735
Total	0.7165	1.8785	5.7159	0.0168	0.6566	0.0206	0.8771	0.2400	0.0193	0.2593		1,696.089	1,696.089	0.0700		1,697.839

**3.5 Building Construction - 2020**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	12.4339	102.5405	95.6740	0.1773		5.3289	5.3289		5.1278	5.1278		16,454.88	16,454.88	3.4481		16,541.08
Total	12.4339	102.5405	95.6740	0.1773		5.3289	5.3289		5.1278	5.1278		16,454.88	16,454.88	3.4481		16,541.08

SoCal Flower Market - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2020**

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0446	1.2762	0.3689	3.0300e-003	0.0768	6.1000e-003	0.0829	0.0221	5.8400e-003	0.0280		323.3389	323.3389	0.0216		323.8794
Worker	0.6132	0.4350	4.8121	0.0133	1.3413	0.0112	1.3525	0.3557	0.0103	0.3661		1.328.904	1,328.904	0.0419		1,329.9516
Total	0.6579	1.7112	5.1810	0.0164	1.4181	0.0173	1.4355	0.3778	0.0162	0.3940		1,652.243	1,652.243	0.0635		1,653.8310

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	6.8523	73.1070	111.8990	0.1773		1.6603	1.6603		1.6453	1.6453	0.0000	16,454.88	16,454.88	3.4481		16,541.08
Total	6.8523	73.1070	111.8990	0.1773		1.6603	1.6603		1.6453	1.6453	0.0000	16,454.88	16,454.88	3.4481		16,541.08

SoCal Flower Market - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2020**  
Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0446	1.2762	0.3689	3.0300e-003	0.0517	6.1000e-003	0.0578	0.0159	5.8400e-003	0.0218	323.3389	323.3389	323.3389	0.0216		323.8794
Worker	0.6132	0.4350	4.8121	0.0133	0.8049	0.0112	0.8161	0.2241	0.0103	0.2344	1,328.904	5	1,328.904	0.0419		1,329.951
Total	0.6579	1.7112	5.1810	0.0164	0.8566	0.0173	0.8739	0.2400	0.0182	0.2562	1,652.243	3	1,652.243	0.0635		1,653.831

**3.5 Building Construction - 2021**  
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	11.2965	93.9240	94.5757	0.1774		4.6261	4.6261		4.4513	4.4513	16,462.48	81	16,462.48	3.3852		16,547.11
Total	11.2965	93.9240	94.5757	0.1774		4.6261	4.6261		4.4513	4.4513	16,462.48	81	16,462.48	3.3852		16,547.11

SoCal Flower Market - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2021**  
Unmitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0383	1.1627	0.3389	3.0000e-003	0.0768	2.4600e-003	0.0793	0.0221	2.3500e-003	0.0245		320.8146	320.8146	0.0207			321.3324
Worker	0.5722	0.3914	4.4191	0.0129	1.3413	0.0108	1.3522	0.3557	9.9800e-003	0.3657		1.286.701	1.286.701	0.0379			1,287.647
<b>Total</b>	<b>0.6105</b>	<b>1.5540</b>	<b>4.7560</b>	<b>0.0159</b>	<b>1.4182</b>	<b>0.0133</b>	<b>1.4314</b>	<b>0.3778</b>	<b>0.0123</b>	<b>0.3902</b>		<b>1,607.515</b>	<b>1,607.515</b>	<b>0.0586</b>			<b>1,608.880</b>

Mitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	6.4561	72.2747	111.4282	0.1774		1.5094	1.5094		1.4973	1.4973	0.0000	16,462.48	16,462.48	3.3852			16,547.118
<b>Total</b>	<b>6.4561</b>	<b>72.2747</b>	<b>111.4282</b>	<b>0.1774</b>		<b>1.5094</b>	<b>1.5094</b>		<b>1.4973</b>	<b>1.4973</b>	<b>0.0000</b>	<b>16,462.48</b>	<b>16,462.48</b>	<b>3.3852</b>			<b>16,547.11</b>

SoCal Flower Market - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2021**  
Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0383	1.1627	0.3389	3.0000e-003	0.0517	2.4600e-003	0.0541	0.0159	2.3500e-003	0.0183		320.8146	320.8146	0.0207		321.3324
Worker	0.5722	0.3914	4.4191	0.0129	0.8049	0.0108	0.8158	0.2241	9.9800e-003	0.2340		1.286.701 <sub>3</sub>	1,286.701 <sub>3</sub>	0.0379		1,287.647 <sub>9</sub>
<b>Total</b>	<b>0.6105</b>	<b>1.5540</b>	<b>4.7560</b>	<b>0.0159</b>	<b>0.8566</b>	<b>0.0133</b>	<b>0.8699</b>	<b>0.2400</b>	<b>0.0123</b>	<b>0.2523</b>		<b>1,607.515<sub>9</sub></b>	<b>1,607.515<sub>9</sub></b>	<b>0.0586</b>		<b>1,608.980<sub>3</sub></b>

**3.6 Architectural Coating - 2021**  
Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	33.3610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.8558	7.6663	8.9801	0.0148	0.4075	0.4075	0.4075	0.3969	0.3969	0.3969		1,399.000 <sub>4</sub>	1,399.000 <sub>4</sub>	0.2023		1,404.058 <sub>4</sub>
<b>Total</b>	<b>34.2168</b>	<b>7.6663</b>	<b>8.9801</b>	<b>0.0148</b>	<b>0.4075</b>	<b>0.4075</b>	<b>0.4075</b>	<b>0.3969</b>	<b>0.3969</b>	<b>0.3969</b>		<b>1,399.000<sub>4</sub></b>	<b>1,399.000<sub>4</sub></b>	<b>0.2023</b>		<b>1,404.058<sub>4</sub></b>

SoCal Flower Market - Los Angeles-South Coast County, Winter

**3.6 Architectural Coating - 2021**  
**Unmitigated Construction Off-Site**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.3529	0.2414	2.7251	7.9600e-003	0.8272	6.6800e-003	0.8338	0.2194	6.1600e-003	0.2255	793.4658	793.4658	793.4658	0.0234		794.0495
<b>Total</b>	<b>0.3529</b>	<b>0.2414</b>	<b>2.7251</b>	<b>7.9600e-003</b>	<b>0.8272</b>	<b>6.6800e-003</b>	<b>0.8338</b>	<b>0.2194</b>	<b>6.1600e-003</b>	<b>0.2255</b>	<b>793.4658</b>	<b>793.4658</b>	<b>793.4658</b>	<b>0.0234</b>		<b>794.0495</b>

**Mitigated Construction On-Site**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	33.3610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3246	5.7714	9.6934	0.0146		0.0343	0.0343		0.0343	0.0343	0.0000	1.399.000	1.399.000	0.2023		1.404.058
<b>Total</b>	<b>33.6856</b>	<b>5.7714</b>	<b>9.6934</b>	<b>0.0146</b>		<b>0.0343</b>	<b>0.0343</b>		<b>0.0343</b>	<b>0.0343</b>	<b>0.0000</b>	<b>1.399.000</b>	<b>1.399.000</b>	<b>0.2023</b>		<b>1,404.058</b>

SoCal Flower Market - Los Angeles-South Coast County, Winter

**3.6 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bk-CO2	Nbk-CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.3529	0.2414	2.7251	7.9600e-003	0.4964	6.6800e-003	0.5030	0.1382	6.1600e-003	0.1443		793.4658	793.4658	0.0234			794.0495
<b>Total</b>	<b>0.3529</b>	<b>0.2414</b>	<b>2.7251</b>	<b>7.9600e-003</b>	<b>0.4964</b>	<b>6.6800e-003</b>	<b>0.5030</b>	<b>0.1382</b>	<b>6.1600e-003</b>	<b>0.1443</b>		<b>793.4658</b>	<b>793.4658</b>	<b>0.0234</b>			<b>794.0495</b>

**3.7 Paving - 2021**

**Unmitigated Construction On-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bk-CO2	Nbk-CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	4.6395	43.3158	36.8802	0.0722		2.0514	2.0514		1.9444	1.9444		6,743.3080	6,743.3080	1.5607			6,782.3246
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
<b>Total</b>	<b>4.6395</b>	<b>43.3158</b>	<b>36.8802</b>	<b>0.0722</b>		<b>2.0514</b>	<b>2.0514</b>		<b>1.9444</b>	<b>1.9444</b>		<b>6,743.3080</b>	<b>6,743.3080</b>	<b>1.5607</b>			<b>6,782.3246</b>

SoCal Flower Market - Los Angeles-South Coast County, Winter

3.7 Paving - 2021

Unmitigated Construction Off-Site

Category	ib/day										ib/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0383	1.1627	0.3389	3.0000e-003	0.0768	2.4600e-003	0.0793	0.0221	2.3500e-003	0.0245	320.8146	320.8146	0.0207			321.3324
Worker	0.5722	0.3914	4.4191	0.0129	1.3413	0.0108	1.3522	0.3557	9.9800e-003	0.3657	1,286.7013	1,286.7013	0.0379			1,287.8479
<b>Total</b>	<b>0.6105</b>	<b>1.5540</b>	<b>4.7560</b>	<b>0.0159</b>	<b>1.4182</b>	<b>0.0133</b>	<b>1.4314</b>	<b>0.3778</b>	<b>0.0123</b>	<b>0.3902</b>	<b>1,607.5159</b>	<b>1,607.5159</b>	<b>0.0586</b>			<b>1,608.9803</b>

Mitigated Construction On-Site

Category	ib/day										ib/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	2.0824	28.7708	44.5070	0.0722		0.4382	0.4382		0.4261	0.4261	0.0000	6,743.3080	6,743.3080	1.5607		6,782.3246
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.0824</b>	<b>28.7708</b>	<b>44.5070</b>	<b>0.0722</b>		<b>0.4382</b>	<b>0.4382</b>		<b>0.4261</b>	<b>0.4261</b>	<b>0.0000</b>	<b>6,743.3080</b>	<b>6,743.3080</b>	<b>1.5607</b>		<b>6,782.3246</b>

SoCal Flower Market - Los Angeles-South Coast County, Winter

3.7 Paving - 2021

Mitigated Construction Off-Site

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blk- CO2	NBk- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0383	1.1627	0.3369	3.0000e-003	0.0517	2.4600e-003	0.0541	0.0159	2.3500e-003	0.0183		320.8146	320.8146	0.0207			321.3324
Worker	0.5722	0.3914	4.4191	0.0129	0.8049	0.0108	0.8158	0.2241	9.9900e-003	0.2340		1.286701	1.286701	0.0379			1.287647
<b>Total</b>	<b>0.6105</b>	<b>1.5540</b>	<b>4.7560</b>	<b>0.0159</b>	<b>0.8566</b>	<b>0.0133</b>	<b>0.8699</b>	<b>0.2400</b>	<b>0.0123</b>	<b>0.2523</b>		<b>1.607515</b>	<b>1.607515</b>	<b>0.0586</b>			<b>1.608580</b>

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

SoCal Flower Market - Los Angeles-South Coast County, Winter

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBto- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	5.0144	24.4458	60.8351	0.2149	18.1154	0.1846	18.3000	4.8480	0.1722	5.0202		21,884.00	21,884.00	1.1795		21,913.48
Unmitigated	5.0144	24.4458	60.8351	0.2149	18.1154	0.1846	18.3000	4.8480	0.1722	5.0202		21,884.00	21,884.00	1.1795		21,913.48

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Apartment Mid Rise	1,088.51	1,088.51	1088.51	3,717,354	3,717,354
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	722.12	168.33	67.58	1,765,591	1,765,591
General Office Building	114.78	25.17	10.74	280,640	280,640
High Turnover (Sit Down Restaurant)	852.04	852.04	852.04	1,161,180	1,161,180
Refrigerated Warehouse-No Rail	75.27	75.27	75.27	322,595	322,595
Strip Mall	326.88	184.14	89.48	518,597	518,597
Total	3,179.60	2,383.44	2,183.62	7,765,957	7,765,957

4.3 Trip Type Information

SoCal Flower Market - Los Angeles-South Coast County, Winter

Land Use	Miles				Trip %				Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	H-O or C-NW	Primary	Diversified	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	8.70	40.00	19.00	41.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	6.90	0.00	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	6.90	33.00	48.00	19.00	19.00	77	19	4
General Office Building	16.60	8.40	6.90	6.90	33.00	48.00	19.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	6.90	8.50	72.50	19.00	19.00	37	20	43
Refrigerated Warehouse-No	16.60	8.40	6.90	6.90	59.00	0.00	41.00	41.00	92	5	3
Strip Mall	16.60	8.40	6.90	6.90	16.60	64.40	19.00	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
General Office Building	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
High Turnover (Sit Down Restaurant)	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Refrigerated Warehouse-No Rail	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Strip Mall	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

SoCal Flower Market - Los Angeles-South Coast County, Winter

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
NaturalGas Mitigated	0.2046	1.8116	1.2102	0.0112		0.1413	0.1413		0.1413	0.1413		2.2315011	2.2315011	0.0428	0.0409	2.2447618
NaturalGas Unmitigated	0.2046	1.8116	1.2102	0.0112		0.1413	0.1413		0.1413	0.1413		2.2315011	2.2315011	0.0428	0.0409	2.2447618

SoCal Flower Market - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas a Use MBTU/yr	lb/day															
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Apartments Mid Rise	8156.36	0.0880	0.7517	0.3199	4.8000e- 003	0.0608	0.0608	0.0608	0.0608	0.0608	0.0608	0.0184	0.0184	0.0184	0.0176	0.0176	965.2741
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1835.67	0.0198	0.1800	0.1512	1.0800e- 003	0.0137	0.0137	0.0137	0.0137	0.0137	0.0137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	291.651	3.1500e- 003	0.0286	0.0240	1.7000e- 004	2.1700e- 003	2.1700e- 003	2.1700e- 003	2.1700e- 003	2.1700e- 003	2.1700e- 003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	8484.38	0.0915	0.8318	0.6987	4.9500e- 003	0.0632	0.0632	0.0632	0.0632	0.0632	0.0632	0.0191	0.0191	0.0191	0.0183	0.0183	1,004.094
Refrigerated Warehouse-No Rail	179.996	1.9400e- 003	0.0177	0.0148	1.1000e- 004	1.3400e- 003	1.3400e- 003	1.3400e- 003	1.3400e- 003	1.3400e- 003	1.3400e- 003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	19,702.5	2.1000e- 004	1.9300e- 003	1.6200e- 003	1.0000e- 005	1.5000e- 004	1.5000e- 004	1.5000e- 004	1.5000e- 004	1.5000e- 004	1.5000e- 004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.2046</b>	<b>1.8116</b>	<b>1.2102</b>	<b>0.0112</b>	<b>0.1413</b>	<b>0.1413</b>	<b>0.1413</b>	<b>0.1413</b>	<b>0.1413</b>	<b>0.1413</b>	<b>0.0428</b>	<b>0.0428</b>	<b>0.0428</b>	<b>0.0409</b>	<b>0.0409</b>	<b>2,244.761</b>

SoCal Flower Market - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBtu/yr	lb/day										lb/day						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Apartments Mid Rise	8,15636	0.0880	0.7517	0.3189	4.8000e-003		0.0608	0.0608		0.0508	0.0608			959.5718	959.5718	0.0184	0.0176	965.2741
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.291651	3.1500e-003	0.0288	0.0240	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003			34.3119	34.3119	6.6000e-004	6.3000e-004	34.5158
General Office Building	1.83567	0.0198	0.1800	0.1512	1.0800e-003		0.0137	0.0137		0.0137	0.0137			215.9609	215.9609	4.1400e-003	3.9600e-003	217.2443
High Turnover (Sit Down Restaurant)	8.48438	0.0915	0.8318	0.6987	4.9900e-003		0.0632	0.0632		0.0632	0.0632			998.1625	998.1625	0.0191	0.0183	1,004.094
Refrigerated Warehouse-No Rail	0.179996	1.9400e-003	0.0177	0.0148	1.1000e-004		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003			21.1760	21.1760	4.1000e-004	3.9060e-004	21.3016
Strip Mall	0.0197025	2.1000e-004	1.9300e-003	1.6200e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004			2.3179	2.3179	4.0000e-005	4.0000e-005	2.3317
<b>Total</b>		<b>0.2046</b>	<b>1.8116</b>	<b>1.2102</b>	<b>0.0112</b>		<b>0.1413</b>	<b>0.1413</b>		<b>0.1413</b>	<b>0.1413</b>			<b>2,231.501</b>	<b>2,231.501</b>	<b>0.0428</b>	<b>0.0409</b>	<b>2,244.761</b>

6.0 Area Detail

6.1 Mitigation Measures Area

SoCal Flower Market - Los Angeles-South Coast County, Winter

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	90.5869	5.7187	111.8565	0.1622	11.9063	11.9063	11.9063	11.9063	11.9063	11.9063	1,119,285.4	5,862,165.6	6,981,451.0	0.1582	0.2054	7,046,600.8
Unmitigated	90.5869	5.7187	111.8565	0.1622	11.9063	11.9063	11.9063	11.9063	11.9063	11.9063	1,119,285.4	5,862,165.6	6,981,451.0	0.1582	0.2054	7,046,600.8

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	1.2339					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.6192					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Heath	75.9201	5.4102	85.0943	0.1608	11.7586	11.7586	11.7586	11.7586	11.7586	11.7586	1,119,285.4	5,814,000.0	6,933,285.4	0.1114	0.2054	6,997,265.8
Landscaping	0.8137	0.3084	26.7522	1.4100e-003	0.1477	0.1477	0.1477	0.1477	0.1477	0.1477	48.1656	48.1656	48.1656	0.0468		49.3350
Total	90.5869	5.7187	111.8565	0.1622	11.9063	11.9063	11.9063	11.9063	11.9063	11.9063	1,119,285.4	5,862,165.6	6,981,451.0	0.1582	0.2054	7,046,600.8

SoCal Flower Market - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory  
Mitigated

SubCategory	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	1.2339				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	12.6192				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Hearth	75.9201	5.4102	85.0943	0.1608	11.7586	11.7586	11.7586	11.7586	11.7586	11.7586	1,119,285 <sup>4</sup>	5,814,000 <sup>0</sup>	6,933,285 <sup>4</sup>	0.1114	0.2054	6,897,285 <sup>8</sup>
Landscaping	0.8137	0.3084	26.7622	1.4100e-003	0.1477	0.1477	0.1477	0.1477	0.1477	0.1477		48.1656	48.1656	0.0468		49.3350
<b>Total</b>	<b>90.5889</b>	<b>5.7187</b>	<b>111.8565</b>	<b>0.1622</b>	<b>11.9063</b>	<b>11.9063</b>	<b>11.9063</b>	<b>11.9063</b>	<b>11.9063</b>	<b>11.9063</b>	<b>1,119,285<sup>4</sup></b>	<b>5,862,165<sup>6</sup></b>	<b>6,981,451<sup>1</sup></b>	<b>0.1582</b>	<b>0.2054</b>	<b>7,046,600<sup>8</sup></b>

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

SoCal Flower Market - Los Angeles-South Coast County, Winter

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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**11.0 Vegetation**

## EXHIBIT C

Final Letter of Determination for VTT-74568  
with Exhibits

DEPARTMENT OF  
CITY PLANNING

COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN  
PRESIDENT

VAHID KHORSAND  
VICE-PRESIDENT

DAVID H. J. AMBROZ  
CAROLINE CHOE  
HELEN LEUNG  
KAREN MACK  
MARC MITCHELL  
VERONICA PADILLA-CAMPOS  
DANA M. PERLMAN

CITY OF LOS ANGELES  
CALIFORNIA



ERIC GARCETTI  
MAYOR

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801  
(213) 978-1271

VINCENT P. BERTONI, AICP  
DIRECTOR

KEVIN J. KELLER, AICP  
EXECUTIVE OFFICER

SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

TRICIA KEANE  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

Mailing Date: June 3, 2019

Appeal Period Ends: June 13, 2019

Scott Yamabe (A)  
Southern California Flower Growers  
755 S. Wall Street  
Los Angeles, CA 90014

Joel Miller, Gensler (R)  
500 S. Figueroa Street  
Los Angeles, CA 90071

RE: Vesting Tentative Tract Map No.: 74568  
Address: 709–765 S. Wall Street, 306–326 E. 7th  
Street, and 750–752 S. Maple Avenue  
Community Plan: Central City  
Plan Overlay: none  
Zone: M2-2D  
Proposed Zone: C2-2  
Council District: 14 – Huizar  
CEQA No.: ENV-2016-3991-EIR

Pursuant to Sections 21082.1(c) and 21081.6 of the Public Resources Code, the Advisory Agency has reviewed and considered the information contained in the Environmental Impact Report prepared for this project, which includes the Draft EIR, No. ENV-2016-3991-EIR (State Clearinghouse No. 2017051068) dated September 20, 2018, and the Final EIR, dated April 12, 2019 (Southern California Flower Market EIR), as well as the whole of the administrative record, and

**CERTIFIED** the following:

- 1) The Southern California Flower Market EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- 2) The Southern California Flower Market EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
- 3) The Southern California Flower Market EIR reflects the independent judgment and analysis of the lead agency.

**ADOPTED** the following:

- 1) The related and prepared Southern California Flower Market Environmental Findings; and
- 2) Mitigation Monitoring Program prepared for the Southern California Flower Market EIR (Exhibit B).

Pursuant to Section 17.15 of the Los Angeles Municipal Code (LAMC), the Advisory Agency

**APPROVED:**

**Vesting Tentative Tract Map No. 74568**, located at 709–765 S. Wall Street, 306–326 E. 7th Street, and 750–752 S. Maple Avenue, for the merger and resubdivision of a 3.86-net-

acre site into **three (3) ground lots and 13 airspace lots** for a project to expand and redevelop the existing Flower Market facility while maintaining the existing wholesale market.

The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, which will legally interpret the Zoning code as it applies to this particular property.) For an appointment with the Development Services Center call (213) 482-7077 or (818) 374-5050 or (310) 231-2901.

The Advisory Agency's consideration is subject to the following conditions:

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The tract shall be permitted to record with final map units in a number and sequence satisfactory to the Advisory Agency.

**NOTE** on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

#### **BUREAU OF ENGINEERING - SPECIFIC CONDITIONS**

*(Additional BOE Improvement Conditions are listed in "Standard Condition" section on page 13)*

1. That the Central District Office of the City Department of Transportation after conditional approval of the tentative tract in a letter to City Engineer shall determine that the merger area is not necessary for a future Public Street.
2. That the tentative tract map after conditional approval be submitted for review and approval to Geometric Design Section of City Department of Transportation located at 100 South Main Street 9<sup>th</sup> Floor regarding the roadway narrowing and any effect to the existing and future striping of Maple Avenue specially the Center Line Striping at the intersection of Maple Avenue and 7<sup>th</sup> Street. In the event that above approval cannot be obtained from the Department of Transportation Geometric Design Section then the applicant shall submit a revised map showing the alternate options satisfactory to the Department of Transportation and the City Engineer.
3. That the Department of City Planning determine that the Proposed merger area is consistent with all applicable General Plan Elements of Highway and Circulation Elements for LA Mobility Plan.
4. In the event that Department of Transportation and the City Planning Department have no objection to the street merger then a 12-foot-wide existing public right-of-way (33-foot measured from centerline of Maple Avenue) strip of land along portion of Maple Avenue adjoining the tract (as shown on the tentative tract map stamp dated July 11, 2018) be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer: A Certified Survey Plan shall be submitted showing exact area to be merged for the final map processing.
  - a. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might

- have certain rights in the area being merged.
- b. That satisfactory arrangements be made with all utility agencies maintaining existing facilities within the area being merged.
5. That existing future street easements along Maple Avenue and portion of 7<sup>th</sup> Street and as shown on the tentative map dated July 11, 2018 be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
    - a. That consents to the future street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have underlying or other certain rights in the area being merged.
    - b. That satisfactory arrangements be made with all utility agencies maintaining existing facilities within the area being merged.
  6. That any surcharge fee in conjunction with the street merger requests be paid.
  7. That a 3-foot-wide strip of land be dedicated along Maple Avenue where there are no existing structures to remain to complete a 33-foot-wide half public right-of-way in accordance with LA Mobility Plan Collector Street standards including a 20-foot radius property line or 15-foot by 15-foot property line cut corner at the intersection with 7<sup>th</sup> Street. A Certified Survey Plan shall be submitted showing exact locations of the existing structures to remain for the final map processing.
  8. That a 3-foot-wide strip of land be dedicated along portion of 7<sup>th</sup> Street to complete a 43-foot-wide half right-of-way in accordance with Avenue II of LA Mobility Plan Standards.
  9. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewer in this area.
  10. That a set of drawings for airspace lots be submitted to the City Engineer showing the following:
    - a. Plan view at different elevations.
    - b. Isometric views.
    - c. Elevation views.
    - d. Section cuts at all locations where air space lot boundaries change.
  11. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.

#### **DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION**

12. Comply with any requirements with the Department of Building and Safety, Grading Division for recordation of the final map and issuance of any permit.
13. The Tract Map recorded with the County Recorder shall contain the following statement: "The approval of this Tract Map shall not be construed as having been based upon geological investigation such as will authorize the issuance of building permits on the subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it

deems necessary to justify the issuance of such building permits.”

**DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION**

14. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
- a. Provide a copy of CPC CPC-2016-3990-GPA-VZC-CUB-ZV-SPR. Show compliance with all the conditions/requirements of the CPC case(s) as applicable.
  - b. Zone Change must be recorded prior to obtaining Zoning clearance.
  - c. The Air Space lots cuts across the proposed Master Lots, leaving portions of Air Space lots on both sides of Master Lots. Revise the Map to have Air Space lots to be located within the proposed Master Lot boundary. Or, obtain clarification from the Advisory Agency concerning the allowable location of Air Space lots on the separate portions of Master Lots.
  - d. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. “Area” requirements shall be re-checked as per net lot area after street dedication. Front and side yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).
  - e. Record a Covenant and Agreement to treat the buildings and structures located in an Air Space Subdivision as if they were within a single lot.

Notes: Each Air Space lot shall have access to a street by one or more easements or other entitlements to use in a form satisfactory to the Advisory Agency and the City Engineer.

The submitted Map may not comply with the number of parking spaces required by Section 12.21 A 4.(a) based on number of habitable rooms in each unit. If there are insufficient numbers of parking spaces, obtain approval from the Department of City Planning.

The submitted Map may not comply with the number of guest parking spaces required by the Advisory Agency.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Wong at (213) 482-6876 to schedule an appointment.

15. Prior to the recordation of the final map, submit plot plans for Fire Department approval and review. The following conditions shall be satisfied:
  - a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
  - b. One or more Knox Boxes will be required to be installed for LAFD access to project, with location and number to be determined by LAFD Field inspector. (Refer to FPB Req # 75).
  - c. Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
  - d. The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.
  - e. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units
  - f. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
  - g. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
  - h. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
  - i. 2014 City of Los Angeles Fire Code, Section 503.1.4 (Exception):
    - i. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
    - ii. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
    - iii. This policy does not apply to single-family dwellings or to non-residential buildings.
  - j. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than

150ft horizontal travel distance from the edge of the public street, private street, or Fire Lane. This stairwell shall extend onto the roof.

- k. Entrance to the main lobby shall be located off the address side of the building.
- l. Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- m. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
- n. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- o. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- p. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- q. All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
- r. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- s. 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.
- t. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- u. Submit plot plans indicating access road and turning area for Fire Department approval.
- v. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- w. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

- x. Site plans shall include all overhead utility lines adjacent to the site.
- y. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
- z. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- aa. 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.
- bb. Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing pads are still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing pad.
- cc. Each standpipe in a new high-rise building shall be provided with two remotely located FDCs for each zone in compliance with NFPA 14-2013, Section 7.12.2.
- dd. During demolition, the Fire Department access will remain clear and unobstructed.
- ee. That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:
  - i. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.
  - ii. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.
  - iii. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.
  - iv. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.
  - v. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.

- ff. The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished by appointment only, in order to assure that you receive service with a minimum amount of waiting please call (213) 220-8066. You should advise any consultant representing you of this requirement as well.

#### **BUREAU OF STREET LIGHTING**

16. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

Note: See also Condition S-3(c) for Street Lighting Improvement conditions.

#### **INFORMATION TECHNOLOGY AGENCY**

17. To assure that cable television facilities will be installed in the same manner as other required improvements, please email [cabletv.ita@lacity.org](mailto:cabletv.ita@lacity.org) that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the applicant/owner has any additional questions.

#### **URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING**

18. Prior to the issuance of a grading permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the Department of City Planning. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

**Note:** Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact: Urban Forestry Division at: (213) 485-5675. Failure to comply with this condition as written shall require the filing of a modification to this tract map in order to clear the condition.

#### **DEPARTMENT OF TRANSPORTATION**

19. Prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure:
  - a. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line when driveway is serving less than 100 parking spaces. Reservoir space will increase to 40-feet and 60-feet when driveway is serving more than 100 and 300 parking spaces respectively.
  - b. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk.
  - c. A parking area and driveway plan be submitted to the Citywide Planning

Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street, Room 550. For an appointment, call (213) 482-7024.

- d. That a fee in the amount of \$205 be paid for the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

#### **DEPARTMENT OF WATER AND POWER**

20. Arrangements shall be made for compliance with the Los Angeles Department of Water and Power (LADWP) Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).)
21. Prior to receiving water service the developer must arrange for the Department to install fire hydrants.
22. Pressure regulators will be required in accordance with the Los Angeles City Plumbing code for the following lot(s) where pressures exceed 80 psi at the building pad elevation:
  - a. High - 93 PSI
  - b. Low - 74 PSI

#### **BUREAU OF SANITATION**

23. There are easements contained within the property. Any proposed development in close proximity to the easements must secure Department of Public Works approval. Note: This approval is for the Tract Map only and represents the office of the Bureau of Sanitation, Wastewater Collection Systems Division. The applicant may be required to obtain other necessary clearances/permits from the Bureau of Sanitation and appropriate District office of the Bureau of Engineering. If you have any questions, please contact Edgar Morales at (323) 342-6041.

#### **DEPARTMENT OF RECREATION AND PARKS**

24. That the Quimby fee be based on the C2 Zone and be paid prior to recordation of Final Tract Map. The application for Vesting Tentative Tract Map No. 74568 was deemed complete on November 1, 2016.

#### **DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS**

25. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
  - a. Limit the proposed development to three ground space lots and 13 airspace lots.
  - b. The applicant shall install an air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 13 or better.
  - c. That a solar access report shall be submitted to the satisfaction of the Advisory

Agency prior to obtaining a grading permit.

- d. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
  - e. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
  - f. The applicant shall install shielded lighting to reduce any potential illumination affecting adjacent properties.
26. Construction restrictions:
- a. Scheduling of construction activities shall be made so as to reduce the effect on traffic flow on surrounding arterial streets.
  - b. Pedestrian access to the east side of Wall Street shall not be reduced, obstructed, or otherwise adversely affected.
  - c. No temporary sidewalk closures shall occur on the east side of Wall Street.
  - d. Throughout Project construction, signage shall be posted on-site with a Project website address and telephone number providing 24-hour contact information for a designated representative to report any complaints or violations. All such reports and inquiries shall be logged in writing. The log shall be retained and will be provided to the City upon request.
27. Prior to the issuance of the building permit or the recordation of the final map, a copy of CPC-2016-3990-GPA-VZC-CUB-ZV-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event CPC-2016-3990-GPA-VZC-CUB-ZV-SPR is not approved, the subdivider shall submit a tract modification.
28. Human Remains Inadvertent Discovery. In the event that human skeletal remains are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5 which requires that no further ground disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event human skeletal remains are discovered during construction or during any ground disturbance activities, the following procedures shall be followed:
- Stop immediately and contact the County Coroner:  
1104 N. Mission Road  
Los Angeles, CA 90033  
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or  
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
  - If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
  - The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
  - The most likely descendent has 48 hours to make recommendations to the Applicant, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

- If the Applicant does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

29. Archaeological Resources Inadvertent Discovery. In the event that any subsurface cultural resources are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5. At which time the applicant shall notify the City and consult with a qualified archaeologist who shall evaluate the find in accordance with Federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2 and shall determine the necessary findings as to the origin and disposition to assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.
30. Paleontological Resources Inadvertent Discovery. In the event that any prehistoric subsurface cultural resources are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, at which time the applicant shall notify the City and consult with a qualified paleontologist to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.
31. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

(i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

(ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

(iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve

the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

#### **DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES.**

32. The project shall be in substantial conformance with the mitigation measures in the attached MMP and stamped "Exhibit B" and attached to the subject case file. The implementing and enforcing agencies may determine substantial conformance with mitigation measures in the MMP. If substantial conformance results in effectively deleting or modifying the mitigation measure, the Director of Planning shall provide a written justification supported by substantial evidence as to why the mitigation measure, in whole or in part, is no longer needed and its effective deletion or modification will not result in a new significant impact or a more severe impact to a previously identified significant impact.

If the Project is not in substantial conformance to the adopted mitigation measures or MMP, a modification or deletion shall be treated as a new discretionary action under CEQA Guidelines, Section 15162(c) and will require preparation of an addendum or subsequent CEQA clearance. Under this process, the modification or deletion of a mitigation measure shall not require a Tract Map Modification unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

**BUREAU OF ENGINEERING - STANDARD CONDITIONS**

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.
- (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
- (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
- (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
- (k) That no public street grade exceeds 15%.
- (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.
- S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary

monuments requires that other procedures be followed.

- (b) Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.
- (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
- (d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
- (b) Construct any necessary drainage facilities.
- (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting as required below:

Construct new street lights: four (4) on Maple Avenue and two (2) on Wall Street. Construct new pedestrian lights: seven (7) on Maple Avenue and seven (7) on Wall Street. If street widening per BOE improvement conditions, relocate and upgrade street lights; one (1) on Maple Avenue, one (1) on Wall Street, and five (5) on 7<sup>th</sup> Street.

Notes: The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Street Tree Division (213-485-5675) upon completion of construction to expedite tree planting.
- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.

- (h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.
- (i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
  - a. Improve 7<sup>th</sup> Street being dedicated and adjoining the subdivision by the construction of a new full-width concrete sidewalk with tree wells, including any necessary removal and reconstruction of existing improvements.
  - b. Improve Wall Street adjoining the subdivision by the construction of a new full-width concrete sidewalk with tree wells, including any necessary removal and reconstruction of existing improvements.
  - c. Improve Maple Avenue being merged and adjoining the tract by construction of the following:
    - i. A concrete curb and concrete gutter and full-width concrete sidewalk with tree wells. This new curb line shall match the existing curb line on the southerly side of Maple Avenue adjoining the tract adjoining the existing structure to remain.
    - ii. Suitable surfacing to provide a 20-foot minimum half roadway. This half roadway also shall match the half roadway width along the portion of the tract with existing structure to remain.
    - iii. Any necessary removal and reconstruction of existing improvements.
    - iv. The necessary transitions to join the existing improvements.
    - v. That the above improvements also be approved by the Geometric Design Section office of Department of Transportation regarding the new striping after the narrowing of the roadway along Maple Avenue.
  - d. Improve all newly dedicated corner cuts with concrete sidewalks and reconstruction of the existing curb ramps.

**NOTES:**

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05N.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design

features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

**A. FINDINGS OF FACT (CEQA)****I. INTRODUCTION**

The City of Los Angeles (the "City") has evaluated the environmental impacts of implementation of the Southern California Flower Market Project by preparing an environmental impact report (EIR) (Case Number ENV-2016-3991-EIR / (State Clearinghouse No. 2017051068). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 15, Chapter 6 (the "CEQA Guidelines"). The findings discussed in this document are made relative to the conclusions of the EIR.

CEQA Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." CEQA Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in CEQA Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See CEQA Section 21081[a]; CEQA Guidelines Section 15091[a].) For each significant environmental impact identified in an EIR for a proposed project, the approving agency must issue a written finding, based on substantial evidence in light of the whole record, reaching one or more of the three possible findings, as follows:

- 1) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.
- 3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(CEQA§ 21081[a]; see also CEQA Guidelines §15091[a].)

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the Project. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these Findings nevertheless cover all categories identified in the Final EIR for the purpose of better understanding the full environmental scope of the Project. For each of the significant impacts associated with the Project, either before or after mitigation, the following sections are provided:

- (1) Description of Significant Effects – A specific description of the environmental effects identified in the EIR;
- (2) Project Design Features, if any – Identified project design features that are a part of the Project (numbering of the features corresponds to the numbering in the Draft EIR);
- (3) Mitigation Measures, if any – Identified mitigation measures or actions that are required as part of the Project (numbering of the mitigation measures corresponds to the Mitigation Monitoring and Reporting Program, which is included as Section 4.0 of the Final EIR);
- (4) Finding – One or more of the three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091;
- (5) Rationale for Finding – A summary of the reasons for the finding(s); and,
- (6) References – A notation on the specific section in the Draft EIR, which includes the evidence and discussion of the identified impact.

CEQA Section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” CEQA Guidelines Section 15364 adds another factor: “legal” considerations. (See also *Citizens of Goleta Valley v. Board of Supervisors [Goleta II]* (1990) 52 Cal.3d 553, 565.)

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project (*City of Del Mar v. City of San Diego* [1982] 133 Cal.App.3d 410, 417 [*City of Del Mar*]). “[F]easibility’ under CEQA encompasses “desirability” to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (*Ibid.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* [1993] 23 Cal.App.4th 704, 715 [*Sequoyah Hills*].)

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project’s benefits rendered acceptable its unavoidable adverse environmental effects. (CEQA Guidelines §15093, 15043[b]; see also CEQA § 21081[b].)

The EIR did not identify any significant and unavoidable effects that may occur as a result of the Project, but nevertheless, in accordance with the provisions of the Guidelines presented above, the City hereby adopts these findings set forth in this document as part of the approval of the Project. These findings constitute the City’s best efforts to set forth the evidentiary and policy bases for its decision to approve the Project in a manner consistent with the requirements of CEQA. These findings are not solely informational, but constitute a binding set of obligations that come into effect with the City’s approval of the Project.

The findings and determinations contained herein are based on the competent and substantial

evidence, both oral and written, contained in the entire record relating to the Project and the EIR. The findings and determinations constitute the independent findings and determinations by the City in all respects and are fully and completely supported by substantial evidence in the record as a whole.

Although the findings below identify specific sections within the EIR in support of various conclusions reached below, the City incorporates by reference and adopts as its own, the reasoning and analysis set forth in the entire EIR and thus relies on that reasoning, even where not specifically mentioned or cited below, in reaching the conclusions set forth below, except where additional evidence is specifically mentioned. This is especially true with respect to the City's approval of all mitigation measures recommended in the EIR and the reasoning set forth in responses to comments in the EIR. The City further intends that if these findings fail to cross-reference or incorporate by reference any other part of these findings, any finding required or permitted to be made by this City with respect to any particular subject matter of the Project must be deemed made if it appears in any portion of these findings or findings elsewhere in the record. The entire EIR, comments and responses to comments, and all appendices are hereby fully incorporated herein by this reference.

The record of proceedings includes the documents and other materials that constitute the administrative record upon which the City approved the Project. The following information is incorporated by reference and made a part of the record supporting these Findings of Fact:

- All Project plans and application materials, including supportive technical reports;
- The Draft EIR and Appendices (September 2018) and Final EIR and Appendices (April 2019), and all documents relied upon or incorporated therein by reference;
- The Mitigation Monitoring Program (MMP) prepared for the Project;
- The City of Los Angeles General Plan and related EIR;
- Municipal Code of the City of Los Angeles, including but not limited to the Zoning Ordinance and Subdivision Ordinance;
- All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, minutes of meetings, summaries, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project;
- Any documents expressly cited in these Findings of Fact, in addition to those cited above; and
- Any and all other materials required for the record of proceedings by Public Resources Code Section 21167.6(e).

Pursuant to CEQA Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City has based its decision are located in and may be obtained from the Department of City Planning, as the custodian of such documents and other materials that constitute the record of proceedings, located at 221 N. Figueroa Street, Suite 1350, Los Angeles, CA 90012.

## II. ENVIRONMENTAL DOCUMENTATION BACKGROUND

**Notice of Preparation.** In compliance with CEQA Guidelines §15375 and §15082, the City published the Notice of Preparation (the "NOP"), which was sent to responsible agencies and interested parties for a 30-day review period starting on May 22, 2017, identifying the scope of the environmental issues. The NOP is included in Appendix B to the Draft EIR, and the responses to the NOP from agencies and interested parties are included in Appendix C to the Draft EIR.

**Public Scoping Meeting.** In compliance with CEQA Guidelines §15206 and §15082(c)(1), as a project of regional significance, a Public Scoping Meeting was held on June 8, 2017 at the Southern California Flower Market, 742 Maple Avenue, Los Angeles, CA, 90014 from 5:00 p.m. to 7:00 p.m. to give the public the opportunity to provide comments as related to the Project and the issues the public would like addressed in the EIR. The meeting was held in an open house or workshop format and provided interested individuals, groups, and public agencies the opportunity to view materials, ask questions, and provide oral and written comments to the City regarding the scope and focus of the Draft EIR. During the NOP comment period or at the scoping meeting, the City received comments from seven agencies (California Department of Transportation (Caltrans), Los Angeles County Clerk, City of Los Angeles-Bureau of Sanitation, City of Los Angeles-Fire Department, Metro (Los Angeles County Metropolitan Transportation Authority), Native American Heritage Commission, and South Coast Air Quality Management District (SCAQMD)) and from two organizations (American Florists Exchange and Laborers International Union of North America-Local Union 300). The letters and comments received during the NOP comment period are included in Appendix C of the Draft EIR.

**Draft EIR.** The Draft EIR was distributed for public review (including the State Clearinghouse) on September 20, 2018 for a 45-day review period with the comment period expiring on November 5, 2018. A Notice of Availability (NOA) was distributed to interested parties that informed them of where they could view the document and how to comment. The Draft EIR was available to the public at the Department of City Planning. A copy of the document was also posted online at [https://planning.lacity.org/eir/SoCal\\_FlowerMarket/Deir/DEIR%20SCFM%20Project.html](https://planning.lacity.org/eir/SoCal_FlowerMarket/Deir/DEIR%20SCFM%20Project.html). Notices were filed with the County Clerk on September 20, 2018. The Draft EIR evaluated in detail the potential environmental effects of the Project. The Draft EIR also analyzed the effects of three alternatives to the Project, as described below. These included a No Project (No Build) Alternative, No Project (Existing Zoning) Alternative, and Reduced Density/Reduced Height Alternative.

**Notice of Completion.** A Notice of Completion was sent with the Draft EIR to the Governor's Office of Planning and Research State Clearinghouse on September 20, 2018, and notice was provided in newspapers of general and/or regional circulation.

**Final EIR.** A total of 15 comment letters were received by the close of the public comment period. The specific and general responses to comments are in Section 2 (Responses to Comments) of the Final EIR. Responses to public agency comments were distributed to those public agencies on April 12, 2019. A letter from Los Angeles County Metropolitan Transportation Authority (Metro) was received after the close of the comment period and, as a courtesy, has been responded to in a separate attachment to the environmental file.

The Final EIR was distributed on April 12, 2019. The Final EIR has been prepared by the City in accordance with CEQA and the CEQA Guidelines. The City has relied on Section 15084(d)(3) of the CEQA Guidelines that allows contracting with another entity, public or private, to prepare the EIR. The City has reviewed drafts of all portions of the EIR and subjected them to its own review and analysis. The Final EIR that was released for public review reflected the independent judgment of the City.

**Certification.** On June 3, 2019, the Advisory Agency approved the Tract Map and certified the EIR.

The City certifies, pursuant to section 15090(a) of the CEQA Guidelines, that the Final EIR has

been completed in compliance with CEQA; reflects the City's independent judgment and analysis; and has been present to the decision-making body, which reviewed and considered the information in it before approving the Project.

### III. DESCRIPTION OF THE PROJECT

The Project Site is located at 709-765 S. Wall Street (with additional addresses at 306326 E. 7th Street and 750-752 S. Maple Avenue) within the Central City Community Plan (CCCP) area in the City. The Project Site's main address is 755 Wall Street, and the address of the Project Site's current parking structure is 742 Maple Avenue. The Project Site is located in the Los Angeles Flower District, which generally is focused along 8th Street. Major highways serving the Project area include the Santa Monica Freeway (I-10) (one mile to the south) and the Interstate Highway 110 (one mile to the west). The CCCP area is approximately 2 miles wide and 2 miles long. The CCCP area is in the Downtown section of Los Angeles, and is bounded by Sunset Boulevard/Cesar Chaves Avenue to the north; Alameda Street to the east; the Santa Monica Freeway (Interstate 10) to the south; and the Interstate Highway 110 to the west. The eastern edge of the CCCP area is on the eastern edge of downtown Los Angeles, while the western edge abuts the western side of downtown Los Angeles.

The Project Site is approximately 168,296 square feet (or approximately 3.86 acres). The Project Site consists of one city block, with the exception of three interior parcels and three parcels to the south. The Project Site is zoned M2-2D (light Industrial, Height District 2 with Development Limitation) and is designated Light Manufacturing in the Central City Community Plan. The Project Site is also located within the Los Angeles State Enterprise Zone and the Greater Downtown Housing Incentive Area. The Project Site is also located within a Transit Priority Area, as defined by public Resources Code Section 21099 and City of Los Angeles ZI No. 2452.

The objectives of the Project are as follows:

- Redevelop the existing Southern California Flower Market, including the adaptive reuse of the northerly building to continue to include the wholesale flower market uses, as well as the addition of new parking, commercial space, and residential uses, to provide an economically sustainable development of complementary uses.
- Capitalize on a smart growth opportunity by intensifying a currently underutilized site with residential and commercial uses near public transit lines (Metro Rail and Bus).
- Create a connected pedestrian friendly environment along Maple Avenue and Wall Street that is readily accessible to future residents and guests, as well as patrons of the Southern California Flower Market.
- Contribute housing opportunities towards the City's Regional Housing Needs Assessment (RHNA) allocation.
- Create a range of construction and permanent jobs.
- Develop residential and commercial uses that generate local tax revenues, and generate residents who support local businesses.

- Provide an infill development in an existing urban area to reduce “greenfield” development and urban sprawl, in furtherance of City goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emission and greenhouse gas emissions.

#### IV. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT

Impacts of the Project that were determined to be less than significant in the EIR (including as a result of implementation of project design features) and that require no mitigation are identified below. The impact area and the appropriate section number follow the impact area title and numbering conventions used in the EIR.

These findings do not repeat the full discussions of environmental impacts contained in the EIR. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR. The City adopts the reasoning of the EIR, City staff reports, and presentations regarding the Project.

##### A. 4.B Aesthetics

On February 10, 2016, the City circulated Zoning Information File No. 2452 to clarify the locations of transit priority areas within the City, and reaffirm that aesthetic impacts shall not be considered a significant impact on the environment when the provisions of SB 743 apply (refer to Appendix M of this Draft EIR). Specifically, Zoning Information File No. 2452 states 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 transit priority areas pursuant to CEQA. A map of transit priority areas is attached to Zoning Information File No. 2452, included in Appendix M to the Draft EIR. As shown on that map, the Project Site is within a transit priority area.

Thus, the Project’s aesthetic (and parking) impacts are not considered significant impacts on the environment pursuant to Public Resources Code Section 21099. Therefore, an assessment of the Project’s potential aesthetics impacts is not required. However, solely for informational purposes, this section provides an analysis of impacts and evaluates those impacts against the City’s significance thresholds for such impacts applicable to areas of the City not designated as a transit priority areas.

##### 1. Scenic Vistas

The Project would not result in any impacts related to scenic vistas. The Project would be 15 stories and approximately 205 feet in height. Although the Project would increase building heights on the Project Site when compared to the existing buildings on the Project Site, it would not affect any existing scenic vistas as there are no dominant scenic features that would be obstructed by development of the Project when viewed from this location.

Typically, a significant impact would occur if a proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks a scenic vista. As described in the City of Los Angeles CEQA Thresholds Guide, panoramic views or vistas provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic views are usually associated with vantage points looking out over a section of urban or natural area, which provide a geographical orientation not commonly available.

Examples of panoramic views might include an urban skyline, valley, mountain range, the ocean, or other water bodies. The Project Site is in an urbanized portion of Los Angeles, and topographically relatively flat. Near the Project Site, ground-floor views are primarily limited to those of highly urban land uses, including warehouse, retail, commercial, and residential land uses, as well as surface parking lots, roadways, signage, and other utility infrastructure. Due to topography, vegetation, and development, medium and long-distance views are not available from the Project Site area. Also, the Project Site is not visible within any scenic views.

No mitigation measures are required, as no significant impacts associated with scenic vistas have been identified.

## 2. Scenic Resources

The Project would not result in any impacts related to scenic resources. The Project does not contain any rock outcroppings or historic buildings, nor are there any recognized scenic resources present within the immediate area.

No mitigation measures are required, as no significant impacts associated with scenic resources have been identified.

## 3. Visual Character

The Project would not result in less than significant impacts related to visual character. With respect to construction activities at the Project Site, the construction activities would be mostly visible from the surrounding uses. Construction activities would vary on a weekly basis, depending on the number of workers and construction trucks needed for activities during each time period. Temporary fencing installed around the Project Site during construction would partially shield views of construction activities and equipment. While construction activities would be visible from adjacent public and private vantage points, changes to the Project Site's appearance would be temporary in nature and would not rise to a level of a change that would substantially degrade the existing visual character.

With respect to the Project's operations, the L.A. CEQA Thresholds Guide defers to the Los Angeles Municipal Code, community plans, and other applicable local land use plans for specific guidelines and requirements related to aesthetics. Under the L.A. CEQA Thresholds Guide, aesthetic impact assessments should generally address the issue of visual contrast, or the degree to which elements of the environment differ visually. Overall, development surrounding the Project area includes various land uses (warehouse, retail, commercial, multi-family residential, and parking), building heights, build dates, and architecture, including new construction in a contemporary design as well as buildings that are decades older and represent the architectural styles of former times. Other prominent features in the Project area include building and street lighting, and roadway utility infrastructure.

With respect to the Project's height, massing, and design, the maximum height of the Project would be 15 stories (approximately 205 feet in height). While the Project would increase building heights on the Project Site when compared to the Project Site's existing buildings, the Project would not be out of proportion with respect to some of the other structures in the general vicinity and in the greater downtown area. The Project's design is intended to reflect the nature of the existing uses. The existing north building would be renovated and the façade would be covered by a flower-themed mural. The proposed public, open-to-the-sky paseo/plaza would allow pedestrian routes to converge

in a covered, public passage between the two buildings that incorporates the residential entry together with access to the flower market. Storefront glazing would be used for the retail and the restaurants along the sidewalk to enhance the appearance of the stores, sustain street level interest, and promote pedestrian traffic.

The new south building would be designed as three vertically terraced structures in order to provide visual separation and to soften the impact of the buildings height in relation to surrounding structures. The Project's irregular geometry is also intended to soften the impact of the Project's mass and height. The building is designed to be compatible with the surrounding neighborhood.

With respect to the landscaping design, a total of 12 street trees would be removed as part of the Project. The Project would provide replacement trees in accordance with the City's requirements, which includes a 2:1 ratio. The Project's landscape design will create a pedestrian-friendly environment that includes shade trees and landscaping along the street. The Project's landscaping would include both native and adaptive native plant materials. Neither the existing development on the Project Site nor the surrounding developments along Wall Street, Maple Avenue, and 7th Street offer comparable amounts of landscaping and open space as would be provided with the Project.

No mitigation measures are required, as no significant impacts associated with visual character have been identified.

#### 4. Light and Glare

The Project would not result in significant impacts related to light and glare. The Project Site is located in a highly-urbanized area of the City. Land uses in the immediate Project Site area include warehouse, retail, commercial, and multi-family residential land uses, in addition to surface parking lots. All of these land uses produce light and glare (e.g., indoor/outdoor lighting, windows, light-colored surfaces, etc.) typical of such uses in an urban area.

The Project would maintain and renovate the existing north building, and would construct a new mixed-use building as the south building. The Project would include interior and exterior lighting that complies with the LAMC provision that requires minimizing the effect of the new sources of lighting. Specifically, LAMC Section 91.6205 requires that new lighting sources not exceed 1.0 foot-candle of new light spillover at residential property lines. Pursuant to that section, no substantial changes in nighttime illumination would occur that would adversely affect nighttime views in the area and prevent spillover lighting. The Project would also be required to use non-reflective glass pursuant to LAMC Section 93.0117. The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

No mitigation measures are required, as no significant impacts associated with light and glare have been identified.

#### 5. Shade or Shadow

For informational purposes, under the L.A. CEQA Thresholds Guide, a shadow impact is considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early April and late October). In determining the effects of shading, the locations of sensitive uses (such as residential uses and recreational areas)

in the surrounding area are identified and the shading effects are considered according to standard criteria. Impacts are determined according to the proposed building heights and distance from the light obstructing structures to the sensitive use. The Project's surrounding uses include:

- Immediately to the west across Maple Avenue is a surface parking lot, retail, galleries, and four residential developments (Santee Village—nearly 400 units, the Santee Court—238 units, the Garment Lofts—77 units, and the Textile Building Lofts—77 units) fronting Los Angeles Street and 8th Street. The Santee Court building contains a rooftop pool, which is considered a sensitive receptor as it relates to shade and shadow.
- To the north of the Project Site across 7th Street there is a school (Jardin de la Infancia School), some retail uses, and a building with County services and a five floor parking structure. There is a restaurant across 7th street, which includes an outdoor dining area that would be considered a sensitive receptor as it relates to shade and shadow.
- To the immediate east across Wall Street is another flower wholesale market, the Los Angeles Flower Market, which also includes an array of solar panels on the rooftops of the buildings. The solar panels on the roof of the Los Angeles Flower Market building would be considered a sensitive receptor as it relates to shade and shadow.
- To the south of the Project Site (both adjacent to the Project Site and across 8th Street) are retail uses.

As illustrated and summarized in Section 4.B of the Draft EIR, from early April to late October (Summer shadows), the Project would cast shadows to the west, shading a small portion of a commercial building and surface parking uses. At 12:00 PM (1 PM PST), the Project would cast shadows to the north and east, which would only fall on the Project Site. At 4 PM (5 PM PDT) on the summer solstice, the Project would cast shadows to the east, shading a portion of two commercial buildings and surface parking. One of the buildings that would be partially shaded at 5 PM is the Los Angeles Flower Market, which contains solar panels on the rooftops of its buildings. However, no shadow-sensitive uses would be shaded for more than four hours on the summer solstice. This impact would be less than significant under the City's significance thresholds.

As illustrated and summarized in Section 4.B of the Draft EIR, from late October to early April (Winter shadows), the longest shadows of the year occur during the winter solstice, with peak shadows occurring shortly after sunrise and before sunset. At 9 AM on the winter solstice, the Project would cast shadows to the east, shading a portion of the commercial and mixed-use buildings located across Maple Avenue, and also shading some surface parking uses. At 12 PM on the winter solstice, the Project would cast shadows to the north, primarily shading surface parking uses and a small portion of a commercial building located across Maple Avenue. At 3 PM on the winter solstice, the Project would cast shadows to the northwest, shading commercial buildings located across 7th Street. No shadow-sensitive uses would be shaded for more than three hours on the winter solstice. The impact would be less than significant under the City's significance thresholds.

No mitigation measures are required, as no significant impacts associated with shade or shadows have been identified.

## 6. Cumulative Impacts

The geographic context for the analysis of cumulative impacts related to visual character of the surrounding area and its aesthetic impact includes the cumulative development projects located within view of the Project Site. There are 178 related projects within the general vicinity of the Project Site. Most of those related projects would not be visible from the Project following development due to both distance and intervening structures. As with the Project, the related projects are subject to applicable development standards and environmental review. Development of the related projects is expected to occur in accordance with adopted plans and regulations, which would result in individual review of the visual character of each project, to ensure consistency and design standards are compatible with existing land uses. The related projects would also be required to submit a landscape plan to the City for review and approval. Therefore, although development of the Project in combination with the related projects would result in a general intensification of land uses in an already urbanized area of the City, the development would not combine with the Project to generate a significant cumulative impact with respect to scenic vistas, views, or visual character.

With respect to light and glare, the Project's development in combination with the related projects would result in an intensification of land uses in an already urbanized area of the City that currently maintains an elevated level of ambient light and glare. Due to its scale in relation to existing development in the area, light generated from the interior of the Project could potentially be seen from more distant areas around the Project Site. The Project and related projects would continue to contribute to ambient light levels within the surrounding area. However, the Project area is a heavily urbanized area and the presence of additional nighttime illumination resulting from the Project and related projects would not represent an alteration to the existing nighttime visual environment. Additionally, the potential increase in nighttime light resulting from the Project would not be bright enough to substantially affect nearby sensitive uses. Also, none of the related projects would be located close enough to the Project to result in shading of the same off-site areas as the Project.

Also, because the Project falls within the applicable definitions in SB 743, the Project would not have the potential to contribute to any cumulative aesthetic impacts.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to aesthetics have been identified.

## B. 4.C AIR QUALITY

### 1. Air Quality Plan Consistency

The Project would be consistent with the South Coast Air Quality Management District's ("SCAQMD") Air Quality Management Plan ("AQMP"). The AQMP focuses on achieving clean air standards while accommodating population growth forecasts by the Southern California Association of Governments ("SCAG"). SCAG's growth forecasts from the 2016 Regional Transportation Plan ("RTP")/Sustainable Communities Strategy ("SCS") are largely built of local growth forecasts from local governments like the City of Los Angeles. The 2016 RTP/SCS accommodates 4,609,400 persons, 1,690,300 households, and 2,169,100 jobs by 2040. The Project would add a residential population of approximately 885 people to the Project Site, representing 0.27 percent of the forecasted growth between 2020 and 2025 and 0.14 percent of the forecasted growth between 2020 and 2040. The Project's housing units would represent approximately 0.19 percent of forecasted growth between 2020 and 2035 in the City and 0.14 percent between 2020 and 2040. The Project's employment would represent approximately 0.75 percent of the forecasted growth between 2020 and 203 in the City and 0.19 percent between 2020 and 2040. Thus, the Project

would marginally increase the population in the South Coast Air Basin, but the Project's population growth falls within the forecasted growth for the City. The Project does not conflict with the growth assumptions in the AQMP and the Project's potential impacts are considered less than significant.

The Project would also be consistent with the Air Quality Element of the City's General Plan. The City's General Plan Air Quality Element identifies 30 policies that outline specific strategies to advance the City's clean air goals. As further summarized in Table 4.C-6 of the Draft EIR, the Project is consistent with all of the Air Quality Element policies that apply to the Project. Those applicable policies include; (1) minimizing particulate emissions from construction sites (Policy 1.3.1); (ii) minimizing particulate emissions from unpaved roads and parking lots (Policy 1.3.2); (iii) utilizing compressed work weeks and flextime, telecommunications, carpooling, public transit, and improving walking/bicycle related facilities to reduce vehicle trips as an employer and encourage the private sector to do the same (Policy 2.1.1); (iv) facilitating and encouraging the use of telecommunications in both public and private sectors to reduce work trips (Policy 2.1.2); (v) discouraging single-occupant vehicle use through measures such as market incentive strategies, trip reduction plans and ridesharing subsidies (Policy 2.2.1); (vi) managing traffic congestions during peak hours (Policy 3.2.1); (vii) coordinating with regional agencies on implementation of strategies for the integration of land use transportation and air quality policies (Policy 4.1.1); (viii) ensuring that project level review and approval of land use development remains at the local level (Policy 4.1.2); (ix) improving accessibility for the City's residents to places of employment, shopping centers, and other establishments (Policy 4.2.2); (x) ensuring that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles; (xi) requiring that air quality impacts be a consideration in the review and approval of all discretionary projects (Policy 4.2.4); (xii) emphasizing trip reduction, alternative transit and congestion management measures for discretionary projects (Policy 4.2.5); and (xiii) supporting the development and use of equipment powered by electric or low-emitting fuels (Policy 5.3.1). The Project will be consistent with those policies for several reasons, including—(i) the project will follow best practices related to particulate emissions as required by SCAQMD Rule 403 for fugitive dust and through implementation of Mitigation Measure C-1; (ii) the project will not include the development of any unpaved roads or parking lots; (iii) the Project is located in an urban area with significant infrastructure to facilitate alternative transportation modes; (iv) future employers at the Project Site can implement telecommunications strategies that can help reduce traffic congestion and air pollution; (v) the Project will provide residents with proximate access to jobs, shopping, and other uses as an infill, mixed-use development; (vi) the Project is being entitled and reviewed by the City, which coordinates with regional agencies to implement strategies related to air quality; (vii) and the Project will incorporate the State's Green Building Standards Code and City's Green Building Code. Based on the Project's consistency with all applicable Air Quality Element policies, Project impacts related to General Plan consistency would be less than significant.

No mitigation measures are required, as no significant impacts associated with consistency with air quality plans have been identified.

## 2. Air Quality Standards – Operational Emissions

With respect to regional emissions, the Project would contribute operational emissions to the region primarily from motor vehicles associated with the Project. The Project could add up to 3,127 net vehicle trips to and from the Projects Site on a peak weekday at the start of operations in 2022. However, as summarized in Table 4.C-9 in the Draft EIR, operational emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>

emissions. As a result, the Project's operational impacts on regional air quality are considered less than significant.

With respect to localized air quality impacts the Project would emit minimal emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> from area and energy sources on-site. As summarized in Table 4.C-9 in the Draft EIR, the localized emissions would not approach the SCAQMD's localized significance thresholds that signal when there could be human health impacts at nearby sensitive receptors during long-term operations. The Project's operational impacts on localized air quality are therefore considered less than significant.

No mitigation measures are required, as no significant impacts associated with air quality standards during the Project's operations have been identified.

### 3. Sensitive Receptors – Operational Emissions

Sensitive receptors in the vicinity of the Project Site include: (i) Santee Court Apartments located at 716 South Los Angeles Street, approximately 240 feet north of the Project Site; (ii) Ballington Plaza Apartments, located at 622 Wall Street, approximately 440 feet east of the Project Site; (iii) Jardin de la Infancia, located at 307 7th Street, approximately 475 feet east of the new construction of the south tower mixed-use development and 220 feet from the north building renovations; and (iv) Star Apartments, located at 240 East 6th Street, approximately 700 feet northeast of the Project Site.

The Project would generate on-going emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO<sub>2</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub> at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to the Project area. Second, auto-related emission of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Third, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot. Specifically, traffic levels of service at 12 intersections studies in the Project Site vicinity would not be significantly impacted by traffic volumes from the Project under existing 2022 horizon scenarios. Air quality impacts related to sensitive receptors during the Project's operation would be less than significant.

No mitigation measures are required, as no significant impacts associated with air quality impacts related to sensitive receptors during the Project's operations have been identified.

### 4. Toxic Air Contaminants

The Project would not result in any substantial emissions of toxic air contaminants (TACs) during the construction or operations phase. During construction, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a TAC by the California Air Resources Board (CARB) based on chronic exposure to these emissions. However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During longterm project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of

TACs. In addition, the Office of Environmental Health Hazard Assessment (OEHHA) guidance concerning toxic air contaminants is intended to implement the Air Toxics “Hot Spots” Information and Assessment Act (AB 2588) and establishes protocols for analysis but does not establish when projects must prepare an HRA. AB 2588 delegates to SCAQMD (as the local air district) the task of determining when a project must prepare a Health Risk Assessment (HRA). The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. The Project would not generate a substantial number of truck trips and would not emit substantial DPM. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities under SCAQMD’s guidance. In addition, the Project does not qualify as a “facility” subject to AB 2588. The AB 2588 program, per SCAQMD guidance, applies to stationary sources permitted through the New Source Review program or other applicable entitlement rules and regulations. The Project would not include any stationary sources of air pollutant emissions as defined by applicable regulations. In addition, based on a screening assessment of the potential for human health impacts from temporary emissions of diesel particulate matter from construction activities associated with the Project on sensitive receptors that gauged the approximate quantity, volume, and toxicity of TACs associated with the Project’s construction activities, a health risk assessment was not deemed necessary for the Project based on the lack of substantial evidence that the Project would result in any potentially significant impacts related to TACs. Therefore, Project impact’s related to TACs would be less than significant.

No mitigation measures are required, as no significant impacts associated with toxic air contaminants have been identified.

#### 5. Cumulative Impacts – AQMP Consistency, Operational Impacts, Sensitive Receptors, Odors

With respect to AQMP consistency, cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstruction implementation of the 2016 AQMP. Growth considered to be consistent with the AQMP would not interfere with its attainment because the growth is included in the projections utilized in the formulation of the AQMP. As long as growth in the Basin is within projections for growth identified in the 2016 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. This is not considered to be cumulatively considerable. The Project’s effect on population growth would be consistent with the growth projection of the AQMP. Therefore, the Project’s contribution to the cumulative impact to the AQMP would not be cumulatively considerable and, therefore would be less than significant.

With respect to cumulative operational impacts, the Project would not produce cumulatively considerable emission of non-attainment pollutants at the regional or local level. SCAQMD’s regional and local thresholds address cumulative impacts because they include other projects and background concentrations, and emission rates are established so they would not cumulatively exceed the most stringent ambient air quality standards. Because the Project’s air quality impacts would not exceed the SCAQMD’s operational thresholds of significance, the Project’s impacts with respect to cumulative emissions of non-attainment pollutants is considered to be less than significant. The Project’s localized emissions of PM10 and PM2.5 would be minimal. Existing land uses in the area include land uses that do not produce substantial emissions of localized non-attainment pollutants. Therefore, long-term operation of the Project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant.

With respect to cumulative impacts related to odors, the Project would increase the density of residential and commercial land uses to the area, but would not result in activities that create objectionable odors. The Project would not include any land uses typically associated with unpleasant odors and local nuisances. The SCAQMD would enforce any regulations relating to restaurants, such as Rule 1174 that controls VOC emissions from barbecue charcoal, Rule 1153 that addresses commercial bakery ovens, and Rule 1138 that governs char-broiler emissions from restaurants. SCAQMD regulations that govern nuisances would regulate any occasional odors associated with on-site uses. As a result, any cumulative odor impacts from the Project would be less than significant.

No mitigation measures are required, as so significant impacts associated with the Project's cumulative air quality impacts during operations have been identified.

#### C. 4.D CULTURAL RESOURCES

Under the CEQA Guidelines (Appendix G), a project could have a significant environmental impact related to cultural resources if a project would: (a) cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5; (b) cause a substantial adverse change in the significance of an archeological resource pursuant to section 15064.5; (c) directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or (d) disturb any human remains, including those interred outside of formal cemeteries. The City's CEQA Threshold Guide states that a project would normally have a significant impact on a historical resource if it would result in a substantial adverse change in the significance of the historical resource. The test for determining whether a proposed project will have a significant impact on an identified historical resource is whether the project will alter in an adverse manner the physical integrity of the historical resource such that it would no longer be eligible for listing in the National or California Registers or other landmark programs such as the list of Los Angeles Historic-Cultural Monuments.

#### Project Design Features

The Project would incorporate the following Project Design Features for cultural resources related to archeological and paleontological resources. No mitigation measures are required for potential impacts to those resources, as the Project's impacts to those resources will be less than significant. However, incorporation of the following Project Design Features will further ensure the Project's impacts to those resource will remain less than significant.

- D-1** Prior to Project construction, the prime contractor and any subcontractor(s) will be advised of the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the Project Site. In addition, in the event that buried archaeological resources are exposed during Project construction, work within 50 feet of the find will stop until a professional archaeologist, meeting the standards of the Secretary of the Interior, can identify and evaluate the significance of the discovery and develop recommendations for treatment, in conformance with California Public Resources Code Section 21083.2. However, construction activities could continue in other areas of the Project Site. Recommendations could include preparation of a Treatment Plan, which could require recordation, collection and analysis of the discovery; preparation of a technical report; and curation of the collection and

supporting documentation in an appropriate depository. Any Native American remains will be treated in accordance with state law.

- D-2** The prime contractor and any subcontractor(s) will be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project Site. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during Project construction, work within 50 feet of the find will stop until a professional paleontologist, can identify and evaluate the significance of the discovery and develop recommendations for treatment. However, construction activities could continue in other areas of the Project Site. Recommendations could include a preparation of a Treatment Plan, which could require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features will be treated in accordance with State law.

### 1. Historical Resources

The Project would have less than significant impacts related to historical resources. The Flower Terminal building is not currently designated or listed under any national, state, or local landmark programs. An expert evaluated the Flower Terminal building on the Project Site for eligibility as a potential historic resource, as summarized in the historic report included in Appendix F-1 of the Draft EIR. The report concluded that the property is ineligible for designation at the national, state, and local levels through survey evaluation. Therefore, the property is not a historical resource subject to CEQA. Accordingly, Project impacts related to historical resources would be less than significant.

No mitigation measures are required, as so significant impacts associated with historical resource have been identified. Further, the Project will incorporate a public history program to commemorate the significance of the Southern California Flower Market in the history of the wholesale cut flower industry, and the important role Japanese Americans played in the commercial and industrial history of Los Angeles. No further study is required.

### 2. Archeological Resources

Historic development of the Project Site may have removed or destroyed any archaeological resources that could have occurred at the Project Site. However, it is possible that unknown archaeological resources could exist at the Project Site. In addition, the Project requires excavation for one level of subterranean parking. According to a records search conducted with the South Central Coastal Information Center (SCCIC) (refer to Appendix F-2 of the Draft EIR), the archaeological sensitivity of the Project Site is unknown. However, given the long history of Project Site, buried resources may be present. As such, the Project will incorporate Project Design Feature D-1 to ensure potential impacts remain less than significant. Under Project Design Feature D-1, prior to Project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the Project Site. In addition, in the event that buried archaeological resources are exposed during Project construction, work within 50 feet of the find shall stop until a professional archaeologist, meeting the standards of the Secretary of the Interior, can identify and evaluate the significance of the discovery and develop recommendations

for treatment, in conformance with California Public Resources Code Section 21083.2. However, construction activities could continue in other areas of the Project Site. Recommendations could include preparation of a Treatment Plan, which could require recordation, collection and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any Native American remains shall be treated in accordance with state law. Through compliance with these requirements, potential Project impacts to unknown archaeological resources would be less than significant.

No mitigation measures are required, as so significant impacts associated with archeological resources have been identified.

### 3. Paleontological Resources

A records search was conducted with the Los Angeles County Natural History Museum (LACNHM) to determine the likelihood for unique paleontological resources to occur at the Project Site (refer to Appendix F-3 of the Draft EIR). According to the LACNHM, there are no vertebrate fossil localities that lie directly within the Project Site boundaries. However, the LACNHM is aware of localities nearby from the same sedimentary deposits that occur subsurface in the Project area. As such, there is a possibility for unknown paleontological resources could be encountered during the Project's excavation phase. Accordingly, the Project will incorporate Project Design Feature D-2 to ensure potential impacts remain less than significant. Under Project Design Feature D-2, prior to Project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project Site. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during Project construction, work within 50 feet of the find shall stop until a professional paleontologist, can identify and evaluate the significance of the discovery and develop recommendations for treatment. However, construction activities could continue in other areas of the Project Site. Recommendations could include a preparation of a Treatment Plan, which could require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features shall be treated in accordance with State law. Through compliance with these requirements, potential Project impacts to unknown paleontological resources or sites, or unique geologic features would be less than significant.

No mitigation measures are required, as so significant impacts associated with paleontological resources have been identified.

### 4. Human Remains

A sacred lands file (SLF) search was conducted with the Native American Heritage Commission to determine the likelihood for human remains to occur at the Project Site (refer to Appendix F-4 of the Draft EIR). The results of the sacred land file search were negative, and no human remains are known to exist at the Project Site. However, in accordance with the State's Health and Safety Code Section 7050.5, in the event of discovery or recognition of any human remains at the Project Site, no further excavation or disturbance of the Site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance

with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The Coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the Coroner of the discovery or recognition of the human remains. If the Coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Through compliance with this regulation, potential Project impacts to human remains would be less than significant.

No mitigation measures are required, as so significant impacts associated with human remains have been identified.

#### 5. Cumulative Impacts

Some of the related projects could result in significant impacts on historical resources. However, the Project would not result in indirect or direct impacts to any significant historical resources. Therefore, the Project would not have the potential to contribute toward any significant cumulative impacts related to historical resources. Impacts related to archeological and paleontological resources, and human remains are site-specific and are assessed on a site-by-site basis. All development in the City that involves ground-disturbing activities are required to implement the existing state and City regulations related to the discovery of archeological and paleontological resource's, and human remains. Through compliance with existing requirements, cumulative impacts related to cultural resources would be less than significant.

No mitigation measures are required, as so significant impacts associated with cumulative impacts related to cultural resources have been identified.

### D. 4.E GEOLOGY AND SOILS

#### 1. Strong Seismic Ground Shaking

A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the southern California region. Southern California is an active seismic region (UBC Seismic Zone IV). Although the Project Site is not within an Alquist-Priolo Zone, as with all properties in the seismically active southern California region, the Site is susceptible to ground shaking during a seismic event. The main seismic hazard affecting the Project Site is moderate to strong ground shaking on one of the local regional faults. As the Site is located in a seismically active region, the Project would conform to all applicable provisions of the City Building Code, California Building Code, and the UBC with respect

to new construction. Adherence to current building codes and engineering practices would ensure that the Project would not expose people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the southern California region and would minimize the potential to expose people or structures to substantial risk, loss, or injury. Therefore, no impacts related to seismic ground shaking would occur.

No mitigation measures are required, as so significant impacts associated with seismic ground shaking have been identified.

## 2. Liquefaction

The Project Site is not identified by ZIMAS or the State Seismic Hazard Zone Map as being within a liquefaction zone. In addition, the City of Los Angeles Seismic Safety Element does not identify the Project Site as being located within a potentially liquefiable area. Therefore, the potential for liquefaction to occur at the Project Site is considered low, and Project development at this location would constitute a less than significant impact.

No mitigation measures are required, as so significant impacts associated with liquefaction have been identified.

## 3. Subsidence

There is little or no potential for ground subsidence due to withdrawal of fluids or gases at the Project Site. Therefore, no impact with respect to subsidence would occur.

No mitigation measures are required, as so significant impacts associated with subsidence have been identified.

## 4. Substantial Erosion or Loss of Topsoil

A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. The Project Site is located in an urbanized portion of Los Angeles and is completely paved and developed. Any topsoil that may exist on the Site was previously blended with other on-site soils during previous site preparation/grading activities. As such, development of the Project would not result in substantial loss of topsoil.

Construction activities such as grading and excavation could create the potential for soil erosion. The potential for soil erosion on the site is low due to the generally level topography of the site and the presence of existing off-site drainage facilities. Project construction would require the removal of existing pavement and grading earth and excavation. Conformance with City Building Code Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and use of fill, would reduce the potential for wind or waterborne erosion.

In addition, the Los Angeles Building Code requires an erosion control plan to be reviewed by the Department of Building and Safety prior to construction if grading exceeds 200 cubic yards and occurs during the rainy season (between November 1 and April 15). If grading occurs during the rainy season, the Project will prepare an erosion control plan and will comply with its provisions, as applicable. As the Project would comply with all mandatory Code requirements, Project impacts related to soil erosion during construction would be minimal and less than significant. The potential for soil erosion

during Project operation would be relatively low due to the urban nature of the Project area and the generally level topography of the Project Site. The Project would develop the entire site with new buildings, paving, landscaping, and surface treatments. Therefore, impacts would be considered less than significant.

No mitigation measures are required, as so significant impacts associated with substantial erosion or the loss of topsoil have been identified.

#### 5. Expansive Soil

The soils encountered at the lowest subterranean levels during the site exploration are primarily granular in nature and are considered to be “non-expansive.” Such soils are not subject to measures to mitigate expansive soils, and no impact would occur.

No mitigation measures are required, as so significant impacts associated with expansive soil have been identified.

#### 6. Cumulative Impacts

Geotechnical impacts related to future development in the City would involve hazards related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts at each site would be specific to that site and its users and would not be common or contribute to (or shared with, in an additive sense) the impacts on other sites and would not thereby, together with the Project, create an impact that is cumulatively considerable. None of the cumulative projects has elements or activities that would cause or accelerate geologic hazards off-site that would contribute to increased geological hazards on the Project Site. In addition, the design and construction of the Project and the cumulative projects shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety. In addition, development on each site would be subject to uniform site development and construction standards that are designed to protect public safety, which includes a geotechnical report. Therefore, incremental impacts related to geology and soils would not be cumulatively considerable.

No mitigation measures are required, as so significant impacts associated with cumulative impacts related to geology and soils have been identified.

### E. 4.F GREENHOUSE GAS EMISSIONS

Under the CEQA Guidelines (Appendix G), a project could have a significant impact if it would: (a) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or (b) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Neither the SCAQMD nor the City has adopted a quantitative threshold to evaluate a project’s GHG impacts for land use projects (such as the Project). In the absence of any adopted, quantitative threshold, the Project would not have a significant effect on the environment if it is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including: (i) Executive Orders S-3-05 and B-30-15; (ii) AB 32 Scoping Plan; (iii) SCAG’s 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy; (iv) City of Los Angeles Mobility 2035 Plan; (v) City of Los Angeles ClimateLA Implementation plan; and (vi) City of Los Angeles Green Building Ordinance.

## Project Design Feature

The Project will incorporate the following Project Design Feature related to potential GHG impacts. No mitigation measures are required for potential impacts to GHGs, as the Project's impacts to GHGs will be less than significant. However, incorporation of the following Project Design Feature will further ensure the Project's impacts to GHGs will remain less than significant.

**F-1** The Project would include a number of Project design features (PDFs) that implement an array of strategies that address most of the source categories identified by the State for potential GHG reductions. These include:

- Renovation of a two-story 206,517-square-foot concrete building in lieu of being removed for new construction. This move results in a building with a lower embodied energy than new construction.
- Designing the residential tower to both provide views and limit heat gain through shading or other devices.
- Construction debris will be recycled with a target rate of 90 percent.
- Pollution control will occur during construction by limiting dust and moisture build up.
- All adhesives, coatings, paint and other finishes installed in interior spaces will be low- or no-VOC (volatile organic compounds).
- Electric Vehicle charging spots will be provided (no less than 3 percent of the total number of parking spaces provided).
- Bicycle parking will be provided (both short-term and long-term) to encourage tenants to utilize alternative modes of transportation.
- Building will be provided with conduit and rooftop space for a potential photovoltaic solar panel array and will have a 'cool roof' to reduce the heat island effect.
- Majority of the landscape will be drought tolerant and low-water use type. The irrigation design will be water-conserving type with moisture sensors.
- All plumbing fixtures will be low-flow or ultra-low flow. Building will be designed to be 'grey-water ready'.
- If carpet is provided, it will meet the Carpet and Rug Institute's Green Label Plus Program or be Greenguard certified.
- Resilient flooring provided will meet UL Greenguard Gold or other green certification program.
- All composite wood products will meet the low VOC limits specified by the California Air Resources Board.
- Educational materials will be provided for the residential tenant occupants that include:
  - Information from local utility, water and water recovery providers on methods to further reduce resource consumption, including recycle programs and locations.
  - Information on-site on public transportation and/or carpool options available in the area.

#### 1. Consistency Analysis

The Project would have less than significant impacts related to GHG emissions. For informational purposes and to support the City's consistency analysis, estimated GHG emissions for the Project were quantified. The Project's construction would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by

construction workers and vendors traveling to and from the Project Site. Those emissions are summarized in Table 4.F-4 of the Draft EIR and are further incorporated in the assessment of long-term operational impacts by amortizing them over a 30-year period (pursuant to guidance from the State and SCAQMD).

GHG emissions were calculated for long-term operations. The estimates also accounted for emissions reductions that will result from the Project's commitments and regulatory changes that will reduce GHG emissions. The Draft EIR compared the Project's GHG emissions to the emissions that the Project would have generated in the absence of any GHG reduction measures (the No Action Taken or "NAT" Scenario). As summarized in Table 4.F-5 of the Draft EIR, the Project's emissions and its associated CARB 2020 NAT scenario are estimated to be 8,720 and 13,030 MTCO<sub>2</sub>e per year, respectively, which shows the Project would reduce emissions by 33 percent from CARB's 2020 NAT scenario. The proposed Project would represent a net 6,512 metric ton increase in annual emissions when accounting for existing emissions from existing development that would be removed as part of the Project. CO<sub>2</sub> estimates from mobile sources are likely much greater than the emissions that would actually occur because the methodology used assumes that all emissions sources are new sources and that emissions from those sources are 100 percent additive to existing conditions. The NAT scenario was provided in the Draft EIR for informational purposes and to support the City's evaluation of the Project's consistency with applicable GHG reduction plans and policies. The Draft EIR's analysis included potential emissions under the NAT scenario and from the Project at build-out based on actions and mandates expected to be in force in 2020. Early-action measures identified in CARB's Climate Change Scoping Plan that have not yet been approved were not credited in that analysis. By not speculating on potential regulatory conditions, the analysis took a conservative approach that likely overestimated the Project's GHG emissions at build-out.

The Project is subject to a number of regulations that directly or indirectly reduce climate change-related emissions. Those measures include following:

- Stationary and area sources. Emissions from small on-site sources are subject to specific emission reduction mandates and/or are included in the State's Cap and Trade program.
- Transportation. Both construction and operational activities from the Project Site would generate transportation-related emissions from combustion of fossil fuels that are covered in the State's Cap and Trade program.
- Energy Use. Both construction and operational activities from the Project Site would generate energy-related emissions that are covered by the State's renewable portfolio mandates, including SB 350, which requires that at least 50 percent of electricity generated and sold to retail customers from renewable energy sources by December 31, 2030.
- Building structures. Operational efficiencies will be built into the Project that reduce energy use and waste, as mandated by CALGreen building codes.
- Water and wastewater use. The Project would be subject to drought-related water conservation emergency orders and related State Water Quality Control Board restrictions.
- Major appliances. The Project would include major appliances that are regulated by California Energy Commission requirements for energy efficiency.
- Solid waste management. The Project would be subject to solid waste diversion policies administered by CalRecycle that reduce GHG emissions.

The Project will also implement Project Design Feature F-1, which includes strategies that address most of the source categories identified by the State for potential GHG reductions.

While the Project would contribute to cumulative increases in GHG emissions over time in the absence of policy intervention, the Project would be consistent with a number of relevant plans and policies that govern climate change.

*Executive Orders S-03-05 and B-30-15.* The Project is consistent with the State's Executive Orders S-3-05 and B-30-15, which are orders from the State's Executive Branch for the purpose of reducing GHG emissions. These strategies call for developing more efficient land-use patterns to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. The Project includes elements of smart land use as it is a mixed-used development located in an urban infill area well-served by transportation infrastructure that includes robust public transit provided by Metro.

Statewide efforts are underway to facilitate the State's achievement of 2050 GHG emissions goals and it is reasonable to expect the Project's emissions profile to decline as the regulatory initiatives identified by CARB in the First Update are implemented, and other technological innovations occur. Stated differently, the Project's emissions total at build-out presented in this analysis represents the maximum emissions inventory for the Project as California's emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. The Project's GHG emissions will likely decrease over time (e.g., emissions from vehicles traveling to and from the Project Site will decrease as fuel efficiency improves, energy-related emissions will decrease as energy sources increasingly comply with the State's renewable energy portfolio mandates). As such, given the reasonably anticipated decline in Project emissions once fully constructed and operational, the Project is consistent with the Executive Order's horizon-year goal.

Many of the emission reduction strategies recommended by CARB would serve to reduce the Project's post-2020 emissions level to the extent applicable by law and help lay the foundation "...for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," as called for in CARB's First Update to the AB 32 Scoping Plan. As such, the Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Order S-3-05 and B-30-15.

*AB 32 Scoping Plan.* As further summarized in Table 4.F-7 of the Draft EIR, the Project will be consistent with the applicable GHG reduction strategies from the AB 32 Scoping Plan. Those strategies include: (i) maximizing energy efficiency building and appliance standards and pursuing additional efficiency efforts; (ii) achieving 33 percent renewable energy mix statewide; (iii) installing solar-electric capacity under California's existing solar programs; (iv) expanding the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings; (v) reducing methane emissions at landfills by increasing waste diversion and composting; and (vi) continue efficiency programs and use cleaner energy sources to move and treat water. The Project will be consistent with those strategies in part by being designed to meet Cal Green Building standards, including photovoltaic solar panels, utilizing energy from the Los Angeles Department of Water and Power (which has goals to diversify its portfolio of energy

sources), having a minimal impact on solid waste facilities, and using water-efficient landscaping. The Project would be consistent with all feasible and applicable strategies recommended in the AB 32 Scoping Plan.

*SCAG'S RTP/SCS.* As further summarized in Table 4.F-8 of the Draft EIR, the Project would be consistent with the applicable actions and strategies in the SCAG 2016-2040 RTP/SCS. The applicable land use strategies include: (i) reflect the changing population demands by increasing the housing supply at a variety of affordability levels; (ii) focus on new growth round transit; (iii) plan for growth around livable corridors; (iii) provide more options for short vehicle trips; and (iv) protect natural and farm lands. The Project will be consistent with those land use strategies because it will include residences that will add to the City's housing supply, the Project consist of an infill development near transit facilities, the Project will help further the jobs/housing balance objectives that can improve the use of electric vehicles for short trips, and the Project will help reduce demand for growth in urbanizing areas that threaten greenfields and open space. The applicable transportation strategies include: (i) manage congestion; through programs like the Congestion Management Program, Transportation Demand management, and Transportation Systems Management strategies. The Project will be consistent with that strategy because it is an infill development that will minimize congestion impacts due to its proximity to public transit and general density of population and jobs. The applicable technological innovation and 21st century transportation strategies include: (i) promoting zero-emissions vehicles; and (ii) promoting neighborhood electric vehicles. The Project will be consistent with those strategies by including pre-wiring for electric vehicle charting infrastructure. Also, the Project will be consistent with applicable post-2020 GHG reduction goals for the state that are addressed in SCAG's RTP/SCS. SCAG's RTP/SCS provides strategies to reduce emissions from transportation sources pursuant to California's long-term climate policies, including SB 375. Through its reductions strategies, the 2016-2040 RTP/SCS will meet or exceed the SB 375 targets for 2020 and 2035. Specifically, through its reduction strategies, the 2016-2040 RTP/SCS would result in an estimated 8-percent decrease in GHG emissions per capita by 2020 over 2005 levels, 18-percent decrease in GHG emissions per capita by 2035 over 2005 levels, and 21-percent decrease in GHG emissions per capita by 2040 over 2005 levels. Therefore, the 2016-2040 RTP/SCS is expected to help achieve the State's GHG emission reduction goals past the year 2020, and the Project is consistent with the applicable 2016-2040 RTP/SCS strategies.

*City of Los Angeles Mobility 2035 Plan.* The City's Mobility 2035 Plan includes key policy initiatives that link land use and transportation and targeting GHG through a more sustainable transportation system. The Project is fully consistent with those general objectives, including the most relevant strategy Program No. D7, which calls for the development of GHG tracking program that would quantify reductions in GHGs from reductions in vehicle miles traveled.

*City of Los Angeles ClimateLA Plan.* The Project's construction is consistent with the ClimateLA Plan's applicable goals and strategies. With regard to transportation, the Project is consistent with the Plan's focus on reducing emissions from private vehicle use. The Project's infill location with immediate access to significant public transit, pedestrian, and bicycle facilities results in a transit-oriented development that would reduce dependence on vehicles. Further, the mixed-use nature of the Project is consistent with the Plans' land use policies that promote high density near transportation, transit-oriented development, and making underutilized land available for housing and mixed-use development, especially near transit.

To reduce emissions from energy usage, the Project would be consistent with “ClimateLA” and its focus on increasing the amount of renewable energy provided by the Los Angeles Department of Water and Power; presenting a comprehensive set of green building policies to guide and support private sector development; and helping citizens to use less energy. Both construction and operational activities from the Project Site would generate energy-related emissions that are reduced by the State’s renewable portfolio mandates, including SB 350, which requires that at least 50 percent of electricity generated and sold to retail customers come from renewable energy sources by December 31, 2030.

With regard to water, the Project would be consistent with reducing water from growth through water conservation and recycling; reducing per capita water consumption by 20 percent; and implementing the City’s water and wastewater integrated resources plan that will increase conservation, and maximize the capture and reuse of storm water. Specifically, the Project would be subject to drought-related water conservation emergency orders and related State Water Quality Control Board restrictions, as well as CALGreen and City Green Building Code that call for water-conserving fixtures and processes.

With regard to waste, the Project would be consistent with the “ClimateLA” goal of reducing or recycling 70 percent of trash by 2015. Operational efficiencies will be built into the Project that reduce energy use and waste, as mandated by the City’s Green Building Code and CALGreen building code. With regard to ongoing operations, the Project would be subject to solid waste diversion policies administered by CalRecycle that reduce GHG emissions.

With regard to open space and greening, the Project would not interfere with “ClimateLA” and its focus on creating 35 new parks; revitalizing the Los Angeles River to create open space opportunities; planting one million trees throughout the City; identifying opportunities to “daylight” streams; identifying promising locations for stormwater infiltration to recharge groundwater aquifers; and collaborating with schools to create more parks in neighborhoods.

*City of Los Angeles Green Building Ordinance.* The Project would comply with mandatory measures under the Green Building Ordinance that would help reduce GHG emissions. Those measures include providing on-site bicycle parking spaces and increasing energy efficiency on the Project Site. The Project would also comply with the Green Building Ordinance’s standards that require design, construction, maintenance, and operation of the Project to occur at a level that would be consistent with Leadership in Energy and Environmental Design (LEED) basic certification, reduce emissions beyond the No Action Taken Scenario, and are consistent with the AB 32 Scoping Plan’s recommendation for communities to adopt building codes that go beyond the state’s codes.

In sum, given the Project’s consistency with the above-listed GHG reduction strategies, the Project would be consistent with the applicable State, regional, and local GHG reduction strategies. Taken together, those strategies encourage providing recreational, cultural, and a range of shopping, entertainment and services all within a relatively short distance; providing employment near current and planned transit stations and neighborhood commercial centers; and supporting alternative fuels and electric vehicles. Given that the Project would generate GHG emissions that are less than significant, and given that GHG emission impacts are cumulative in nature, the Project’s incremental contribution to cumulatively significant GHG emissions would be less than cumulatively considerable, and impacts would be less than significant.

No mitigation measures are required, as so significant impacts associated with greenhouse gas emissions have been identified.

## 2. Cumulative Impacts

The emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHGs from more than one project and many sources in the atmosphere that may result in global climate change. Currently, there are no applicable CARB, SCAQMD, or City significance thresholds or specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative levels.

No mitigation measures are required, as so significant impacts associated with cumulative impacts related to greenhouse gas emissions have been identified. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represent new emissions or existing, displaced emissions. Therefore, consistent with CEQA Guidelines Section 15064h(3), the City as Lead Agency has determined that the Project's contribution to cumulative GHG emissions and global climate change would be less than significant if the Project is consistent with the applicable regulatory plans and policies to reduce Greenhouse Gas Emissions: Executive Orders S-3-05 and B-30-15, AB 32, the 2016-2040 RTP/SCS, the City of Los Angeles Green Building Ordinance, and the City of Los Angeles Mobility 2035 Plan. As summarized above, the Project is consistent with those applicable GHG reduction plans and policies. The NAT comparison demonstrates the efficacy of the measures contained in those policies. In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the Project's impacts are cumulatively less than significant.

No mitigation measures are required, as so significant impacts associated with cumulative impacts related to greenhouse gas emissions have been identified.

## F. 4.G HAZARDS AND HAZARDOUS MATERIALS

### 1. Transport, Use, Storage, Disposal, and/or Emissions of Hazardous Materials

The Project's impacts related to the transport, use, storage, disposal, and/or emission of hazardous materials would be less than significant.

The Project's construction would involve the temporary transport, use, and/or disposal of potentially hazardous materials, including paints, adhesives, surface coatings, cleaning agents, fuels, and oils. The use of these materials would be temporary and short-term in nature. Additionally, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which would ensure that impacts associated with the transport, use, storage, and disposal of hazardous materials would be less than significant.

Any emissions from the use of such materials during construction would be minimal and localized to the Project Site. Construction of the Project would be required to comply with applicable regulations concerning the exposure of hazardous substances to rainfall and runoff (General Stormwater Permit for Construction Activities), as well as the applicable federal and state

regulations governing transport, storage, and use of hazardous materials (RCRA Title 49 of the CFR, the California Vehicle Code, and the California Health and Safety Code), and applicable provisions of the LAMC. Thus, Project construction would not expose persons to substantial risks resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards. Therefore, Project impacts associated with the potential release of hazardous substances during construction of the Project would be less than significant.

The Project's operation would include the continuation of wholesale flower sales at the Project Site, and would add multi-family residential, retail, restaurant, and office uses, to the Site, which would involve the limited use of hazardous materials. Operation of the proposed residential uses would likely involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, paints, and pesticides for landscaping. Hazardous materials to be used, stored, and disposed of by the Project's commercial uses would vary depending on the specific commercial use, but could include cleaning solvents, waxes, dyes, toners, paints, bleach, grease, and petroleum products. With implementation of hazardous waste reduction efforts on-site (i.e., the City's Green Building Ordinance and through source reduction, recycling, on-site treatment, etc.), as well as the proper treatment and disposal of such wastes at licensed resource recovery facilities, the Project would not generate significant amounts of hazardous wastes. Therefore, Project impacts related to the use of hazardous materials during operation of the Project would be less than significant.

The transport of hazardous materials and wastes (i.e., paints, adhesives, surface coatings, cleaning agents, fuels, and oils) would occur in accordance with federal and State regulations, including RCRA, Title 49 of the CFR, the California Vehicle Code, and the California Health and Safety Code. In accordance with such regulations, the transport of hazardous materials and wastes would only occur with transporters who have received training and appropriate licensing. Additionally, hazardous waste transporters would be required to complete and carry with him/her a hazardous waste manifest. Placarding of vehicles carrying hazardous materials would also occur in accordance with Title 49 of the CFR. Therefore, there would be no impact resulting from the transport of hazardous materials to the Project Site.

Compliance with applicable City, State, and federal regulations related to the handling, storage, transport, and disposal of hazardous materials and waste during operation of the Project would ensure that no significant hazard to the public or the environment occurs. Therefore, Project impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with the transport, use, storage, disposal, and/or emissions of hazardous materials have been identified.

## 2. Upset Conditions Involving the Release of Hazardous Materials

Impacts related to the potential to upset conditions involving the release of hazardous materials would be less than significant. A Phase I Environmental Site Assessment was prepared for the Project Site in December 2016 and attached as Appendix H to the Draft EIR. The Phase I concluded the Project Site is not contaminated with any hazardous waste.

With regards to asbestos, due to the age of the Project Site buildings, asbestos-containing materials (ACMs) are likely present. The identified suspect ACMs would need to be sampled to confirm the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential

exposure to workers and/or building occupants. Asbestos removal is controlled by federal regulations and the SCAQMD. In general, asbestos removal is a low risk operation. When following asbestos-related regulations, the possibility of exposure to airborne asbestos fibers from asbestos removal projects is limited. In accordance with the EPA's NESHAP regulation and the SCAQMD, all materials, which are identified as ACMs, would be removed by a trained and licensed asbestos abatement contractor. Prior to issuance of any demolition permit, the applicant would provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACMs are found to be present. If ACMs are found to be present, they would be abated in compliance with SCAQMD Rule 1403, as well as other State and federal rules and regulations, including CAL-OSHA Asbestos for the Construction Industry Standard, EPA rules and regulations, and industry standards. Provided that the removal and disposal of ACMs from the Project Site follows the various required guidelines described above, hazardous materials impacts relative to exposure of workers and others to asbestos would be less than significant.

With respect to lead-based paint (LBP), all painted surfaces in the Project Site buildings were observed in good condition. However, due to the age of the structures, there is a potential for LBP to be present. Demolition of the existing structures on the Project Site could therefore release LBP containing materials present in the structure into the environment. Exposure of workers and others to LBP during demolition of the Project Site structures would be a potentially significant impact. In order to ensure minimal exposure to workers and others, LBP found in the buildings shall be removed and disposed of as recommended by a qualified Department of Health Services lead consultant and in accordance with applicable federal, state, and local regulations. Regulations that would be followed during demolition include Construction Safety Orders 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations, and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD). Provided that abatement rules and regulations are followed as necessary, hazardous materials impacts to sensitive receptors and workers caused by exposure to lead-paint would be less than significant.

With respect to polychlorinated biphenyls (PCBs), it is possible that fluorescent lighting ballasts contain small quantities of PCBs, which are currently regulated as hazardous waste in California. Any potential PCBs should be handled by a qualified electrician where removal or replacement is necessary. Provided that existing regulations are followed to dispose of any PCBs, the Project's impacts would be less than significant.

With respect to radon, based on information provided in the Phase I Site Assessment and Preliminary Site Assessment (Appendix H to the Draft EIR), the radon gas infiltration risk for the property is very low. Therefore, Project impacts related to radon would be less than significant.

No mitigation measures are required, as no significant impacts related to upset conditions involving the release of hazardous materials have been identified.

### 3. Emit Hazardous Materials Near Schools

The Project Site is located within 500 feet of the Jardin de la Infancia School. The Project would use, at most, minimal amounts of hazardous materials for routine cleaning and maintenance that would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Further, the Project would not result in any

significant impacts related to upset conditions. Additionally, the Project Applicant would be required to comply with existing regulations pertaining to ACMs, LBP, and PCB to ensure that these hazardous materials would not pose a significant risk to the environment. Therefore, Project impacts related to emitting hazardous materials near schools would be less than significant.

No mitigation measures are required, as no significant impacts related to emitting hazardous materials near schools have been identified.

#### 4. Listed Site Pursuant to Government Code Section 65962.5

California Government Code Section 65962.5 requires various state agencies, including but not limited to, DTSC and the SWRCB, to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5. Thus, construction and operation of the Project would not create a significant hazard to the public or the environment, as a result of being on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts related to this issue would occur.

No mitigation measures are required, as no significant impacts related to a listed site pursuant to Government Code section 65962.5 have been identified.

#### 5. Emergency Response/Evacuation Plan

The Project's impacts related to the implementation of or physical interference with an adopted emergency response plan or emergency evaluation plan would be less than significant. The Project could require temporary roadway lane closures during construction. However, prior to the issuance of a building permit, the Project Applicant would be required by the LAFD and the City of Los Angeles Department of Building and Safety to develop an emergency response plan for the Project in consultation with the LAFD. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments. Preparation and implementation of the Project-specific emergency response plan would ensure that Project impacts related to emergency response/evacuation would be less than significant.

No mitigation measures are required, as no significant impacts associated with emergency response or evaluation plans have been identified.

#### 6. Cumulative Impacts

The geographic extent of the Project's environmental impacts is limited to the Project Site and would not contribute to any other potential environmental impact that may occur beyond the Project Site boundaries. All related projects would be subject to discretionary or ministerial review by their respective jurisdictions, which would be responsible for assessing potential hazards risks associated with those related projects, and if necessary, the applicants of those projects would be required to implement measures appropriate for the type and extent of hazardous materials present and the land use proposed to reduce the risk associated with the hazardous materials to an

acceptable level. The Project would not result in any significant impacts related to hazards and hazardous materials. Therefore, no significant cumulative impacts related to hazards and hazardous materials would occur.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to hazards and hazardous materials have been identified.

#### G. 4.H LAND USE AND PLANNING

##### 1. Consistency with Applicable Plans, Policies, and Regulations

The Project would be consistent with applicable land use plans, policies and regulations. The legal standard that governs consistency determinations with applicable land use plans states that a project must only be in “harmony” with the applicable land use plan to be consistent with that plan. (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 717-18.) In addition, “state law does not require an exact match between a proposed subdivision and the applicable general plan.” (Id. at p. 717.) To be “consistent” with a general plan, a project must be “compatible with the objectives, policies, general land uses, and programs specified in the applicable plan,” meaning, the project must be “in agreement or harmony with the applicable plan.” (Id. at pp. 717-18.) A project is “consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.” (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.)

As summarized in Table 4.H-1 of the Draft EIR, the Project will be consistent with all of the 16 applicable policies of SCAG’s 2008 RCP. Those policies include policies related to land use and housing, open space and habitat, water, energy, and solid waste. Specifically, the 2008 RCP includes policies for local governments to provide new housing that incorporates green building measures, promote infill development and revitalize existing communities, and promote water-efficient and energy-efficient land use and development. The Project will be consistent with those policies, as it will provide new housing, including 10% of its units for moderate income families, as an infill, mixed-use development. The Project will also comply with CalGreen requirements of the California Building Code and will be consistent with the LA Green Building Code, which is designed to reduce the Project’s energy and water use, reduce waste, and reduce the carbon footprint.

As summarized in Table 4.H-2 of the Draft EIR, the Project will also be consistent with all of the four applicable policies of SCAG’s RTP/SCS, which focuses on transportation investments in the SCAG region. Those policies and goals include maximizing mobility and accessibility for all people and goods in the region, protecting the environmental and health of the region’s residences by improving air quality and encouraging active transportation, encouraging energy efficiency, and encouraging land use and growth patterns that facilitate transit and non-motorized transportation. The Project will be consistent with those goals by reducing vehicle miles traveled by providing a higher density infill development close to public transit, providing approximately 414 bicycle parking spaces, and by complying with CalGreen requirements of the California Building Code and the City’s Green Building Ordinance to reduce the Project’s energy and water use, reduce waste, and reduce its carbon footprint.

As described further in Table 4.H-3 of the Draft EIR, the Project would also be consistent with all four applicable land use policies of the City’s General Plan Framework Element. Those policies

include promoting development that integrates housing with commercial uses at appropriate locations, promoting development that emphasizes pedestrian/bicycle access, and preserving existing stable residential neighborhoods and encouraging new development in proximity to transit and along the City's major boulevards. The Project will be consistent with those policies by constructing an infill development that will provide housing and employment opportunities, as well as commercial uses, and serve current residents in the Project area and future residents at the Project Site in close proximity to public transit. The Project will also be pedestrian friendly, creating flexible open space for pedestrians and offering retail and restaurant opportunities at the ground level. The Project will also provide bicycle parking to encourage bicycle use.

As described further in Table 4.H-4 of the Draft EIR, the Project will also be consistent with the twelve applicable land use policies in the City's General Plan Health and Wellness Element. Those policies include, but are not limited to, promoting healthy communities, incorporating a health perspective into land use, increasing the availability of and access to affordable goods and services that promote health and healthy environments, promoting a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, promoting infrastructure improvements that support active transportation, promoting the development of new and innovative active spaces, and reducing air pollution from stationary and mobile sources. The Project will be consistent with those policies by constructing infill development that includes redevelopment of the Project Site, with new housing, commercial, and open space in close proximity to transit. The Project's provision of open space amenities, including social and community spaces, a recreation room, and outdoor garden, and other outdoor gathering areas would provide opportunities for Project residents and visitors to engage in physical activity.

As described further in Table 4.H-5 of the Draft EIR, the Project will also be consistent with the 11 applicable land use policies in the City's Housing Element. Those policies include, but are not limited to, expanding affordable home ownership opportunities, facilitating new construction and preservation of a range of different housing types, encouraging the integration of housing and other compatible land uses, facilitating a reduction in water and energy consumption and reduction of waste in construction and building operations, and promoting the preservation of neighborhood character in balance with facilitating new development. The Project would be consistent with those policies by providing 323 new residential units, which would supply housing for small households comprised of one or two persons as well as for families. The Project will also voluntarily provide 10% of its units for moderate income families. The Project will also develop such housing near public transit, and will include a mix of wholesale, trade, retail, food and beverage, office, and residential uses. The Project will also be consistent with the City's Green Building Code, which will encourage water and energy efficiency and waste reduction.

The Project will also be consistent with the City's Mobility Plan 2035 Element of the General Plan, which guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods. The Project will advance specific policies related to facilitating walking, bicycles, and fewer vehicle trips by allowing mixed-use development in close proximity to two major transportation corridors. The Project will also develop wholesale uses, residential, office, restaurant and retail uses on the same Project Site, and will promote pedestrian activity and circulation and create direct pedestrian connections between the new Project and the City's public transportation infrastructure.

As described further in Table 4.H-6 of the Draft EIR, the Project will also be consistent with the eight

applicable land use policies in the Central City Community Plan. Those policies include, but are not limited to, maintaining zoning standards that promote housing and limit ancillary commercial uses to meet the needs of the neighborhood, guard against the loss of low income housing units, maintaining a safe and attractive environment, attracting businesses that build on existing strengths of the area, and supporting the growth of neighborhoods with small, local retail services. The Project will be consistent with those policies, as it will provide an infill development that includes redevelopment of the Project Site. The Project will maintain the existing wholesale flower market, and will add retail, restaurant, office, and residential uses to serve the neighborhood and in close proximity to transit.

The Project will also be consistent or partially consistent with the goals, objectives, and policies in the City's General Plan related to industrial uses and economic development. For example, Chapter 3 of the General Plan's Framework Element states that "[i]t is the intent of the General Plan Framework Element to preserve industrial lands for the retention and expansion of existing and attraction off new industrial uses that provide job opportunities for the City's residents. As indicated in the Economic Development Chapter of the Framework Element, some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses. Where such lands are to be converted, their appropriate use shall be of the subject of future planning studies." The Project will be consistent with that intent, as it will facilitate the retention of the Flower Market as an industrial use in the Central City area. The Flower Market is currently experiencing deteriorating sales due to the increase in wholesale and retail flower shops in the Project area over the last 15 years and the competition from big-box retailers (including Costco and Target). The number of vendors in the Flower Market has shrunk over the last 15 years. To remain economically competitive, the Flower Market must shrink its wholesale footprint and become more efficient by updating its operating systems and supplementing operations with mixed use components. By allowing the Project applicant to upgrade its existing facility so it can remain competitive and economically viable, the City will facilitate the retention of that industrial use in the Central City area.

The Project's requested General Plan Amendment from "Light Manufacturing" to "Community Commercial" and vesting zone change from M2-2D to C2-2 zone will convert the Project Site from its existing industrial land use designation and zoning to allow for a mix of other land uses. The City finds that the conversion of the existing industrially zoned Project Site to allow for the mix of uses will help the Central City retain the Flower Market as an industrial use and will keep the Flower Market from moving its operations to a cheaper industrial area elsewhere in the region. Further, as the City studied in the Draft and Final EIR, the conversion of the Project Site's existing industrial uses to allow for a different mix of uses will be consistent with the City's General Plan, as the Project will be in agreement and harmony with the Plan and will further the General Plan's applicable objectives and policies. Whether the re-designation of industrial uses on the Project Site will displace other industrial uses that may have otherwise made use of the Project Site (other than the Flower Market) and whether that displacement would lead to environmental impacts is too speculative for the City to evaluate at this time. (CEQA Guidelines, §§ 15064, 15145.)

The Project will also be consistent or partially consistent with the relevant goals, objectives, and policies in the Economic Development Chapter of the General Plan (Chapter 7), including the following:

- Goal 7B – A City with land appropriately and sufficiently designed to sustain a robust commercial and industrial base.
  - Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.
    - Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.
    - Policy 7.2.6: Concentrate office development in regional mixed-use centers, around transit stations, and within community centers.
    - Policy 7.2.: Encourage new commercial development in proximity to rail and bus transit corridors and stations.
    - Policy 7.2.8: Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.
    - Policy 7.2.9: Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: Land Use.

The Project will be consistent with Goal 7B, Objective 7.2, and Policies 7.2.2, 7.2.6, and 7.2.7 by establishing a balance of land uses that will include 64,363 square feet of office space, 4,385 square feet of retail space, and 63,785 square feet of wholesale space and storage. The project will also include residential, restaurant, and event space uses. With that mix of uses, the Project will provide housing and employment opportunities to the community within ¼ mile of 28 bus lines, which provide service to regional centers such as Century City, Santa Monica, Burbank, Long Beach, Montebello, and Hawthorne, as well as to major transit stations, including Union Station and 7<sup>th</sup> Street / Metro Center Station. The Project, therefore, will establish a balance of land uses and will concentrate those uses in an area near public transit. The Project will be partially consistent with Policies 7.2.8 and 7.2.9 because the Project will redesignate existing industrial land to other land uses to allow for the mix of uses proposed by the Project. However, as summarized above, the Project will allow the Flower Market to remain competitive and economically viable, and will keep that industrial use from leaving the Central City area.

- Goal 7C – A city with thriving and expanding businesses.
  - Objective 7.3 – Maintain and enhance the existing businesses in the City.
    - Policy 7.3.1: Maintain the Downtown regional core as the preeminent center for office development in the City, the metropolitan area, and the region. Maintenance of this status is key to the City's economic and fiscal strength during the transition to a more service oriented economy.
    - Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.
    - Policy 7.3.3: Prioritize the retention and renewal of existing industrial businesses.
    - Policy 7.3.8: Assist existing industries located in Los Angeles with their expansion plans and/or relocation efforts to find suitable industrial sites in the City.

The Project will be consistent with Goal 7C, Objective 7.3, and Policies 7.3.1, 7.3.2, and 7.3.3 by providing a mix of uses, including residential, industrial, and office space in the Center City area.

The Project will allow the Center City area to retain the Flower Market as an industrial use, and the Project will allow the Flower Market to remain competitive and economically viable.

- Goal 7G – A range of housing opportunities in the City.
  - Objective 7.9 – Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City’s work force to both live and work in the City.
    - Policy 7.9.1: Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City’s fiscal structure.
    - Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.

The Project will be consistent with Goal 7G, Objective 7.9, and Policies 7.9.1 and 7.9.2, as the Project will provide new residential units within ¼ mile of 28 bus lines and close to Metro stations. The Project will set aside 10% of its residential units as affordable units for moderate income families.

In addition, the Project will also be consistent with applicable objectives and standards in the Central City Community Plan related to maintaining wholesale industries by updating outdated facilities, improving access, improving parking, and enhancing the pedestrian environment. The Project provides housing opportunities for those who choose to live in the Flower District and meets the intent of Objective 3-2, which is to “study the possibility of development artist-in-residence district in industrial areas,” to continue to improve the jobs/housing ratio, respond to market demands, and maintain the viability of industrial lands as the space needs of manufacturers evolve. The Project’s residential units will be loft style.

The Community Plan also states that the economic vitality of the South Markets is essential to the revitalization and prosperity of the rest of Downtown, and the Project could help anchor and bring identity to the concentration of unique regional markets associated with wholesale industries of Downtown. The Community Plan further explains that although the area is generally prospering, there is strong competition from other areas. To retain existing industry and attract new ones, the Community Plan states that Downtown must become more competitive with other localities and provide a safe and clean environment. To achieve that goal, the Community Plan sets forth Objective 3-1, which states the objective to “strengthen, retain and expand the existing industrial base as well as attract new industries to the Central City area.” The Community Plan also includes Policy 3-1.1, which states “[m]aintain and expand the toy, garment, small electronics, and other import/export wholesale industries” and includes the program to “[u]pdate existing, outdated industrial facilities and to improve access, loading and parking in the industrial area and support improvements that will implement the Alameda Corridor Project. Expand safe, convenient, and affordable parking for employees and customers.”

For the reasons summarized above, the Project will be consistent with that applicable objective, policy, and program related to industrial uses by helping the Central City retain and update the existing Flower Market as an industrial use in the area. The Project will allow the Project applicant to upgrade its existing facility so it can remain competitive and economically viable and remain in

the City. The Project will also create a pedestrian-friendly environment, maintaining strong street wall, with storefronts and a flower-themed mural along Maple Avenue, and a public paseo that will connect Maple Avenue and Wall Street through a creative open space for pedestrians. The Project, therefore, will improve access and expand a safe, and convenient street environment for customers, residents, and employees in the area.

As described further in the CEQA findings for air quality, the Project would also be consistent with the SCAQMD Air Quality Management Plan. Additionally, as described further in the CEQA findings for transportation/traffic, the Project would be consistent with the Congestion Management Plan (CMP). Given the Project's consistency with the applicable policies in the applicable land use plans as described above, the Project's impacts related to consistency with land use plans will be less than significant.

With respect to zoning and land use, the Project Site is zoned M2-2D (Light Industrial, Height District 2 with Development Limitation) and the current land use designation is Light Manufacturing. As proposed, the Project is currently inconsistent with the existing zoning and land use designation. Therefore, as part of the Project, the Applicant is seeking a Vesting Zone Change from M2-2D to C2-2 and a General Plan Amendment from Light Manufacturing to Community Commercial, which would permit development of the Project as proposed. The approval of the Vesting Zone Change and General Plan Amendment would be in conformance with public necessity and convenience, general welfare, and good planning practices. The Project serves to address the City's housing shortage and need for affordable housing, and will increase the livability of the neighborhood by providing a mix of land uses in proximity to public transit. The Project will also maintain the Flower Market at its current location, preserve and create jobs, and will help revitalize two traditionally retail-oriented streets—7th Street and Maple Avenue. The Project would have jobs-producing components—wholesale, retail, office, restaurants and would provide additional amenities for the neighborhood. With approval of the requested discretionary actions, the Project would conform to the zoning and land use designation for the Project Site, and the Project's impacts would be less than significant.

In addition, the Project is requesting a General Plan Amendment (GPA) from "Light Manufacturing" to "Community Commercial." The General Plan amendment is for a proper area in the City pursuant to Los Angeles City Charter Section 555 because the amendment is for an area that has a "significant social, economic, or physical identity." The Project Site has its own significant social identity because the Project constitutes the epicenter of the Flower District and the success of the Project Site as a flower market could help the City maintain its position in the competitive global flower market. The Project Site also has a significant social identity because the Flower Market on the Project Site can remain competitive and continue to operate as an industrial use, while also serving as a transition area from the City's South Markets area to the Historic Core and South Park areas at the upper edge of the Downtown industrial neighborhood. The Project Site also has a significant economic identity, as development of the area will dictate whether it will be financially feasible for the Flower Market to continue to operate. The Project Site has a significant economic identity because it is in a unique position to bring more density and street life to an area in close proximity to the City's Historic Core and South Park residential communities, while also allowing retaining and strengthening an existing industrial use.

The Project Site also has a significant physical identity because changing its land use designation

will help the Project Site stimulate the neighborhood's revitalization with new development. The Project Site can bring more density and street life to an area in close proximity to the City's historic core, downtown, and South Park residential communities. The Project Site also has a significant physical identity, as the Project site is 3.87 acres in size and is located in the Flower District. The Flower District has grown to be an important part of the City's identity. The Project Site is also located in the Greater Downtown Housing Incentive Area and the Los Angeles State Enterprise Zone Program Area. In addition, the Project Site is located within a Transit Priority Area as defined by CEQA Section 21099 and the City of Los Angeles ZI No. 2452, and is located within 0.6 miles of the Pershing Square Metro Rail Station (Red/Purple lines), 0.7 miles from the 7th and Metro Rail Station (Red/Purple, Blue/Expo lines), and 1.2 miles from the Pico metro Rail Station (Blue/Expo lines) and Little Tokyo Metro Rail Station (Gold line). The Project site's proximity to so many public transportation options will help the City achieve land use goals of increasing density near transit and promoting the use of public transit by residents, employees, and visitors to the Project Site.

The Project Site's significant social, economic, and physical identity is also apparent from analyzing the Project Site in the context of the transitioning area surrounding the Project Site. With respect to the social identity, the Flower District around the Project Site has grown to include other floral operations and related businesses in the immediate area. The Flower District has served as a catalyst for development of Southern California's horticultural industry. Economically, the vitality of the Flower District will help the City remain competitive in a growing global flower market. The area surrounding the Project Site also has a significant physical identity, as the area is currently in transition and is increasingly supporting a robust variety of mixed uses. Uses surrounding the Project site include parking lots, warehouses, retail and commercial uses, and residential uses from low-rise to medium-rise buildings. The General Plan Amendment will help the Project Site contribute to a mix of commercial, residential, retail, and restaurant uses to the surrounding project area.

No mitigation measures are required, as no significant impacts related to consistency with applicable land use plans, policies, and regulations have been identified.

## 2. Compatibility

The CEQA Guidelines do not include significance thresholds relating to a project's compatibility with surrounding land uses, except not to physically divide an existing community. However, the City's CEQA Threshold Guide addresses land use compatibility. The Project Site is surrounded by a mix of parking lots, warehouses, retail, and some commercial and residential uses contained in structures ranging from low-rise to medium-rise buildings, which are physically separated from the Project Site by secondary, collector, and local streets. Surrounding residential uses in close proximity to the Project Site include the Santee Village (nearly 400 units), the Santee Court (238 units), the Garment Lofts (77 units), and the Textile Building Lofts (77 units). The Project would provide residential uses that are consistent with other residential developments in the area, and that would also complement the area's commercial uses, and which would provide another residential option for those who work in downtown and would like to live close to work. The Project also proposes neighborhood-serving commercial uses that would provide shopping and dining options for the residents of the Project and also those who live, work, and spend time in the Project area. The Project would expand and redevelop the existing wholesale flower market, which would be compatible with other wholesale flower sales that take place in the Los Angeles Flower District, of which the Project Site is a part. For these reasons, Project impacts with respect to land use

compatibility would be less than significant.

The Project would also be compatible with the surrounding neighborhood because it is located at the upper edge of the Downtown industrial neighborhood, which allows the Project to serve as a transition from the City's South Markets area to the Historic Core and South Park areas. The Project Site is an important part of the City's urban fabric that will help weave the adjacent industrial, commercial, and residential neighborhoods. The Project would, therefore, be compatible with the existing residential uses near the Project Site, as well as with future proposed development on neighboring properties. For example, there are two housing projects under construction adjacent to the Project Site. At the northeast corner of 7th Street and Wall Street, a six-story apartment building is under construction that would include 99 residential units. At the northwest corner of 7th Street and Wall Street, a seven-story mixed-use building is under construction that would include a medical clinic and 55 residential units. Another project was recently approved at 554 S. Pedro Street, which would consist of two mixed-use towers (a 12-story tower and 18-story tower), which would include 378 supportive and affordable housing units. The Project would also be compatible with other proposed nearby development on neighboring properties. A project was approved for the construction of 435 residential units in a tower at the west corner of 7th Street and Maple Avenue.

In addition, the Project will be compatible with surrounding uses given its consistency with the applicable design guidelines governing the Project area. The Project is located within the boundaries of the Downtown Design Guide: Urban Design Standards and Guidelines ("Design Guide") in the Flower District/South Markets Neighborhood. The Design Guide encourages Downtown Los Angeles to develop as a more livable and sustainable community. The Central City Community Plan (Chapter V) states that standards in the Design Guide for South Markets help create a street-oriented component of the Flower Market, including flower shops, restaurants and shops. The Community Plan further states the Design Guide should create a street identity for the Flower Market on both Seventh and Eighth Streets and establish streetscaping and façade improvement programs making areas more inviting for retail customers.

The Project would generally be consistent with the standards and guidelines in the Design Guide, and it incorporates specific design elements to satisfy the intent of the Design Guide. For example, Section 2 of the Design Guide includes the following overarching goal for a livable and sustainable Downtown—"to promote a more livable Downtown, projects must address a mix of housing, employment, retail, and entertainment opportunities supplemented by a rich network of transit options, gathering spaces, and recreation areas, and address sustainability at multiple levels." The Project will be consistent with that goal by providing a new mixed-use development consisting of wholesale trade, retail, restaurant, office, event space, and residential uses. The Project will be served by two major transportation corridors (Main Street and 7th Street) that provide substantial public transit opportunities, including Metro bus lines and LADOT DASH E. The Project is also located close to Metro Rail stations. Further, the Project has been designed with open space, landscaping, outdoor recreation amenities, and articulated building elevations in furtherance of the Design Guide standards. The Project's proposed uses were considered with respect to light and ventilation, with each dwelling having access to the Project's open space.

The Project will also be consistent with Section 2.B of the Design Guide, which states, "[w]herever possible, existing structures should be adaptively re-used and integrated into new projects to retain

the architectural fabric of Downtown.” The Project will retain an existing two-story concrete industrial building (the north building), covering approximately 50 percent of the Project Site. The Project Site’s older concrete structure (the south building) would be removed for a new paseo, one level of subterranean parking, additional above-grade parking, and a new residential tower. The proposed paseo is a connector both to the existing Flower Market neighborhood to the east and the existing transit stops and surrounding residential developments. The paseo, open to the public, is a social space that would be able to host a variety of uses including outdoor dining, outdoor flower vendors, seating, bike parking, and neighborhood circulation to and from the adjacent spaces, all positioned to activate the space. Due to previous street-widening requirements along Maple Avenue, and that the existing north building would remain in its current location, a larger sidewalk area is provided and will be used for amenities such as additional trees, seating, kiosks, and a proposed Metro Bike Share Station.

Based on its design and proposed amenities, the Project meets several goals listed throughout the Design Guide, including the following: (i) street wall massing and articulation that help define the pedestrian environment at street level (Chapter 4 goals); (ii) parking access provided mid-block (Chapter 5 goals); (iii) building massing that is broken into a series of appropriately scaled buildings with passageways between buildings and residential unit spacing that provides distance between windows for appropriate line-of-sight (Chapter 6 goals); (iv) providing publicly accessible open space and a paseo, lined with commercial uses, providing pedestrian linkages between streets (Chapter 7 goals); (v) providing visual articulation and variation to enrich the pedestrian experience and contribute to the quality and definition of the street wall (Chapter 8 goals); (vi) building on and connecting to existing elements of the existing wholesale flower market to contribute to the civic and cultural life of downtown (Chapter 12 goals).

Additionally, the Project’s design layout utilizes a centralized floorplate, ringed with units facing out to meet both neighborhood design goals and to meet sustainability goals, including the following: (i) allows other adjacent buildings to have views over and through the Project Site; (ii) enables units to have light, ventilation, and city views; (iii) limits the shading of other adjacent buildings; (iv) provides for a building with varying height levels and articulation in lieu of a wide building at one height and allows for the conservation of the existing north concrete building, which cannot structurally accommodate several additional floors stacked above it.

The Project’s will also be compatible with surrounding uses based on its consistency with the applicable development standards in the Central City Community Plan, as summarized above.

Given the uses surrounding the Project Site, the Project’s proposed amendment to the General Plan and zone change to change the Project Site’s industrial land use and zoning designations to commercial uses will not lead to impermissible spot zoning. The Project’s General Plan Amendment and zone change will not lead to a small parcel of land that is subject to more or less restrictive zoning than surrounding properties. The Project Site will not be an island of commercial land use designation and zoning, but will be connected on some sides by like zones and land use designations. As shown in Figure 3-3 of the Draft EIR, the Project Site is adjacent to properties designated for residential uses just to the northeast of 7th Street. As shown in Figure 3-4 of the Draft EIR, the Project Site is also adjacent to properties zoned for commercial and residential uses to the northeast of 7th Street. There is one out parcel carved out of the Project Site along Wall Street, close to 7th Street, that the Project applicant does not own and will not be subject to the

Project's requested zone change. That parcel will remain zoned as M2 for industrial uses, consistent with the adjacent industrial uses east of the Project Site along Wall Street and further southeast. For all the reasons stated above, therefore, situated at the upper edge of the Downtown industrial neighborhood, the Project will serve as a transition from the City's South Markets area to the Historic Core and South Park areas.

No mitigation measures are required, as no significant impacts associated with land use compatibility have been identified.

### 3. Cumulative Impacts

Cumulative land use impacts could occur if any of the related projects would result in incompatible land uses, or result in land uses that are inconsistent with adopted land use plans when combined with the impacts of the Project. Given the built-out conditions of the greater Los Angeles region, including the Project area, cumulative development likely would convert existing underutilized properties in the Los Angeles area to revitalized higher-density developments to respond to the need for housing, sources of employment, and associated retail land uses. The Project would implement important local and regional goals and policies for the Los Angeles area, which would assist the City in achieving short- and long-term planning goals and objectives related to reducing urban sprawl, efficiently utilizing existing infrastructure, reducing regional congestion, and improving air quality through the reduction of VMT, while helping the City meet its housing needs. Likewise, future development associated with the related projects would support the furtherance of the buildout of Los Angeles and the surrounding area. This is consistent with SCAG and other regional policies for promoting more intense land uses adjacent to transit stations and job centers, providing a variety of housing options, and increasing the number of retail and commercial uses. Further, all related projects in the City would be subject to the same local development and mitigation standards as the Project. Therefore, cumulative impacts related to land use and planning would be less than significant.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to land use and planning have been identified.

## H. 4.1 NOISE

### 1. Operational Noise

During operations, the Project would produce noise from both on- and off-site sources. The on-site sources include noise from mechanical equipment. Regulatory compliance with LAMC Section 112.02 will ensure that noises from sources such as heating, ventilation, and air conditioning (HVAC) do not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. Given that regulatory compliance, the high ambient noise levels in the Project's vicinity, and distances to receptors, the relatively quiet operation of modern HVAC systems, and the Project's own height, the on-site noise from the mechanical equipment will be less than significant. Other on-site sources of noise include the noise generated by the proposed commercial and office uses. Most of that noise would be internal and audibility would be confined to within the Project itself. The addition of the Project's commercial and office uses would not substantially alter the noise profile of the Project's surrounding environment. The continuation of the existing Flower Market operations would not constitute a change to the environment.

With respect to deliveries, the Project's deliveries and loading/unloading activities would be confined to the proposed loading dock area, which would be located similarly to the existing loading dock area. As the Project would generally maintain the same level of retail and commercial space, deliveries and general loading/unloading activities would not change substantially in terms of frequency, duration, and setbacks from noise receptors (the nearest of which is the Santee Court Apartments). Business hours for the Flower Market would remain the same as the current operating hours. The Project would retain the three existing loading bays, but it would remove 19 parking spaces for large trucks that are currently underutilized. Remaining parking spaces would be reconfigured within the same existing area. Therefore, there would be no substantial change to the local noise environment as a result of the Project's proposed loading dock area. The Project could also reduce deliver-related noise levels at the Jardin de la Infancia School, as the Project's proposed restaurant and office space fronting 7th Street would break the line-of-sight between the school and the Project and reduce delivery-related noise levels at the school.

For the Project's new residential land uses, noise from recurrent activities (e.g., conversation, consumer electronics, dog barking) and non-recurrent activities (e.g., social gatherings) at the Project Site could be audible to receptors passing by the site. Residential noise from the Project likely would not be audible at the location of the closets noise-sensitive receptor and would not result in noticeable increase in noise levels. Operational noises related to the proposed onsite parking would include intermittent noise events such as door slamming and vehicle engine start-ups. The new parking uses would not be capable of substantially elevating ambient noise levels at any nearby receptors. In addition, the Project would comply with the California Building Code, which establishes a requirement for interior noise levels of 45 dB in residential (habitable) rooms. Therefore, the Project would also comply with Policy P12 of the Noise Element, as it establishes the same requirement as the California Building Code.

The majority of the Project's operational noise impacts would be from off-site mobile sources associated with its net new daily trips. The noise impact of the additional vehicle trips was modeled using the Federal Highway Administration's Traffic Noise Model 2.5. Based on that analysis, the Project-related traffic would have a negligible impact on roadside ambient noise levels in the Project's vicinity. 24-hour CNEL impacts would similarly be minimal, far below the City's Thresholds Guide criteria for significant operational noise impacts.

The Project's operational noise impacts from on-site and off-site sources would be less than significant.

No mitigation measures are required, as no significant impacts associated with operational noise have been identified.

## 2. Operational Vibration

During the Project's operations, there would be no significant stationary sources of ground-borne vibration, such as heavy equipment or industrial operations. Operational ground-borne vibration in the Project Site's vicinity would be generated by its related vehicle travel on local roadways. However, road vehicles rarely create vibration levels perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. Project-related traffic would expose nearby land uses and other sensitive receptors to vibrations far below levels associated with human

annoyance of land-use disruption. The Project's long-term vibration impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with operational vibration have been identified.

### 3. Cumulative Impacts – Operations

The majority of the Project's long-term noise would come from traffic traveling to and from the Project Site. This addition of future traffic from any new developments in the Project Site area and overall ambient traffic growth would elevate ambient noise levels surrounding local roadways. However, the Project's individual contribution to permanent off-site ambient noise level increases would be minimal. Future roadside ambient noise levels would not increase by 3 dBA to or within their respective "Normally Unacceptable" or "Clearly Unacceptable" noise categories, or by 5 dBA or greater overall. Therefore, Project's cumulative operational noise impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to operational noise have been identified.

## H. 4.J POPULATION AND HOUSING

### 1. Construction

The construction activities associated with the Project would create temporary construction-related jobs. Yet the work requirements of most construction activities are highly specialized, so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Construction workers would not be anticipated to relocate their residence to the Project area and would not induce substantial population growth and/or require permanent housing. Therefore, the Project's population growth impacts related to construction activities would be less than significant.

No mitigation measures are required, as no significant impacts related to population and housing during the Project's construction have been identified.

### 2. Operation

Impacts related to population and housing would be less than significant. The Project includes the expansion and redevelopment of the existing Flower Market facility, including 323 residential units, 64,363 square feet of office space, 4,385 square feet of retail space, 63,785 square feet of wholesale space and storage, 13,420 square feet of food and beverage space, and 10,226 square feet of event space. Based on the 2020 persons-per-household rate for the City of 2.74 persons per household, the Project would add a residential population of approximately 885 people to the Project Site. The Project would also generate approximately 700 employees. The total number of employees on-site at a given time would be reduced per shifts or other operational needs.

The Project's residential population would represent approximately 1.31 percent of the forecasted growth between 2020 and 2035 in the Community Plan area and 1.01 percent of the forecasted

growth between 2020 and 2040. The Project's housing units would represent approximately 0.82 percent of forecasted growth between 2020 and 2040. The Project's employment would represent approximately 3.78 percent of the forecasted growth between 2020 and 2035 in the Community Plan area and 2.88 percent between 2020 and 2040. The Project's population growth would fall within the forecasted growth for the Community Plan area, and the Project would not represent substantial or significant growth as compared to the projected growth of the Community Plan area.

The Project's residential population would represent 0.27 percent of the forecasted growth between 2020 and 2035 in the City and 0.14 percent of the forecasted growth between 2020 and 2040. The Project's housing units would represent approximately 0.19 percent of the forecasted growth between 2020 and 2035 in the City and 0.14 percent between 2020 and 2040. The Project's employment would represent approximately 0.8 percent of the forecasted growth between 2020 and 2035 in the City and 0.20 percent between 2020 and 2040. The Project would not represent substantial or significant growth as compared to projected growth for the City.

With respect to infrastructure, the Project Site is located in an urbanized area of the City and developed with the Southern California Flower Market. Development of the Project would connect to the existing infrastructure currently being used by the existing uses on the Project Site. Operation of the Project would not induce substantial growth through the introduction of new and/or an extension of existing roadways and/or utility infrastructure. The Project would not accelerate development in an undeveloped area.

No mitigation measures are required, as no significant impacts related to population and housing have been identified.

### 3. Cumulative Impacts

The related projects analyzed for cumulative impacts include the development of approximately 46,851 dwelling units in the City. With the Project, the number of cumulative housing units would be approximately 47,174 cumulative housing units for the City (generating approximately 129,257 cumulative residents, based on the City's average household size of 2.74 persons per unit). The cumulative residential population would represent approximately 39.3 percent of the forecasted growth between 2020 and 2035 in the City and 20.9 percent of the forecasted growth between 2020 and 2040. Cumulative housing units would represent approximately 27.6 percent of forecasted growth between 2020 and 2035 in the City and 20.1 percent between 2020 and 2040. Cumulative population growth would fall within the forecasted growth for the City, and cumulative development would not represent substantial or significant growth as compared to projected growth for the City. Additionally, the Project's housing and population growth would be consistent with the anticipated growth from the Community Plan area and the City. The Project would not create unplanned growth, and impacts related to population and housing would be less than significant. Whether the related projects would result in unplanned growth, the Project would not have the potential to contribute to any potential cumulative impact.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to population and housing have been identified.

## I. 4.K.1 PUBLIC SERVICES-FIRE PROTECTION

## 1. Construction

The Project's impacts related to fire protection during the Project's construction would be less than significant. The Project's construction activities may temporarily increase demand for fire protection and emergency medical services. Construction activities may also cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources from machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. To comply with California Department of Industrial Relations (Cal-OSHA) and Fire and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on-site. Project construction would comply with all applicable codes and ordinances related to the maintenance of mechanical requirement, handling and storage of flammable materials, and cleanup of spills of flammable materials. Based on compliance with those regulations, such impacts during construction would be less than significant.

The Project's construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and by necessitating partial lane closures during street improvements and utility installations. Those impacts are considered to be less than significant because general "good housekeeping" procedures employed by construction contractors and work crews would minimize potential hazards, and partial lane closures would not significantly affect emergency vehicles.

Additionally, a Construction Traffic Management Plan (CTMP), adopted as Project Design Feature L-1, will include traffic management strategies for the Project's construction to address its potential delays in emergency response times. The CTMP would outline and dictate how construction operations would be carried out, and would identify specific actions to reduce effects on the surrounding community. Overall, construction is not considered to be a high-risk activity, and the LAFD is equipped and prepared to deal with construction-related traffic and fires should they occur. No mitigation measures are required, as no significant impacts associated with fire protection during the Project's construction have been identified.

## 2. Operation

The Project's impacts related to fire protection during operations are less than significant. The Project's development could result in an increased need for fire protection and emergency medical services at the Project Site.

With respect to fire flow, the Water Operations Division of the LADWP would perform a detailed fire flow study at the time of permit review to ascertain whether further water system or site-specific improvements would be necessary. Hydrants, water lines, and water tanks would be installed per Division 7, Section 57.09.06 of the Fire Code requirements. The LAFD would review the plans for compliance with applicable Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, ensuring that the Project would not create any undue fire hazard. Therefore, fire protection services would be adequate and the associated impact would be less than significant.

With respect to response distance and time, the nearest fire station with an engine and truck company is Station No. 9, approximately 0.1 miles away. Additional fire stations are within 2.0 miles (Stations Nos. 10, 4, and 3). Given the close proximity of the closest fire station with an engine and the fire sprinkler system incorporated into the proposed buildings, Project impacts related to response distance and time would be less than significant.

With respect to emergency access, the LAFD will review the project plans for compliance with the Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire

Protection Association standards. The Project would also include an emergency response plan that would address the mapping of emergency exits, evaluation routes for vehicles and pedestrians, and the locations of nearest hospitals and fire departments. With compliance with applicable provisions of the Fire Code, Project impacts on emergency access would be less than significant.

Overall, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection, and Project impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with fire protection during the Project's operations have been identified.

### 3. Consistency with Los Angeles Fire Protection and Prevention Plan and Central City Plan

The Project would not conflict with, or impede implementation of, any of the policies or goals related to fire protection described in the Los Angeles Fire Protection and Prevention Plan, or the Central City Community Plan. The Project, through the generation of revenue into the City's General Fund, would help the LAFD achieve progress toward its goal of ensuring adequate fire facilities and protective services for existing and future population and land uses. Although the Project would increase the demand for fire protection in the vicinity of the Project Site, the Project would not create the need for new or expanded facilities, in part, because the infill location of the Project Site does not represent a new area of development in Los Angeles that would exceed the response distance to a fire station. In addition, the Project would contribute tax revenue to the City's General Fund. For all of these reasons, the Project would help to maintain adequate fire protection facilities and services, and impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with the consistency of the Los Angeles Fire Protection and Prevention Plan and Central City Plan have been identified.

### 4. Cumulative Impacts

Implementation of the Project in conjunction with the related projects would increase demand for fire protection services based on an increase in residential population. Due to the geographic scope of the related projects' locations, some would be served by additional LAFD stations other than those serving the Project. Cumulative development required the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Each of the related projects would be subject to the requirements of the Los Angeles Fire Code and would be required to consult with LAFD and LADWP during the design phase to establish fire flow requirements for the proposed land uses. Any LAFD or LADWP-required upgrades to the water distribution systems serving the cumulative projects would be addressed for each individual project in conjunction with their project approvals. Any related projects further than the response distance requirements permit will also be required to incorporate fire sprinklers as well as meet other requirements that may be stipulated by the LAFD on a project-by-project basis. If any of the related projects creates demand on fire protection staffing, equipment, or facilities such that a new station would be required, potential environmental impacts would be addressed in conjunction with the environmental review for that specific project. The Project's contribution to these impacts is not cumulatively considerable.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to fire protection have been identified.

## J. 4.K.2 PUBLIC SERVICES-POLICE

Project Design Feature

The Project will incorporate the following Project Design Feature related to police protection public services during construction. No mitigation measures are required for potential impacts to police protection public services during construction, as the Project's impacts to those services will be less than significant. However, incorporation of the following Project Design Feature will further ensure the Project's impacts to police services during construction will remain less than significant.

**K-1** During construction, the Project Applicant will implement appropriate temporary security measures, including perimeter fencing, lighting, and security patrols during non-construction hours (e.g. nighttime hours, weekends, and holidays).

## 1. Construction

There is potential for the Project's construction to create an increase in demand for police protection services. However, the Project would provide security on the Project Site as needed and appropriate during the phases and course of the construction process through implementation of Project Design Feature K-1. The security would include perimeter fencing, lighting, and security guards, thereby reducing the demand for LAPD services. The specific type and combination of construction site security features would depend on the phase of construction. The Construction would also be carefully phased so that the Flower Market can continue to operate without interruption, which would further reduce the need for law enforcement during construction.

Minor traffic delays due to potential lane closures could occur during the Project's construction. However, impacts to police response times are considered to be less than significant because emergency access would be maintained during construction through marked emergency access points approved by LAPD, construction impacts are temporary in nature and do not cause lasting effects, and partial lane closures would not significantly affect emergency vehicles. Drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in lanes of opposing traffic.

Construction of the Project would not be expected to affect the LAPD's ability to respond to emergencies to the extent that there would be a need for any additional new or expanded police facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the LAPD, Project construction impacts on police services would be less than significant.

No mitigation measures are required, as no significant impacts associated with police protection during the Project's construction have been identified.

## 2. Operation

The Project would result in an increased need for police protection services at the Project Site. The additional approximately 885 residents would require approximately 7 additional officers to maintain the same current officer-to-resident ratio of 1 officer per 108 residents. The addition of 7 officers to maintain the existing ratio represents a 2 percent increase over existing staffing levels. That is a negligible change that is not enough to require the construction of additional police facilities.

The Project would also include security features within the parking facilities and exterior building areas

such as appropriate lighting and gated access. By providing natural surveillance (visibility from streets and sidewalks) and natural access control (landscaping buffers and other distinctions between public and private spaces), the Project can be designed to reduce crime. The Project's lighting and landscaping design would ensure high viability and the Project would provide for on-site security measures and controlled access systems for residents and tenants to minimize the demand for police protection services. The Project would also feature perimeter lighting to supplement the street lighting, parking structure access control, and residential units access control. The Project would also provide the LAPD with a diagram of each portion of the Project Site, showing access routes and additional access information as requested by LAPD, to facilitate police response. The Project's direct minimal population increase and associated demand for police services, along with the provision of on-site security features, coordination with LAPD and incorporation of crime prevention features would not require the provision of new or physically altered police stations in order to maintain acceptable service ratios or other performance objectives for police protection. Impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with police protection during the Project's operation have been identified.

### 3. Consistency with Applicable Land Use Plans

The Project would not conflict with, or impede implementation of, any of the policies or goals related to police protection described in the Framework Element of the General Plan or Central City Community Plan. The Project, through the generation of revenue into the City's General Fund, would help the LAPD achieve progress toward its goal to ensure adequate police facilities and protective services for existing and future population and land uses. Although it would increase the demand for police protection in the vicinity of the Project Site, the Project would not create the need for new or expanded facilities. For all of these reasons, the Project would help to maintain adequate police protection facilities and services. Impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with police protection and consistency with applicable security policies in land use plans have been identified.

### 4. Cumulative Impacts

Implementation of the Project in conjunction with the related projects would increase demand for police protection services based on an increase in resident population. As with the Project, the related projects would be required to incorporate appropriate safety features into the design and construction of their respective projects to minimize the potential for crime and to maximize safety, ultimately minimizing the need for police protection services. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales tax revenue) to which the Project and related projects would contribute. Each of the related projects would be individually subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. The Project would not have a cumulatively considerable impact on police services.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to police protection have been identified.

## K. 4.K.3 PUBLIC SERVICES-SCHOOLS

## 1. Operational Impacts

The estimated increase in the number of residents (323 housing units, 885 residents) and employees (700 employees) from the Project and the resulting potential need to enroll any school-aged children into LAUSD schools would increase demands for school services. Based on LAUSD demographic analysis, the Project would result in approximately 414 additional LAUSD students (237 elementary students, 58 middle school students, and 119 high school students). Those estimates are conservative, as they do not account for the possibility that some of the Project's future residents may already reside within the service boundaries of the LAUSD and are currently enrolled in schools near the Project Site. LAUSD projects that in five years, of the schools that may serve the Project Site, 9th Street Elementary and Adams Middle School are projected to be over capacity. With the addition of Project-generated students to potential/eligible school enrollments, 9th Street Elementary would operate over capacity by 57 students and Adams middle would operate over capacity by 26 students. The number of project-generated students that would actually attend the LAUSD schools serving the Projects Site may be less than the students calculated because the analysis does not account for options that allow students to receive education elsewhere, such as through private school, home schools, or magnet schools.

The Project will be required to pay school facilities fees pursuant to SB 50, which would be used to construct facilities. SB 50 amended Government Code Section 65995(a) to provide that only those fees expressly authorized by Education Code Section 17620 or Government Code Sections 65970 and following may be levied or imposed in connection with or made conditions of any legislative or adjudicative act by a local agency involving planning, use, or development of real property. Subdivision (h) of section 65995 declares that the payment of the development fees authorized by Education Code Section 17620 is "full and complete mitigation of the impacts of any legislative or adjudicative act . . . on the provision of adequate school facilities." Therefore, mandatory compliance with the provisions of SB 50 regarding payment of school fees is deemed to provide full and complete mitigation of school facilities impacts and no further mitigation is required. Thus, with payment of the SB 50 fees, the Project's impact would be less than significant.

The Project would also not conflict with, or impeded implementation of, any of the policies or goals related to schools described in the Framework Element of the City's General Plan or Central City Community Plan. The Project, through the payment of fees, would help the LAUSD achieve progress toward its goal to ensure adequate school facilities for existing and future population.

No mitigation measures are required, as no significant impacts associated with schools have been identified.

## 2. Cumulative Impacts

Implementation of the Project in conjunction with the related projects would generate students based on an increase in dwelling units on non-residential uses. Depending on their location, the related projects in the City would be served by a variety of LAUSD schools located in the area. Like the Project, the related projects would be required to comply with SB 50, which is deemed to provide full and complete mitigation of school facilities impacts. The Project would not have a

cumulatively considerable impact to schools.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to schools have been identified.

#### L. 4.K.4 PUBLIC SERVICES-RECREATION AND PARKS

##### 1. Project Impacts

The Project would generate approximately 885 residents and approximately 700 employees. Employees generated by the Project would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities and would therefore not contribute to the future demand on park services. The City's standard ratio of neighborhood and community parks to population is four acres per 1,000 persons, and the City's standard ratio of regional parks to population is four acres per 1,000 persons. Based on the combined neighborhood and community parkland per population ratio of four acres per 1,000 persons, the Project would generate demand for approximately 3.52 acres of new neighborhood and community parkland. Based on six acres of regional parkland near 1,000 residents, the Project would generate an additional demand for approximately 5.29 acres of regional parkland. Thus, total demand based on the population generation is approximately 8.81 total acres of new parks (neighborhood/community + regional) and recreational facilities.

The increased residential population in a currently underserved area would potentially increase the demand on existing parks and recreational facilities unless the Project includes features that would otherwise reduce or offset the additional demand for such services. The Project is required by law to provide 33,025 square feet of residential open space, but the Project would provide approximately 49,930 square feet of open space. The demand for new parks and recreational facilities would not constitute a potentially significant impact to parks and recreational facilities because the Project includes features, such as a public paseo and other publicly accessible areas that would otherwise reduce or offset the additional demand for recreation and park services. Additionally, the Project would be subject to the applicable LAMC requirements that are intended to reduce the increased demands that are created by residential development project, including payment of the swelling unit construction tax imposed by LAMC Section 21.10.2 and/or the Quimby Act parkland dedication requirements or in-lieu fees as set forth in LAMC Section 17.12 and Section 12.33. Project features (public space, pedestrian plaza, and open space) and compliance with regulatory requirements would ensure that the Project's impacts are less than significant.

The Project also would not conflict with, or impeded implementation of, any of the policies or goals related to parks described in the Framework Element of the General Plan or Central City Community Plan.

No mitigation measures are required, as no significant impacts associated with parks have been identified.

##### 2. Cumulative Impacts

Implementation of the Project in conjunction with the related projects would increase demand for parks based on an increase in resident population. It is estimated that the cumulative projects

together with the Project would generate approximately 129,257 residents and 47,174 housing units in the City of Los Angeles. The increase in residential population by the cumulative projects would increase the demand for parks and recreation facilities. This increase in the cumulative residential population of the area is estimated to generate a need for 517.02 acres of additional community/neighborhood park area and 775.54 acres of regional park area (Project + cumulative projects) (per the Public Recreation Plan ratio for neighborhood parks).

Like the Project, each related project must comply with the City's Quimby Ordinance and/or Dwelling Unit Construction Tax payment. General Fund revenues from those related projects can also be used by the City to help meet its target parkland planning ratios in order to satisfy the needs of existing and future development. Compliance with the City's Quimby Ordinance and/or Dwelling Unit Construction Tax payment would mitigate potential park and recreational facility impacts associated with the construction of those projects. The fees are established to be proportionate to a project's demand for recreation and park facilities, as the demands for such facilities are primarily based on residential population of a given area. Under CEQA Guidelines section 15130(a)(3), a project's contribution to cumulative impacts is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure designed to alleviate a cumulative impact. The Project's impacts would not be considered cumulatively considerable, as the fees are mandatory and proportionate based on the Project's residential density. The Project's cumulative impacts would, therefore not be cumulatively considerable.

No mitigation measures are required, as no significant impacts associated with parks have been identified.

#### M. 4.K.5 PUBLIC SERVICES-LIBRARIES

##### 1. Project Impacts

The Project would generate approximately 885 residents and approximately 700 employees. Employees generated by the Project's office, retail, and commercial uses would not typically enjoy long periods of time during the workday to visit libraries during work hours, as they are more likely to use libraries near their homes during non-work hours.

The Project is served by five library branches in the Downtown Los Angeles area. The City considers project features that may reduce demand for library services. It is likely that residents of the Project would have individual access to internet service, which provides information and research capabilities that studies have shown to reduce demand at physical library locations. Also, with interlibrary programs available to the public in which one can request materials from other libraries in the district, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities to maintain acceptable service ratios or other performance objectives for library services. An additional library branch is only recommended when a community reaches a population of 90,000. The LAPL does not make targeted projections, but rather uses the most recent Census figures to determine if a branch should be constructed. The LAPL has confirmed that there are no planned improvements to add capacity through expansion of any identified branch or build any new libraries in the area. A new branch would not occur, and the Project's impacts to library services would be less than significant.

The Project would also not conflict with, or impeded, implementation of, any of the policies or goals

related to libraries described in the Los Angeles General Plan Framework, Los Angeles Public Library Strategic Plan 2007-2010, and Central City Community Plan. The Project, through the generation of tax revenue into the City's General Fund, would help the LAPL achieve Objective 9.21 to ensure library services for residents and businesses, and further progress toward achieving Goal 1 that people of all ages will be served by all libraries.

No mitigation measures are required, as no significant impacts associated with libraries have been identified.

## 2. Cumulative Impacts

Implementation of the Project in conjunction with the related projects would increase demand for library services based on an increase in resident population. Depending on their location, the related projects would also be served by the same libraries as the Project. However, the projected increase in demand for library facilities from the related projects would be spread among the libraries that are within two miles of all the cumulative projects. The LAPL has confirmed that there are no planned improvements to add capacity either through expansion of any identified branch or the building of any new libraries in the area. However, cumulative tax revenue generated by the related projects will help the LAPL achieve progress toward its goal of ensuring adequate library facilities and service, including new libraries or expansion of existing libraries. The Project's impacts related to libraries are not considered to be cumulatively considerable.

No mitigation measures are required, as no significant impacts associated with cumulative impacts related to libraries have been identified.

## N. 4.L TRANSPORTATION/TRAFFIC

The California Natural Resources Agency adopted revisions to the CEQA Guidelines that became effective on December 28, 2018, including revisions to the Guidelines' Appendix G – Environmental Checklist Form. Specifically with respect to traffic and transportation impacts, the Appendix G Environmental Checklist was revised to incorporate CEQA Guidelines Section 15064.3, which requires lead agencies to consider vehicle miles traveled (VMT) when evaluating traffic impacts by July 1, 2020. While lead agencies may elect to use Section 15064.3 and a VMT analysis immediately, until July 1, 2020, lead agencies are not required to do so. As of the time the environmental review was conducted and publicly circulated for the Project, the City had not yet adopted a VMT methodology to address that revision to the Appendix G Checklist Question. Therefore, for this Project, the City continues to evaluate traffic impacts based on LADOT's adopted methodology under its Transportation Impact Study Guidelines, which requires use of level of service (LOS) to evaluate a project's potential traffic impacts.

### Project Design Feature

The Project would incorporate the following Project Design Feature. The City's analysis of the Project's potential traffic impacts accounts for incorporation of Project Design Feature L-1. Measures provided in the Construction Traffic Management Plan in Project Design Feature L-1 constitute best management practices that the City widely employs for all development projects that could affect traffic and roadways during construction. As permitted under CEQA, the City will design the specific

Construction Traffic Management Plan measures to fit the environmental conditions during the Project's construction phase. Project Design Feature L-1 lists the specific elements that the City must consider when formulating the detailed Construction Traffic Management Plan.

**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;
- 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.

#### 1. Construction Traffic

Construction of the Project is anticipated to begin in the last quarter of 2020. The Project is anticipated to be completed in 2022. The construction is anticipated to involve five key phases that could affect traffic: (1) demolition – 4 months; (2) site preparation – 1 month; (3) grading – 3 months; (4) construction – 2 years; and (5) paving. Hauling activity is expected to occur during all phases of the Project. Up to 140 haul trucks per day are anticipated on peak haul days. Hauling hours are anticipated to be 7:00 AM to 4:00 PM. There are two haul route options identified in the EIR for the Project. The Project is also expected to generate vendor equipment and delivery truck trips during construction and is expected to generate up to 12 vendor trucks per day on peak activity days. The number of construction workers would vary throughout the construction period. The demolition, site preparation, and grading is expected to involve a maximum of 10 workers on site on a daily basis. The Construction and paving is expected to have a total of 60 workers on a peak day. The influx of material and equipment could create less than significant impacts on the adjacent roadway network based on the following considerations: (a) there may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks will be needed for the parking garage and the buildings; (b) some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways; and (c) delivery vehicles may need to park temporarily on adjacent roadways such as Maple Avenue and Wall Street

as they deliver their items. However, significant impacts are not anticipated.

With respect to temporary traffic impacts, impacts during construction will be less than significant. Temporary street closures or closures of two or more traffic lanes are not anticipated. The streets affected by any temporary lane or sidewalk closures are local and collector streets (7th Street, Wall Street, Maple Avenue). The Level of Service at affected intersections is currently LOS A, and LOS during cumulative conditions would be at LOS A for all affected intersections, except for the intersection of Maple Avenue & 7th Street, which would operate at LOS B in the PM peak hour under cumulative conditions. None of the affected streets directly lead to freeway on- or off-ramps or other state highways. Worksite traffic control plans would be prepared for any temporary lane closures in accordance with applicable City and U.S. Department of Transportation Manual on Uniform Traffic Control Devices guidelines. Parking lanes and travel lanes are not anticipated to be closed on 7th Street and are not anticipated to impact the fire station located on 7th Street and San Julian Street. Temporary encroachment onto 7th Street may occur, but is not expected to impact emergency services as there is enough right of way to maintain current number of lanes. Closures to the sidewalk are anticipated for no longer than three months during off-site utility connection and for sidewalk improvement along 7th Street, Maple Avenue, and Wall Street. The sidewalk on the north side of 7th Street, west side of Maple Avenue, and east side of Wall Street would be open and pedestrians are anticipated to use this as a detour throughout construction. Sidewalk and lane closures are not anticipated along 8th Street. Impacts related to temporary loss of access will be less than significant. Blockage of existing vehicle or pedestrian access to parcels fronting the construction area is not anticipated. Pedestrian and vehicular access to nearby businesses will remain open during the construction period.

Impacts related to the temporary loss of bus stops or rerouting of bus lines will be less than significant. Bus stops are located along 7th Street and 8th Street. Construction may affect the bus stop on 7th Street at Maple. However, there is an alternative bus stop on 7th Street at San Pedro that is within a quarter mile and serves the same routes as the 7th street location.

Impacts related to the temporary loss of on-street parking will be less than significant. A total of 19 metered parking spaces along Maple Avenue and Wall Street will be restricted throughout construction. Additionally, on-street loading areas would be restricted during construction. Numerous local, express, rapid, and shuttle bus options are available within 1/4 mile of the Project Site, including Metro, LADOT, and G-Trans.

A construction period trip generation analysis was conducted for each phase of construction to estimate daily, morning, and evening peak-hour passenger care equivalent trips. Table 4.L-7 of the Draft EIR shows a summary of construction period trip generation under each phase of construction. At any given time, the peak construction activity is estimated to generate fewer daily and peak-hour trips than are projected for the Project once it is completed and occupied.

No mitigation measures are required, as no significant impacts associated with traffic impacts during construction have been identified.

## 2. Operational Traffic – Intersection LOS

Trip generation rates from Trip Generation, 9th Edition (Institute of Transportation Engineers) (ITE)

were used to estimate the number of trips associated with the Project and are presented in Table 4.L-8 of the Draft EIR. Trip reductions were applied to the standard ITE rates to account for internal trip capture, transit credits, and pass-by trips. The Project would generate an estimated net increase of 3,127 daily trips, including 236 trips (141 inbound/95 outbound) during the AM peak hour and 332 trips (171 inbound/160 outbound) during the PM peak hour. The distribution of estimated Project trips is illustrated in Figure 4.L-4 of the Draft EIR.

The Project's projected traffic estimated and assigned to the twelve study intersections in the EIR's Traffic Study (Appendix K-1 to the Draft EIR) was added to the existing traffic volumes at those twelve intersections to estimate existing plus Project traffic volumes, summarized in Table 4.L-9 of the Draft EIR. All twelve signalized intersections in the Traffic Study would operate at LOS A or better during both peak hours with the exception of San Pedro Street & 7th Street, which is expected to operate at LOS B in the PM peak hour. Based on the City's impact criteria, the Project would not result in significant impacts under Existing Plus Project traffic conditions at any of the study intersections.

No mitigation measures are required, as no significant impacts associated with operational traffic related to intersection level of service have been identified.

### 3. Los Angeles County Congestion Management Program Facilities

The Project will not have significant impacts related to the Los Angeles County Congestion Management Program (CMP). None of the study area intersections in the Traffic Study is a CMP arterial monitoring location. The CMP arterial monitoring station closest to the Project Site is located at Wilshire Boulevard & Alvarado Street, approximately 2.0 miles west of the Project Site. Based on the Project trip distribution and trip generation, the Project would not add 50 peak-hour vehicle trips through the CMP arterial monitoring system. Project trips are anticipated to disperse among the transportation network due to the extended distance between the Project Site and the monitoring station.

With respect to freeway monitoring stations, based on the Project distribution patterns and the mainline screening analysis, a maximum of 5.3 percent of Project traffic is expected to travel through any of the four monitoring stations. The Project is estimated to result in a maximum increase of 8 trips in the morning peak hour and 16 trips in the evening peak hours at the CMP freeway monitoring stations. Because fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments in the vicinity of the study area, no further analysis of the freeway monitoring locations is required for CMP purposes and no significant impacts would occur.

No mitigation measures are required, as no significant traffic impacts related to the Los Angeles County Congestion Management Program have been identified.

### 4. Caltrans Facilities

LADOT determined as part of the Traffic Study MOU for the Project (refer to Appendix A to the Traffic Study, included in Appendix K to the Draft EIR), that the Project would not meet the criteria for requiring freeway impact analysis. Therefore, Project impacts related to Caltrans facilities would be less than significant.

No mitigation measures are required, as no significant impacts related to Caltrans facilities have been identified.

#### 5. Design Hazards

The Project does not include development of any new roadways or intersections. The Project would have three driveways: (1) a full-access driveway on Wall Street; and (2) two full-access driveways on Maple Avenue. A LOS analysis was conducted to evaluate the ability of the Project access plan to accommodate the anticipated traffic levels at the driveway access points. As shown in Table 4.L-10 of the Draft EIR, the driveways are projected to operate at acceptable LOS (LOS D or better) under Existing Plus Project (2016) and Future Plus Project (2022) conditions. All ingress/egress points associated with the Project would be designed and constructed in accordance with the requirements of the City's Department of Building and Safety, the City's Department of Public Works, and LADOT. Therefore, Project impacts related to roadway hazards would be less than significant.

No mitigation measures are required, as no significant impacts related to transportation and traffic impacts related to design hazards have been identified.

#### 6. Emergency Access

All ingress/egress associated with the Project would be designed and constructed in conformance with all applicable City Building and Safety Department, Bureau of Engineering, and LAFD standards and requirements for design and construction. Prior to issuance of a building permit, the Applicant would be required to submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access. Therefore, the Project would not result in significant impacts related to emergency access.

No mitigation measures are required, as no significant impacts related to emergency access have been identified.

#### 7. Regional Transit Facilities

Potential increases in transit persons generated by the Project were estimated according to the 2010 CMP methodology. The Project is served by a high level of public transit, including by various Metro, DASH, LADOT Commuter Express bus routes providing service within  $\frac{1}{4}$  mile of the study area. The Project would generate an estimated increase of 56 transit trips during the AM peak hour and 80 transit trips during the PM peak hour. Given the frequency of the transit service in close proximity to the Project Site, the incremental transit riders resulting from the Project are not anticipated to result in a significant impact on the transit lines serving the area.

No mitigation measures are required, as no significant impacts related to regional transit facilities have been identified.

#### 8. Cumulative Impacts

To evaluate the potential impacts of the Project on future (Year 2022) conditions, estimates of future traffic conditions in the area both without and with Project traffic were developed. Estimates of traffic

growth were developed for the study area to forecast future conditions without the Project, which included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments (related projects) in the vicinity of the Project Site. The projected traffic volumes were identified as Future Base conditions in the Draft EIR. Based on historic trends and at the direction of LADOT, it was established that an ambient growth factor of 1.0 percent per year should be applied to adjust the existing base year traffic volumes to reflect the effects of regional growth and development by year 2022. Projected traffic from a total of 178 related projects in the study area was also included in the Future Base conditions, as summarized in Table 4.L11 of the Draft EIR. Using estimated trip generation and trip distribution patterns, traffic generated by the related projects was assigned to the street network.

Table 4.L-12 of the Draft EIR summarizes the future LOS for Future Year 2022 Base Traffic Conditions without the Project. All of the twelve signalized intersections analyzed for impacts are projected to operate at LOS C or better during the morning and afternoon peak hours under Future Base conditions (without Project). Table 4.L-12 of the Draft EIR also summarizes the Future Base Conditions plus the Project (Future year 2022 Plus Project conditions). Those conditions show all of the twelve signalized intersections analyzed for impacts are projected to operate at LOS C or better during the morning and afternoon peak hours under Future (year 2022) plus Project conditions. Based on the City's significance criteria, the Project would not result in significant impacts under Future (year 2022) plus Project conditions. Cumulative impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with cumulative impacts relates to traffic have been identified.

#### O. 4.N UTILITIES AND SERVICE SYSTEMS

##### **Wastewater**

##### 1. Construction

During construction, a negligible amount of wastewater would be generated by construction employees, and no new connections to the public sewer system would be required for the construction employees. The limited potential impacts on sewer facilities would not cause an increase in flows beyond the available capacity of the existing conveyance and treatment systems. On-site construction-related impacts related to wastewater would be less than significant.

Off-site construction for sewer connection and related infrastructure upgrades for the Project, if required, would not be expected to create a significant impact to the physical environment because: (1) existing service would not be disrupted; (2) replacement of the sewer lines, if required, would be within public and private rights-of-way; and (3) the existing infrastructure would be replaced with improved infrastructure in areas that have already been significantly disturbed. The replacement or addition of infrastructure could potentially result in temporary lane closures and delays, however, implementation of the Construction Traffic Management Plan under Project Design Feature L-1 would facilitate the flow of traffic during potential off-site wastewater upgrade activities near the Project Site. Off-site construction-related impacts related to wastewater would be less than significant.

No mitigation measures are required, as no significant impacts during construction associated with utilities and service systems related to wastewater have been identified.

## 2. Operation

It is estimated that the Project would generate a net total of approximately 79,487 gallons per day (gpd) of wastewater. The wastewater generated by the Project would be similar to other residential and commercial uses in the area. No industrial discharge into the wastewater or drainage system would occur. The Hyperion Treatment Plan (HTP) system complies with the state's wastewater treatment requirements, and the Project's wastewater generation is well within the existing HTP capacity. Therefore, the Project would not exceed the wastewater treatment requirements of Los Angeles Water Quality Control Board (LAWQCB). No impacts related to wastewater treatment requirements would occur.

The Project Site is also currently developed and adequately served by the existing wastewater conveyance system. As part of the building permit process, the City would confirm and ensure that there is sufficient capacity in the local and trunk lines to accommodate the Project's wastewater flows. The permit process will require further gauging and evaluation to identify the specific sewer connection points. If the local public sewer has insufficient capacity, the Project will be required to build sewer lines to a point in the sewer system that has sufficient capacity. The Project will also pay any required sewer connection fees. Wastewater from the Project would be conveyed to the Hyperion Treatment Plant, which has a remaining treatment capacity of approximately 175 million gallons per day. The Project's estimated net increase in wastewater of 0.08 million gallons per day over the existing Project Site uses represents a negligible portion of the remaining capacity at the Hyperion Treatment Plant.

In sum, the Project would not result in the potential expansion of existing facilities, the construction of which would cause significant environmental effects or substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the City's Wastewater Facilities Plan or General Plan and its amendments. The Project also would not exceed applicable wastewater treatment requirements and would not require the construction of new storm water drainage facilities or expansion of existing facilities.

No mitigation measures are required, as no significant impacts during operation associated with utilities and service systems related to wastewater have been identified.

## 3. Cumulative Impacts

The same sewer system that serves the Project would serve the cumulative projects. The cumulative projects in combination with the Project would generate approximately 11.63 million gallons per day of wastewater, with the Project accounting for approximately 0.68 percent of that projected increase in wastewater. As part of the building permit process for each cumulative project, the City would confirm and ensure that there is sufficient capacity in the local and trunk lines to accommodate wastewater flows. If the public sewer has insufficient capacity, the developer of a cumulative project would be required to build sewer lines to a point in the sewer system with sufficient capacity. Each cumulative project would also pay any required sewer connection fees. The cumulative sewage generation would be well within the design capacity of the HTP, representing approximately

6.6 percent of the remaining capacity. The Project's incremental effect on cumulative impacts to wastewater treatment capacity would not be cumulatively considerable.

No mitigation measures are required, as no significant impacts related to cumulative impacts for wastewater have been identified.

## **Water**

### **1. Construction**

Construction activities such as soil watering (i.e. for fugitive dust control), clean up, masonry, painting, and other related activities would consume water. The construction activities requiring water would not create substantial water demand and would not be expected to have an adverse impact on available water supplies or existing water distribution systems.

Hydrants, water lines, and water tanks would be installed per Fire Code requirements for the Project. Water main and other infrastructure upgrades would not be expected to create a significant impact to the physical environment because any disruption of service would be of a short-term nature, replacement of the water mains would be within public and private rights-of-way, and the existing infrastructure would be replaced with larger infrastructure in areas that have already been significantly disturbed.

As part of the building permit process, the City would confirm that there is sufficient capacity in the existing water supply infrastructure to accommodate the Project's water needs. If a deficiency or service problem is discovered during the permitting process that prevents the Project from providing an adequate level of service, the Project will fund the required upgrades to adequately serve the Project. Construction impacts on water supply would be less than significant.

No mitigation measures are required, as no significant impacts during construction associated with utilities and service systems related to water have been identified.

### **2. Operation**

The Project is estimated to consume a total of approximately 0.08 million gallons per day of water. This is a conservative estimate as the estimate does not take credit for the existing uses. The Los Angeles Aqueduct Filtration Plant (LAAFP) has the capacity to treat and convey an additional 125 million gallons per day of water. The Project's net increase of 0.08 million gallons per day represents a negligible portion of LAAFP's available capacity. The Project would also comply with the Los Angeles Green Building Code. Given the incremental increase in water consumption and the Project's compliance with the Green Building Code, the Project would not require or result in the construction of new water treatment facilities. The Project Site is within LADWP's service area. Generally, projects that conform to the demographic projections from SCAG's Regional Transportation Plan (RTP) and are located in the City's service area are considered to have been included in LADWP's water supply planning efforts. The Project is within the RTP's projections and is in the service area, and is therefore included in LADWP's water supply planning efforts. The Project's impacts related to water consumption would be less than significant.

No mitigation measures are required, as no significant impacts during operation associated with utilities and service systems related to water have been identified.

### 3. Cumulative Impacts

The cumulative projects, in combination with the Project, would demand approximately 12.47 million gallons per day of water, with the Project accounting for approximately 0.66 percent of that projected increase. The cumulative projects will be served by the same system (LADWP) as the Project. The water requirement for any cumulative project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. Also, any cumulative project that conforms to the demographic projections from SCAG's Regional Transportation Plan (RTP) and is located in the service area is considered to have been included in LADWP's water supply planning efforts so that the projected water supplies would meet projected demands. Similar to the Project, each cumulative project would be required to comply with City and State water code and conservation programs for both water supply and infrastructure. Cumulative projects that propose changing the zoning or other characteristics beyond what is within the General Plan would be required to evaluate the change under CEQA. Future development projects within the LADWP service area would be subject to the locally mandated water conservation programs, and citywide water conservation efforts would also be expected to partially offset the cumulative demand for water. The LADWP undertakes expansion or modification of water service infrastructure to serve future growth in the City as required in the normal process of providing water service. For those reasons, cumulative impacts related to water service would be less than significant.

No mitigation measures are required, as no significant impacts related to cumulative impacts for water supply have been identified.

## **Solid Waste**

### 1. Construction

The Project is estimated to generate a total of approximately 16,012 tons of solid waste during demolition and 1,405 tons of solid waste over the construction period, for a total of 17,417 tons of solid waste. The demolition and construction debris would primarily be classified as inert waste and would be recycled in accordance with Ordinance 181,519 at one of the City certified construction and demolition waste processor facilities. The facilities serving Los Angeles have a remaining daily intake capacity of 14,920 tons per day and would have adequate capacity to accept the Project's demolition and construction waste. Through compliance with applicable state and City regulations and contracting with approved waste haulers, the Project would achieve, at a minimum, the required 70 percent source reduction and recycling rate. Recycling facilities would be available to receive the recyclable construction waste. With implementation of existing regulatory standards that require recycling of most of the Project's construction solid waste, short-term construction impacts to landfills and solid waste services would be less than significant.

No mitigation measures are required, as no significant impacts during construction associated with utilities and service systems related to solid waste have been identified.

### 2. Operation

During operation, the Project would generate an estimated net total of approximately 2.4 tons per day of solid waste. That is a conservative estimate, as it does not take credit for the existing uses and does not account for the effectiveness of recycling efforts. The Sunshine Canyon Landfill would have adequate capacity to accommodate the Project's solid waste. Additionally, pursuant to AB 939, each city and county in the state must divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. The City is on track toward its goal to achieve a 90 percent diversion by 2025. The Project would not require new or expanded landfill capacity. Therefore, impacts related to solid waste would be less than significant.

No mitigation measures are required, as no significant impacts during operation associated with utilities and service systems related to solid waste have been identified.

### 3. Cumulative Impacts

The cumulative projects, in combination with the Project, would generate approximately 349 tons per day of operational solid waste. The Project accounts for approximately 0.69 percent of that projected increase. Similar to the Project, the cumulative projects would participate in regional source reduction and recycling programs pursuant to AB 939, which would further reduce the amount of solid waste to be disposed of at landfills. The facilities service the Project area would have adequate capacity to accommodate the solid waste generated by the cumulative development. The cumulative projects would also be required to participate in regional source reduction and recycling programs pursuant to AB 939, which would further reduce the amount of solid waste to be disposed of at the landfills serving the Project area. Cumulative development would not create the need for new or expanded landfills, and cumulative impacts related to solid waste service would be less than significant.

No mitigation measures are required, as no significant impacts related to cumulative impacts for solid waste have been identified.

## P. 4.N.4 ENERGY CONSERVATION AND INFRASTRUCTURE

### 1. Construction

LADWP would supply electricity during construction, when needed, via existing on-site connections. During construction, small quantities of electricity would be necessary to serve activities associated with construction trailers, power tools, and lighting. Overall, construction activities would be limited. Construction equipment would be turned off when not in use and the Project's construction activities would not create electrical system capacity problems or result in the construction of new or expanded electricity facilities. The Project would connect to the existing electrical grid and any construction would be confined to the Project Site. As a result, the Project's short-term demand for electricity during construction would not result in a wasteful or inefficient use of energy.

During construction, natural gas would not typically be consumed on the Project Site. Natural gas consumed on-site would be limited to the minor amounts of natural gas released during installation, and if necessary, the upgrade of the natural gas infrastructure that currently serves the Project Site. Prior to operation, the Project would connect to the existing natural gas lines on the Project Site. Any extension of the existing natural gas facilities would comply with the Southern California Gas Company design and sizing requirements and would result in minimal amounts of natural gas being

released.

With respect to petroleum-based fuel demand, heavy duty construction equipment needed to complete demolition, site clearing, and grading would include diesel fueled haul trucks, excavators, skid steer loaders, tractors, and water trucks. The use of haul trucks with double trailers would be used to increase the overall average capacity per trip, which would minimize the total number of trips and fuel required to transport the debris. A majority of the heavy duty construction equipment needed during construction would be diesel fueled, including air compressors, concrete pumps, forklifts, lifts, welders, backhoes, dozers, forklifts, lifts, loaders, and rollers. Construction equipment fuels would be provided by local or regional suppliers and vendors. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption. Fuel would also be consumed by construction worker vehicles traveling to and from the Project Site. Based on a study by Caltrans on statewide average fuel economy for all vehicle types, fuel consumed by the Project's worker, vendor, and haul trips represents approximately 0.0016 percent of the statewide gasoline consumption. In general, while construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. Trucks would also be turned off when not in use, in accordance with the City's "no idling" regulations. As a result, the Project's short-term demand for petroleum-based fuel during construction would not result in a wasteful or inefficient use of energy.

In sum, the Project's construction would not result in the inefficient consumption of energy resources.

No mitigation measures are required, as no significant impacts related to the inefficient consumption of energy resources during construction have been identified.

## 2. Operation

With respect to electricity demand, the Project's on-site electricity demand would be approximately 4,257,322 kilowatt-hours/year, which represents approximately 0.02 percent of LADWP's forecasted 2022-2023 electricity demand. Further, the Project's estimated electricity consumption relies on usage rates that do not account for the Project's energy conservation features or updates to the Los Angeles Building Code, nor does the estimate account for the electricity that is currently used on-site. LADWP would have adequate generation supply capacity to serve the Project, and the Project would not require the acquisition of additional electricity supplies beyond those that exist and are anticipated by LADWP. The Project would also be subject to Title 24 requirements of the California Code of Regulations (CalGreen) and would be subject to the regulations included in the City's Green Building Code. The Project's long-term demand for electricity during its operational phase would not result in a wasteful or inefficient use of energy.

With respect to natural gas, the Project is estimated to demand approximately 1,817,921 cubic feet/month of natural gas. That is a conservative estimate that does not account for demand of existing uses. The Project's estimated natural gas consumption also relies on rates that do not account for the Project's energy conservation features or updates to the Los Angeles Building code. The Project's estimated demand represents approximately 0.002 percent of Southern California Gas Company's estimated 2022 peak demand. Southern California Gas Company undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as

part of its process of providing service. The Project Applicant would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. Therefore, Project long-term demand for natural gas during the Project's operational phase would not result in a wasteful or inefficient use of energy.

With respect to petroleum-based fuel demand, the Project's proximity to multiple public transit stops as well as to local Metro bus lines would provide future residents, employees, and visitors with alternative modes of transportation to and from the Project Site, reducing vehicle miles traveled. Transportation fuels (primarily gasoline and diesel) would be provided by local or regional suppliers and vendors. Project-related vehicles would require a fraction of the state's total transportation fuel consumption. Based on the Project's estimated vehicle miles traveled, the Project's required fuel would represent approximately 0.0026 percent of the 2012 statewide gasoline consumption. Further, to the extent visitors to the Project site may use alternative-fueled, electric, or hybrid vehicles to access the Project Site, the Project's consumption of gasoline and diesel may be further reduced. The Project's long-term demand for petroleum during operations would not result in a wasteful or inefficient use of energy.

No mitigation measures are required, as no significant impacts related to the inefficient consumption of energy resources during operation have been identified.

### 3. Cumulative Impacts

Construction of the related projects would not result in the inefficient consumption of energy resources. Similar to the Project, compliance with the existing anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary energy consumption. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would the use of haul trucks with larger capacities.

During operation, cumulative projects in combination with the Project would demand approximately 501,359,223 kilowatt-hours/year of electricity, with the Project accounting for approximately 0.8 percent of that projected increase in electricity demand. The cumulative increase represents approximately 2.1 percent of LADWP's 2022-2023 forecasted electricity demand. The cumulative projects would consume approximately 239,579,352 cubic feet per month of natural gas. That estimated use represents approximately 0.28 percent of Southern California Gas Company's 2022 peak demand. Natural gas demand associated with the Project would account for less than one percent of the cumulative natural gas demand increase. Those natural gas rates do not account for energy reduction features employed by the Project or cumulative projects. Each of the related projects would be evaluated within its own context with consideration of energy conservation features that could alleviate natural gas demand. All forecasted growth would also incorporate design features and energy conservation measures, including those specified under Title 24 of the California Code of Regulations and the City's Green Building Code. Cumulative development would not result in wasteful or inefficient use of energy.

No mitigation measures are required, as no significant impacts related to cumulative impacts for the inefficient consumption of energy resources have been identified.

**VI. ENVIRONMENTAL IMPACTS FOUND LESS THAN SIGNIFICANT AFTER MITIGATION**

The EIR determined that the Project has potentially significant environmental impacts in the areas discussed below. The EIR identified feasible mitigation measures to avoid or substantially reduce the environmental impacts in these areas to a level of less than significant. Based on the information and analysis set forth in the EIR, the Project would not have any significant environmental impacts in these areas, as long as all identified feasible mitigation measures are incorporated into the Project. The City again ratifies, adopts, and incorporates the full analysis, explanation, findings, responses to comments, and conclusions of the EIR.

**A. 4.C AIR QUALITY****1. Description of Effects****i. Air Quality Standards – Construction Emissions, Regional**

Construction-related emissions were estimated using SCAQMD's CalEEMod 2016.3.2 model using assumptions from the Project Applicant. The proposed construction schedule is estimated to last approximately 36 months, with the following phases: (i) demolition, months 1-4; (ii) site preparation, month 5; (iii) grading, months 6-8; (iv) building construction, months 9-33; (v) paving, months 32-33; and (vi) architectural coatings, months 31-36. Construction emissions are largely from the substantial use of construction equipment that could be operating concurrently during the construction phases. In addition to the construction-related emissions from the use of equipment, supplemental analysis was conducted to evaluate regional emissions from haul trips during construction. Haul trips would occur during the demolition and removal of existing improvements from the Project Site, as well as for the export of 50,000 cubic yards of soil during the grading phase. Besides the demolition and grading phases, no substantive hauling of material is expected. Because air quality impacts during construction are evaluated in large part on daily estimates of emissions, the assessment of grading and demolition activities would represent the worst-case scenario for off-site haul-related emissions. The haul trip analysis assumed that 50 percent of the haul trips would be destined for the Manning Pit (23 miles from the Project Site one-way) and 50 percent would travel to the Chiquita Canyon Landfill (40 miles from the Project Site one-way). During construction, the Project would not produce VOC, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub> emissions in excess of the SCAQMD's regional thresholds. However, NO<sub>x</sub> emissions during the grading and building phases would exceed the regional threshold for that ozone precursor. Therefore, without mitigation, the Project's construction-related regional emissions impact would be significant.

**ii. Air Quality Standards – Construction Emissions, Localized**

The Project would not produce emissions in excess of SCAQMD's recommended localized standards of significance for CO and PM<sub>10</sub> during construction. However, construction activities could produce NO<sub>2</sub> and PM<sub>2.5</sub> emissions that exceed localized thresholds recommended by the SCAQMD, primarily from vehicle exhaust and fugitive dust emissions from off-road construction vehicles during the grading and site preparation phases. Without mitigation, the Project's construction-related localized emission impact would be significant.

### iii. Sensitive Receptors – Construction Emissions

Sensitive receptors in the vicinity of the Project Site include: (i) Santee Court Apartments located at 716 South Los Angeles Street, approximately 240 feet north of the Project Site; (ii) Ballington Plaza Apartments, located at 622 Wall Street, approximately 440 feet east of the Project Site; (iii) Jardin de la Infancia, located at 307 7th Street, approximately 475 feet east of the new construction of the south tower mixed-use development and 220 feet from the north building renovations; and (iv) Star Apartments, located at 240 East 6th Street, approximately 700 feet northeast of the Project Site.

Nearby receptors could be exposed to substantial concentrations of localized pollutants NO<sub>2</sub> and PM<sub>2.5</sub> from construction of the Project. Specifically, without mitigation, construction activities would exceed SCAQMD Localized Significance Threshold (LST) LST thresholds for NO<sub>2</sub> and PM<sub>2.5</sub> and represent a potentially significant impact. LST thresholds represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable ambient air quality standard.

### iv. Cumulative Impacts – Construction

SCAQMD recommends that any construction-related emission and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable. SCAQMD neither recommends quantified analyses of the emission generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. A project's construction impacts, therefore, could be considering cumulatively considerable if it substantially contributes to cumulative air quality violations when considered other projects that may undertake concurrent construction activities.

The Project's construction would contribute to cumulatively emission of any non-attainment regional pollutants. For regional ozone precursors, the Project would exceed SCAQMD mass emission thresholds for ozone precursors NO<sub>x</sub> during construction. Therefore, construction emissions impacts on regional criteria pollutant emission would be considered potentially significant. When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. Construction of the Project itself could produce cumulatively considerable emissions of localized nonattainment pollutants NO<sub>2</sub> and PM<sub>2.5</sub>, as the anticipated emission would exceed LST thresholds set by SCAQMD. This is considered a potentially significant impact.

178 related projects were identified by the Project's traffic study as projects in the study area. If any of these related projects in the more immediate vicinity of the Project Site were to construct concurrently with the Project, localized CO, PM<sub>2.5</sub>, PM<sub>10</sub>, and NO<sub>2</sub> concentrations at nearby sensitive receptors would be further increased.

With respect to sensitive receptors, the Project could produce NO<sub>x</sub> and PM<sub>2.5</sub> emissions that exceed the SCAQMD's screening thresholds of significance. These mass emissions could result in concentrations of NO<sub>2</sub> and PM<sub>2.5</sub> that could produce substantial pollutant concentrations at

downwind receptors.

## 2. Project Design Features

No Project Design Features are proposed for Air Quality impacts (construction).

## 3. Mitigation Measures

**C-1** All off-road construction equipment greater than 50 hp shall meet USEPA Tier 4 emission standards to reduce NO<sub>x</sub> and PM<sub>2.5</sub> emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

## 4. Finding

With respect to the Project's air quality impacts related to construction, the City finds that with incorporation of MM C-1 "changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines Section 15091(a)(1); Public Resources Code Section 21081(a)(1).) Rationale for Finding

With implementation of MM C-1, the Project's air quality impacts during construction, including construction impacts related to regional and local emissions, sensitive receptors, and cumulative impacts, would be less than significant.

With respect to the Project-specific impacts during construction, MM C-1 calls for the use of readily-available construction equipment that uses EPA-certified Tier 4 engines to reduce combustion-related NO<sub>2</sub> and PM<sub>2.5</sub> emissions. As summarized in Table 4.C-10 of the Draft EIR, with implementation of MM C-1, the Project's emissions of NO<sub>x</sub> and PM<sub>2.5</sub> would not exceed SCAQMD's significance thresholds. Therefore, the Project's regional and localized construction-related emissions impacts would be less than significant. Further, the emissions shown in Table 4.C-10 of the Draft EIR do not take into account application of SCAQMD's Rule 403, which calls for Best Available Control Measures (BACM) that include watering portions of the site that are disturbed during grading activities and minimizing the tracking of dirt onto local streets, which would further reduce the Project's construction emissions.

With respect to cumulative impacts during construction, application of LST thresholds to each related project in the local area would help ensure that each related project does not produce localized hotspots of CO, PM<sub>2.5</sub>, PM<sub>10</sub>, and NO<sub>2</sub>. Any projects that would exceed LST thresholds (after mitigation) would perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM<sub>10</sub> and PM<sub>2.5</sub> that generally double with every doubling of distance. Mitigation Measure C-1 would require the use of cleaner off-road

construction equipment. This measure could similarly be implemented at other construction sites for any related projects. Thus, construction of the Project would not have any considerable contribution to cumulative impacts on pollutant concentrations at nearby receptors with implementation of MM C-1.

With respect to cumulative impacts to sensitive receptors during construction, implementation of MMC C-1 would help reduce localized emission of NO<sub>2</sub> and PM<sub>2.5</sub>. As such, sensitive receptors near the Project Site would not be exposed to substantial pollutant concentrations and any impacts must be considered less than significant.

## 5. Reference

For a complete discussion of the Project's air quality impacts, see Chapter 4.C- Air Quality of the Draft EIR, as well as any relevant corrections and additions and responses to comments related to air quality in the Final EIR.

## B. 4.E GEOLOGY AND SOILS

### 1. Description of Effects

#### i. Soils

A significant impact may occur if the Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for the project buildings. Construction activities associated with the Project must comply with the City's Building Code, which is designed to assure safe construction, including building foundation requirements appropriate to site conditions. The Project Site is not at risk for landslides, as the site is relatively level with very little elevation change.

Up to six feet of existing artificial fill was encountered during the site investigation, likely to be the result of past grading and construction activities on the Project Site. Deeper fill may exist in other areas of the site that were not directly explored. The demolition of existing structures on the Project Site will likely disturb the upper few feet of soil. The existing fill, in present condition, is not suitable of direct support of proposed foundations or slabs. The existing fill and site soils are suitable for re-use as engineered fill provided the recommendations in the Geotechnical Investigation (as provided in MM E-1) on grading are followed. Excavations for the subterranean level are anticipated to penetrate through the existing artificial fill and expose undisturbed alluvial soil throughout the excavation bottom.

The in-situ soils can be excavated with moderate effort using conventional excavation equipment. Due to the granular nature of the soils, moderate to excessive caving is anticipated in unshored excavations. Casing may be required during shoring pile installation, and formwork may be required to prevent caving of shallow spread foundation excavations. Implementation of the recommendations contained in the Geotechnical Investigation (as provided in MM E-1) would ensure that Project impacts with respect to soils and soil stability would be less than significant.

## ii. Groundwater

Groundwater was not encountered during site exploration and the current local groundwater table is sufficiently deep that it is not expected to be encountered during construction. However, local seepage could be encountered during excavation of the subterranean level, particularly if conducted during the rainy season. It is not uncommon for groundwater levels to vary seasonally or for groundwater seepage conditions to develop where none previously existed, especially in impermeable fine-grained soils which are heavily irrigated or after seasonal rainfall. In addition, recent requirements for stormwater infiltration could result in shallower seepage conditions in the immediate site vicinity. Proper surface drainage of irrigation and precipitation is necessary to avoid localized groundwater seepage impacts. Implementation of the recommendations for drainage in the "Surface Drainage" section of the Geotechnical Investigation (as set forth in MM E-1) would reduce this potential impact to less than significant.

## iii. Fault Rupture

The Project would comply with the CGS Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the UBC and the LAMC. Further, the Project would comply with the City of Los Angeles Building Code, which contains construction requirements to ensure that structures are built to a level such that they can withstand acceptable seismic risk. Therefore, via compliance with existing regulations and implementation of Mitigation Measure E-1, the Project would not expose people or structures to substantial adverse effects associated with fault rupture, and no impact would occur.

### 2. Project Design Features

No Project Design Features are proposed for impacts related to geology and soils.

### 3. Mitigation Measures

**E-1** The Project shall comply with the recommendations found on pages 10 through 41 of the Geotechnical Investigation, Southern California Flower Mart Proposed Mixed-Use Development, 747 & 755 South Wall Street, Los Angeles, California, prepared by Geocon West, Inc., July 2016 (included as Appendix G to Draft EIR), to the satisfaction of the Department of Building and Safety.

### 4. Finding

With respect to the Project's potentially significant impacts related to geology and soils, the City finds that with incorporation of MM E-1 "changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines Section 15091(a)(1); Public Resources Code Section 21081(a)(1).)

### 5. Rationale for Finding

With implementation of MM E-1, the Project's impacts related to geology and soils, including

impacts related to soils, ground water, and fault rupture, would be less than significant.

Compliance with MM E-1 will ensure that the Project will follow the recommendations in the Geotechnical Investigation as set forth in the report attached as Appendix G to the Draft EIR. Compliance with those recommendations will ensure that the Project's impacts related to soils and soil stability, groundwater, and fault rupture are less than significant.

## 6. Reference

For a complete discussion of the Project's geology and soils impacts, see Chapter 4.E-Geology & Soils of the Draft EIR, as well as any relevant corrections and additions and responses to comments related to geology and soils in the Final EIR.

## C. 4.I NOISE

### 1. Description of Effects

#### i. Construction Noise

During construction, on-site activities would include the use of heavy equipment such as excavators, loaders, scrapers, graders, and similar tractor or dozer-type vehicles. Smaller equipment such as forklifts, skid steer loaders, trenchers, generators, and various powered hand tools would also be used. Off-site secondary noises could be generated by sources such as construction worker vehicles, vendor deliveries, and haul trucks. Noise impacts were modeled using noise reference levels of excavators and front-end loaders. Those vehicles commonly operate in tandem, and have the greatest potential to cause sustained and significant noise impacts at nearby receptors. The impacts of other construction equipment and vehicles would be neither as loud nor as extensive over the duration of the Project's grading or other phases. As summarized in Table 4.I-6 of the Draft EIR, the Santee Court Apartments could experience construction-related noise increases in excess of 5 dBA as a result of the Project's construction. The Project's construction noise levels from powered equipment would also exceed the 75 dBA limit set forth by Section 112.05 of the LAMC, which regulates construction noise levels in or within 500 feet from residential zones. Therefore, without mitigation the Project's construction-related noise impacts would be significant.

For off-site construction-related noise impacts, grading activities would necessitate up to approximately 140 haul trips per workday to export excavated soils from the Project Site to a regional landfill. While this vehicle activity would marginally increase ambient noise levels along the haul route, it would not be expected to significantly increase ambient noise levels by 5 dBA or greater at any noise sensitive land use. Therefore, off-site construction noise impacts related to haul trips would be less than significant.

#### ii. Construction Vibration

The Project's construction would require equipment such as excavators, scrapers, graders, auger drill rigs, and haul trucks. Auger drill rigs and large dozer type equipment such as excavators, scrapers, and graders operating within 7.5 feet of structures consisting of masonry walls could exceed those structures' 0.3 in/sec vibration threshold. Smaller construction equipment such as

skid steer loaders would have to operate within 3.5 feet of these structures to be considered potentially hazardous, and loaded delivery and haul trucks would have to operate within 6 feet.

A commercial building with masonry construction located at 769 Wall Street could experience groundborne vibrations in excess of the 0.3 in/sec vibration threshold for masonry structures. The equations for the prediction of groundborne vibration can greatly overestimate vibration levels at distances nearer than 10 feet, and even so, all construction activities beyond 7.5 feet from this receptor would not be estimated to generate groundborne vibration levels in excess of 0.3 inches per second. Nevertheless, without mitigation, this impact is conservatively considered significant. Sensation Flowers, which abuts the Project Site, would not be expected to experience significantly considerable vibration impacts as a result of the Project. The north building that this receptor abuts would be maintained and renovated. Work related to the north building would not require the types of heavy-duty construction equipment capable of generating excessive groundborne vibrations. Nevertheless, without mitigation, this impact is conservatively considered to be significant.

### iii. Cumulative Impacts – Construction Noise

Construction activities would temporarily increase ambient noise levels at nearby receptors. Any other future developments that are built concurrently with the Project could further contribute to these temporary increases in ambient noise levels. Three such developments were identified within the vicinity of the Project and its receptors: a project located at 701 S. Maple Avenue; one located at 649 S. Wall Street; and another located at 717 Maple Avenue. It is possible that construction noises from these projects and the Proposed Project could cumulatively increase temporary noise levels at nearby sensitive receptors to above the L.A. CEQA Thresholds Guide's 5 dBA construction noise threshold should the construction of all projects overlap. Without mitigation, this impact would be potentially significant.

#### 2. Project Design Features

No Project Design Features are proposed for noise or vibration impacts.

#### 3. Mitigation Measures

To ensure that the Project's construction-related noise levels do not exceed 75 dBA and that construction-related noise increases at Santee Court Apartments do not exceed 5 dBA, the following mitigation measures are required:

- I-1** All capable diesel-powered construction vehicles shall be equipped with exhaust mufflers or other suitable noise reduction devices.
- I-2** Temporary sound barriers capable of achieving a sound attenuation of at least 15 dBA shall be erected along the Project's boundaries facing Santee Court Apartments. Temporary sound barriers capable of achieving a sound attenuation of at least 6 dBA shall be erected along all other Project construction boundaries. To ensure that construction-related vibration impacts would be less than significant, the following mitigation measures are required:
- I-3** Construction activities that produce vibration, such as demolition, excavation, and earthmoving, shall be sequenced so that vibration sources within 7.5 feet

of 769 Wall Street do not operate simultaneously.

**I-4** No pile driving shall occur as part of Project construction.

**I-5** Pre-construction surveys shall be performed to document the conditions of 769 Wall Street. A structural monitoring program shall be implemented and recorded during construction. The performance standards of the structure-monitoring plan shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the building.
- A registered civil engineer or certified engineering geologist shall develop recommendations for a structure-monitoring program.
- The structure-monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds. If the thresholds are met or exceeded, or if noticeable structural damage becomes evident to the Project contractor, work shall stop in the area of the affected building until measures have been taken to prevent construction-related damage to the structure.
- The structure-monitoring program shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the Project prior to initiating any construction activities.

**I-6** Construction equipment and vehicles capable of generating excessive vibration levels including, but not limited to, excavators, loaders, backhoes, scrapers, and graders, shall maintain a setback of at least 7.5 feet from Sensation Flowers at all times.

#### 4. Finding

With respect to the Project's potentially significant impacts related to construction noise, construction vibration, and cumulative noise impacts during construction the City finds that with incorporation of MMs I-1 through I-6, "changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines Section 15091(a)(1); Public Resources Code Section 21081(a)(1).)

#### 5. Rationale for Finding

With implementation of MMs I-1 through I-6, the Project's impacts related to construction noise, construction vibration, and cumulative noise impacts would be less than significant.

For the potential construction noise impacts, implementation of MMs I-1 and I-2 would reduce the Project's on-site construction equipment source noise levels to below LAMC's 75 dBA limit for powered equipment operations within 500 feet of residential zones. Although no Project receptor would experience a significant increase in noise as a result of the Project's unmitigated construction activities, these measures would further reduce the Project's impacts at these receptors. Implementation of MMs I-1 and I-2 would also minimize the Project's construction-related noise increases at Santee Court Apartments to below the L.A. CEQA Thresholds Guide's 5 dBA threshold of significance for construction activities lasting more than ten days in a three month period. Mitigation Measures I-1 and I-2 represent standard "best practices" for the reduction of construction noise and are recommended by the L.A. CEQA Thresholds Guide. With implementation of those mitigation measures, impacts related to construction noise would be less

than significant.

With respect to construction vibration, implementation of MMs I-3 through I-6 would reduce the Project's vibration sources and implement a comprehensive monitoring program for 769 Wall Street. These measures would substantially reduce the potential for the Project's construction-related vibrations to damage the receptor. MM I-6 would prevent heavy-duty construction equipment and vehicles from operating within a potentially hazardous distance from Sensation Flowers. With these measures in place, the Project's construction vibration impacts would be less than significant.

With respect to the Project's potential cumulative noise impacts, implementation of MMs I-1 and I-2 would prevent the Proposed Project's own construction noises from increasing noise levels at Ballington Plaza Apartments and Jardin de la Infancia School by greater than 0.1 dBA, an imperceptible change. Mitigated noise level increases at Santee Court Apartments would not exceed 1.6 dBA, also an imperceptible change. A similar mitigation strategy by 701 S. Maple Avenue, 649 S. Wall Street, and 717 Maple Avenue would likewise reduce their own respective construction noise impacts and ensure that nearby receptors not experience individual or cumulative construction-related noise increases in excess of 5 dBA. The Project's own potential to produce cumulative construction noise impacts at nearby sensitive receptors would be considered less than significant.

## 6. Reference

For a complete discussion of the Project's noise and vibration impacts, see Chapter 4.I-Noise of the Draft EIR, as well as any relevant corrections and additions and responses to comments related to noise and vibration impacts in the Final EIR.

## D. 4.M TRIBAL CULTURAL RESOURCES

### 1. Description of Effects

#### i.Change in the Significance of a Tribal Cultural Resource

As part of the tribal cultural resources report, cultural resources consultant SWCA conducted a California Historical Resources Information System (CHRIS) records search at the South Central Coastal Information Center (SCCIC) on the campus of California State University, Fullerton, to identify previously documented archeological resources within a 0.5-mile radius of the Project Site, as well as any selectively chosen outside the radius to aid in the assessment of archaeological and tribal cultural resource sensitivity. The CHRIS records search did not identify any tribal resources on the Project Site. No archeological sites with Native American components that may qualify as a tribal cultural resource were identified within a 0.5-mile radius of the Project Site. The detailed results of the CHRIS records search are included in the appendix to the tribal cultural sources report, which is included as Appendix F to the Draft EIR. The Native American Heritage Commission (NAHC) conducted a Sacred Lands File (SLF) search in August 2017. The SLF records search did not identify any sacred lands or sites in the Project Site. The SLF records search is included as Appendix F-4 to the Draft EIR.

The City complied with AB 52 consultation requirements, mailing notices via certified mail to ten contacts as listed in the Draft EIR and listed on the City's AB 52 Native American Heritage Commission Tribal Consultation List on April 27 2017. On May 9, 2017, the City received a

consultation request pursuant to AB 52 from the Gabrieleno Band of Mission Indians – Kizh Nation (attached to the tribal cultural resources report, included as Appendix F-5 to the Draft EIR). None of the other nine tribal contacts requested consultation. The City began the consultation process with Chairman Andrew Salas of the Gabrieleno Band of Mission Indians – Kizh Nation. As part of the consultation, Chairman Salas submitted three maps and one article to support the Tribe's finding of sensitivity for tribal cultural resources.

A sensitivity assessment with respect to tribal cultural resources was conducted for the Project Site. The Project Site is west of the Los Angeles River, currently located approximately 1.1 miles to the east of the Project Site. Shifts in the main channel of the Los Angeles River have occurred numerous times in recorded history, including two significant shifts in 1815 and 1825. The general proximity of the Project Site to areas of known habitation, the river, and broad travel corridors has the effect of an overall increase in the sensitivity for unknown tribal cultural resources, at least higher than low background levels, particularly for the archaeological remains of temporary open camps. The project Site is situated within the reported location of Rancheria de los Pipimares, a village site occupied by the Gabrieleno from San Nicolas Island (known as Nicoleño) during the early and middle parts of the nineteenth century. There is potential for material remains associated with the Rancheria to be preserved below the surface, especially those associated with the kotuumot kehaay (mourning ritual). However, given the Historic-period disturbances and limited time during which any material remains from the occupation of the Rancheria could have been buried and preserved, the overall sensitivity is reduced. It is also possible that prehistoric archaeological material pre-dating the occupation of Rancheria de los Pipimares could also be present, but the sensitivity for such materials is lower. While historical period disturbances from agriculture and urbanization have effectively lowered the sensitivity from what would otherwise be considered high, the sensitivity could not be considered low because of the favorable preservation conditions. Therefore, as part of the tribal cultural resources report (included in Appendix F-5 of the Draft EIR), SWCA concluded the Project Site has moderate sensitivity, and Project impacts would be potentially significant.

## ii. Cumulative Impacts

Impacts related to tribal cultural resources are site-specific and are assessed on a site-by-site basis. In addition, any related project within a historic district or affecting a historic resource that could be considered at tribal cultural resource would require a historic resource evaluation to ensure that removal of an existing building, addition, of a new building, and/or conversion would not impact the historic resource in the area.

The Project would address any potential impacts to tribal cultural resources by adhering to the City's condition of approval and implementing MM M-1. The Project and related projects would comply with applicable federal, state, and city regulations that would preclude significant cumulative impacts regarding tribal resources. All related projects would comply with regulations for the inadvertent discovery of archeological resources and human remains. In addition, related projects would be required to comply with the consultation requirements of AB 52 to determine and mitigate any potential impacts to tribal cultural resources. Therefore, cumulative impacts to tribal cultural resources would be less than significant and would not be cumulatively considerable.

## 2. Project Design Features

No Project Design Features are proposed for tribal cultural resources.

### 3. Mitigation Measures

**M-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, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleno Band of Mission Indians – Kizh Nation. Any qualified archaeological 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 consultation 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 temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation 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; and (2) 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 recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any 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. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the 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 costs 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 as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant 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 the 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 Confidentiality Protocols.

#### 4. Finding

With respect to the Project's potentially significant impacts related to tribal cultural resources, including cumulative impacts, the City finds that with incorporation of MM M1, "changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines Section 15091(a)(1); Public Resources Code Section 21081(a)(1).)

#### 5. Rationale for Finding

With implementation of MM M-1, the Project's impacts related to tribal cultural resources, including cumulative impacts, would be less than significant.

There is a potential that tribal cultural resources could be disturbed by the Project. Specifically, there is a potential that material remains from a Gabrielino mourning ceremony are on the Project Site, which would have cultural value to a California Native American tribe. However, implementation of MM M-1, which includes working with archeological monitors and tribal monitors and following certain protocol to address the inadvertent discovery of a tribal cultural resource, impacts related to tribal cultural resources would be reduced to less than significant levels.

#### 6. Reference

For a complete discussion of the Project's potential impacts related to tribal cultural resources, see Chapter 4.M-Tribal Cultural Resources the Draft EIR, as well as any relevant corrections and additions and responses to comments related to tribal cultural resources in the Final EIR.

### V. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

The EIR determined that the Project would not result in any significant and unavoidable environmental impacts.

### VI. ALTERNATIVES TO THE PROJECT

#### **Alternatives in the Draft EIR**

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting the project's basic objectives. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1). Accordingly, the discussion of alternatives shall focus on alternatives to a project or its location which are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. The Project will not lead to any significant and unavoidable impacts.

The City finds that given the Project's potential impacts, the Draft EIR and Final EIR considered a

reasonable range of alternatives to the Project to provide informed decision making in accordance with Section 15126.6 of the CEQA Guidelines. Based on the Project's objectives and impacts, Section V (Alternatives) of the Draft EIR includes an analysis of the following three alternatives to the Project:

<u>Alternative 1:</u>	No Project
<u>Alternative 2:</u>	No Project/Existing Zoning
<u>Alternative 3:</u>	Reduced Density/Reduced Height

These alternatives and their impacts are summarized below.

Section V (Alternatives) of the Draft EIR also discloses that two additional alternatives were identified and considered but rejected without full analysis. The first alternative (the Alternative Project Site) considered development of an alternate Project Site with a similar development. However, this alternative was rejected for further analysis because the Project Applicant does not own or have control over any other developable property in the Project Site area and cannot reasonably acquire, control, or otherwise have access to an alternative site. Additionally, one of the Project's objectives is to redevelop the existing Southern California Flower Market, which currently exists on the Project Site. Therefore, development of the Project on an alternative site was deemed infeasible and was not further evaluated in the EIR. A second alternative (Alternative Site within the Project Site Alternative) was rejected from further consideration due to the infeasibility of the alternative and/or inability of the alternative to substantially reduce or avoid the Project's impacts after mitigation.

## **ALTERNATIVE 1: NO PROJECT ALTERNATIVE**

### 1.1 Description of Alternative

CEQA requires the alternatives analysis to include a "no project" alternative, which is the circumstance under which the Project does not proceed. At the time the Notice of Preparation was published for the Project, there was no evidence that another development at the Project Site would be forthcoming in the event the Project is not approved. For purposes of the Draft EIR, Alternative 1 assumed that the Project Site would remain in its current condition as described in Section 3 of the Draft EIR. Although no development would occur on the project Site under alternative 1, this alternative assumes the development of the related projects in the area of the Project Site. No discretionary actions would be required by local, state, or federal agencies for this alternative.

### 1.2 Impact Summary of Alternative

**Aesthetics:** Under Alternative 1, the existing south building would not be demolished, and no development would take place. No on-site construction activities would occur that could temporarily alter the visual appearance of the Project Site and/or surrounding area. No new buildings would be constructed, so no new light sources associated with construction equipment and materials with the potential to cause glare would occur. As existing buildings would remain on-site and continue to operate in their existing state, Alternative 1 would not change the visual character of the Project Site,

degrade the visual character of the Site or the surrounding area, or impact any scenic resources. There would be no potential to create or change or improve the visual character of the Project Site, and no new sources of light or glare would be introduced. Under Alternative 1, no operational impacts to aesthetics would occur and impacts would be less than the Project's less than significant impact. However, the Project Site falls within a Transit Priority Area, and in accordance with SB 743, the Project's aesthetic impacts would not be considered a significant impact on the environment. In addition, the City of Los Angeles Zoning Information File 2452 provides that visual resources an aesthetic character shall not be considered an impact for mixed-use infill projects within transit priority areas pursuant to CEQA. This information is provided for informational purposes.

**Air Quality:** Under Alternative 1, no air quality impacts with respect to construction-related emission would occur. Air quality impacts due to construction under Alternative 1 would be less as compared to the Project's less than significant air quality impact with implementation of mitigation measures. No new operational emissions related to vehicular traffic or the consumption of natural gas and electricity beyond that currently generated by existing uses on-site would occur. Similar to the Project, Alternative 1 would not include any uses identified by the SCAQMD's CEQA Handbook as being associate with odor complaints. Operational air quality impacts under Alternative 1 would be less than the Project's less than significant air quality impacts during operation.

**Cultural Resources:** No changes to the existing development of the Project Site would occur. Therefore, no impacts to cultural resources would occur under Alternative 1. This would represent a potentially lesser impact than the Project with respect to archeological and/or paleontological resources, as the excavation required to develop the Project would disturb unknown archeological and/or paleontological resources present beneath the surface of the Site, although compliance with existing regulations would ensure that the Project's impact is less than significant. Impacts to historic resources would be the same under Alternative 1 and the Project, as neither would result in a significant impact to historic resources.

**Geology and Soils:** With no construction activities under Alternative 1, no new construction impacts related to geology and soils would occur. Therefore, impacts during construction would be less as compared to the Project's less than significant impact related to geology and soils. Operational impacts related to fault rupture, landslides, liquefaction, or subsidence impacts would be the same under Alternative 1 as the Project with implementation of mitigation measures. Although the Project's operation would introduce more people to the Project Site, Alternative 1 would result in continued usage of older buildings that may be more vulnerable to geologic impacts when compared to new development. As the Project Site is located in an urbanized portion of the City and is nearly completely paved and fully developed, neither the Project nor Alternative 1 would result in loss of topsoil. Also, neither the Project nor Alternative 1 would require the use of septic tanks and, therefore, no impacts would occur.

**Greenhouse Gas Emissions:** No new on-site development would be constructed that could emit operational GHG emissions beyond that which is currently emitted from existing uses on the Project Site. Alternative 1 would result in no impact with respect to GHG emissions, which is less than the project's less than significant impact.

**Hazards and Hazardous Materials:** Because no demolition or construction would occur, and the Project Site would not be developed with new land uses, Alternative 1 would not result in impacts associated with the transport and use of hazardous materials, uncovering of subsurface soil

contamination, uncovering of unknown USTs, or disturbance of asbestos or lead based paint on the Project Site. Alternative 1 would not interfere with an adopted emergency response plan. No impacts would occur under Alternative 1 related to hazards and hazardous materials, and impacts would be less than the Project's less than significant impacts related to hazards and hazardous materials.

Land Use and Planning: The Project Site's existing uses are consistent with the Central City Community Plan land use designation, Heavy manufacturing, and zoning designation, M2-2D, for the Project Site. Under Alternative 1, no impacts associated with consistency with land use, zoning, or applicable land use plans would occur, and impacts would be less than the Project's less than significant impacts associated with land use consistency.

Noise: No new sources of noise or vibration would be created and construction and impacts under Alternative 1 would be less than the Project's less than significant construction-related impacts following implementation of mitigation measures. For operation, no new sources of noise or vibration would occur. Alternative 1 would result in no impact with respect to operational noise and vibration, which is less than the Project's less than significant impact.

Population and Housing: No new residents or employees would be generated at the Project Site. Alternative 1 would not induce substantial growth through the introduction of new and/or an extension of existing roadways and/or utility infrastructure. Alternative 1 would have no impact with respect to population, housing, and employment, which would be less than the Project's less than significant impacts with respect to population, housing, and employment.

Public Services: With no new development Alternative 1 would not increase demand for fire protection and emergency services or for police protection services. No impacts to fire and emergency services or police protection services would occur, and impacts would be less than the Project's less than significant impacts. Alternative 1 also would not increase demand for school services or facilities, parks, or libraries. Alternative 1 would have no impacts to schools, public parks, or libraries and impacts would be less than the Project's less than significant impacts with respect to schools, parks, and libraries.

Traffic and Transportation: There would be no increase in vehicle trips during either construction or operation. Alternative 1 would result in no impact, which is less than the Project's less than significant impact related to traffic and transportation.

Tribal Cultural Resources: Alternative 1 would not have the potential to encounter unknown tribal cultural resources and no impact would occur, which is less than the Project's less than significant impact with implementation of mitigation measures.

Utilities: Alternative 1 would not generate additional wastewater flow beyond what is generated by the existing uses, exceed the Regional Water Quality Control Board's wastewater treatment requirements, or require the construction of new wastewater treatment facilities. Alternative 1 would not increase the site's water demand beyond the demand of existing uses. Nor would Alternative 1 change the amount of solid waste generated by the Project Site or energy consumption by the Project Site's existing uses. No impacts would occur related to wastewater, water supply, solid waste, or efficient energy consumption under Alternative 1. Impacts related to utilities would be less than the Project's less than significant impacts related to utilities.

### 1.3 Findings

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

### 1.4 Rationale for Findings

Alternative 1 would lead to impacts that are less than the Project's less than significant impacts related to aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazardous and hazardous materials, land use planning, noise, population and housing, public services, traffic and transportation, tribal cultural resources, and utilities. However, the Project will lead to less than significant impacts with implementation of all project design features and mitigation measures in all those impact areas. Further, Alternative 1 would leave the Project Site developed with the existing uses. Under Alternative 1, the existing Flower Market facility on the Project site would not be renovated, and the proposed new residential, office, retail, wholesale, food and beverage, and event space would not be constructed on the Project Site. Therefore, Alternative 1 would not meet any of the Project's objectives, including the objectives related to redeveloping the Southern California Flower Market, capitalizing on a smart growth opportunity to intensify an underutilized site with mixed uses near public transit, creating a pedestrian friendly environment around the project Site, contributing to the region's housing opportunities, creating more construction and permanent jobs, developing residential and commercial uses that will generate local tax revenues, and providing infill development to reduce urban sprawl.

### 1.5 Reference

For a complete discussion of the impacts associated with Alternative 1, see Section 6, Alternatives, of the Draft EIR, as well as any relevant corrections and additions and responses to comments related to Alternative 1 in the Final EIR.

## **ALTERNATIVE 2: NO PROJECT/EXISTING ZONING ALTERNATIVE**

### 2.1 Description of Alternative

Alternative 2 – Existing Zoning assumes development of the Project Site with 357,287 square feet of office uses, 22,549 square feet of retail uses, 47,310 square feet of event space, 63,585 square feet of wholesale flower market space, and 15,000 square feet of food and beverage space. That development is permitted under the existing zoning and land use designation for the Project Site. Alternative 2 would develop a total of approximately 478,731 square feet, compared to the Project, which would develop approximately 656,350 square feet. Parking would be provided in a subterranean level. The overall design, architecture, siting, pedestrian access, and vehicle and bicycle parking would comply with the City's requirements.

### 2.2 Impact Summary of Alternative

**Aesthetics:** Based on the reduced square footage of Alternative 2 as compared to the Project, the height of Alternative 2 would also be proportionately reduced. Therefore, as with the Project, no impact with respect to scenic vistas would occur. The building's architecture and style under

Alternative 2 would be similar to that of the Project.

Therefore, Alternative 2 would result in a less than significant impact with respect to visual character, similar to the Project. Alternative 2 would also result in less than significant impacts with respect to shade and shadow, similar to the Project. Based on its reduced size, the amount of lighting and sources of glare associated with Alternative 2 would also be less than the Project's less than significant impacts. However, the Project Site falls within a Transit Priority Area, and in accordance with SB 743, the Project's aesthetic impacts would not be considered a significant impact on the environment. In addition, the City of Los Angeles Zoning Information File 2452 provides that visual resources an aesthetic character shall not be considered an impact for mixed-use infill projects within transit priority areas pursuant to CEQA. This analysis is provided for informational purposes.

**Air Quality:** Because Alternative 2's scale of development is comparable to the Project, the same construction schedule and scope was assumed. Alternative 2's construction-related emissions would be the same as the Project. NOx emissions would exceed SCAQMD's daily regional threshold and would lead to a potentially significant impact. However, Alternative 2 would also implement Mitigation Measure C-1, which calls for the use of the newest vintage engines in off-road construction equipment used on the Project's construction. In combination with standard regulatory compliance measures, regional construction emissions under Alternative 2 would be less than significant. Construction of Alternative 2 would also lead to NOx and PM2.5 emissions that exceed SCAQMD's recommended localized standards of significance. With implementation of Mitigation Measure C-1 and compliance with standard regulatory measures, Alternative 2's construction emissions related to localized impacts would be less than significant. With respect to operations, Alternative 2 would result in greater regional air quality emissions due to an increase in vehicle trips as compared to the Project. But as with the Project, Alternative 2 would not exceed applicable SCAQMD's thresholds of significance for regional emissions. Long-term operation of Alternative 2 would generate comparable localized emission of pollutants from on-site area and energy sources than the Project because of its similar overall development footprint.

**Cultural Resources:** Based on the same amount of grading and excavation, Alternative 2 would have the same potential as the Project to encounter unknown archeological or paleontological resources as the Project. Like the Project, impacts to archeological or paleontological resources under Alternative 2 would be less than significant. Impacts to historic resources would be the same under Alternative 2 and the Project, as neither would result in an impact to historic resources.

**Geology and Soils:** Alternative 2 would require the same amount of site clearing, demolition, grading and excavation as the Project and would be constructed on the same Project Site. Alternative 2 would be subject to the same geological/geotechnical issues identified for the Project and would be subject to the most recently adopted California Building Code design parameters. Impacts under Alternative 2 would be less than significant, similar to the Project.

**Greenhouse Gas Emissions:** Due to the assumed similar scale of construction, Alternative 2 would generate the same level of GHG emissions during the construction period when compared to the Project. Impacts during construction would be less than significant. During operation, Alternative 2 would produce approximately 4,162 more metric tons of CO2e per year, largely due to the increased vehicle trips generated by Alternative 2. However, like the Project, Alternative 2 would be consistent with the applicable state, regional, and local regulatory plans and policies to

reduce GHG emissions. Alternative 2's contribution to global climate change is not cumulatively considerable, and, as is the case with the Project, its impacts would be considered less than significant.

**Hazards and Hazardous Materials:** Similar to the Project, construction of Alternative 2 could involve the temporary transport, use, or disposal of potentially hazardous materials. It is also possible during construction that asbestos, lead-based paint, and polychlorinated biphenyls could be encountered. Compliance with manufacturers' instructions and applicable standards and regulations would ensure that impacts for Alternative 2 are less than significant during construction, as is the case with the Project. Similar to the Project, operation of Alternative 2 would involve the limited use of hazardous materials, which would be used and disposed of in accordance with applicable standards and regulations. The Project Applicant would also be required to submit a proposed plot plan to the Los Angeles Fire Department to ensure compliance with applicable regulations related to fire hazards or emergency access. Operation of Alternative 2 would result in less than significant impacts related to hazards and hazardous materials, similar to the Project.

**Land Use and Planning:** Because Alternative 2 complies with the Project Site's existing zoning and land use designation, Alternative 2 would require fewer discretionary approvals than the Project. As Alternative 2 complies with the existing zoning and land use designation for the Project Site, it would also be substantially consistent with all applicable plans, policies, and regulations that govern development of the Project Site. Alternative 2 would result in a less than significant impact related to land use consistency, as is the case for the Project.

**Noise:** The scope of construction for Alternative 2 would be very similar to that of the Project. Mitigation Measures I-1 through I-6 would also be recommended for Alternative 2 to reduce the incremental increase in noise levels during construction below the significance threshold at sensitive receptors and reduce resulting ambient noise impacts from construction equipment. Implementation of Mitigation Measures I-1 through I-6 would minimize ambient noise increases at the nearby receptors below the significance threshold, and impacts would be less than significant (same as the Project). Like the Project, operation of Alternative 2 would result in both direct and on-site noise impacts associated with commercial-related activities, as well as indirect noise impacts from vehicles traveling on local roads to access the Project Site. Alternative 2 would add approximately 2,588 more daily vehicle trips when compared to the Project. The potential noise impacts from on-site operational sources would be considered less than significant and similar to the Project. The potential noise impact from indirect traffic sources would be less than significant, but greater than the Project.

**Population and Housing:** Construction for Alternative 2 would not lead to a permanent or substantial new employment that would cause growth. There would be no significant housing or population impacts, and no impacts would occur, which is the same as for the Project. Alternative 2's proposed commercial land uses would generate approximately 2,271 employees. It is likely that the existing availability of employees in the Project area would fill those jobs and Alternative 2 would not draw new people to the City to fill those jobs. No impact related to indirect population growth would occur, similar to the Project. Like the Project, Alternative 2 would not induce substantial growth that exceeds growth forecasted for the area, nor would it introduce unplanned infrastructure or accelerate development in an undeveloped area that would result in an adverse physical change in the environment. As development of Alternative 2 would not induce substantial indirect population growth and would be supported by the existing infrastructure such as roadways, no impact would occur, as is the case with

the Project. Alternative 2's increase in jobs would be consistent with the SCAG forecast of additional jobs within the City. Impacts to direct population and housing growth would be less than significant. Alternative 2 also would not displace any existing housing units and/or people on the Project Site.

**Public Services:** On-site construction activities may temporarily increase demand for fire protection and emergency services. Alternative 2's impacts during construction would be less than significant and the same as the less than significant impact of the Project. During operation, based on the elimination of residential uses under Alternative 2, the number of fire protection service calls would be reduced as compared to the Project because the overall population at the Project Site would be reduced. Overall, similar to the Project, Alternative 2 would not require the need for new or altered fire station facilities, and impacts would be less than significant. For police services, Alternative 2's impacts to police protection during construction would be less than significant and the same as the Project's impacts. During operation, the number of police protection service calls would be reduced as compared to the Project because the overall population of the Project Site would be reduced. Construction-related impacts associated with Alternative 2 would be the same as the Project and less than significant. During operation, Alternative 2 would generate more students than the Project based on the greater number of employees at the Project Site. However, Alternative 2's impacts to schools would also be less than significant. Construction-related impacts on parks and recreation facilities under Alternative 2 would be less than significant and similar to the Project. During operation, Alternative 2's impacts would be less than significant and less than the Project's less than significant impact due to the elimination of the residential land uses and the resulting reduction in demand for local and regional parks and recreation facilities. Construction-related impacts on library services would be less than significant under Alternative 2, and similar to the Project. During operation, impacts on library services would be less than significant and less than the Project's less than significant impacts.

**Transportation/Traffic:** Similar to the Project, Alternative 2's temporary construction-related impacts to transportation and traffic would be less than significant. During operation, Alternative 2 will generate approximately 2,588 more vehicle trips daily. Overall, Alternative 2 would result in significant impacts at three intersections under the "Future 2022 with Alternative 2" scenario (Maple Avenue/9th Street, Maple Avenue/7th Street, San Pedro Street/7th Street), which is greater than the Project's less than significant impacts. Traffic impacts during Alternative 2's operation may be potentially significant.

**Tribal Cultural Resources:** Alternative 2 would have the same potential as the Project to encounter unknown tribal cultural resources. Impacts for Alternative 2 would be less than significant with implementation of Mitigation Measure M-1.

**Utilities and Service Systems:** Construction of Alternative 2 would generate a negligible amount of wastewater and would not exceed the capacity of any wastewater treatment plant. With implementation of a Construction Traffic Management Plan, Alternative 2 would not significantly impact traffic or emergency access in the surrounding area. Impacts related to wastewater during construction would be less than significant. During operation, Alternative 2 would generate less wastewater than the Project. Overall, impacts associated with wastewater under Alternative 2 would be less than significant and less than the Project's less than significant impacts. With respect to water supply, impacts during construction of Alternative 2 would be similar to the Project and less than significant. Operation of Alternative 2 would consume less water than the Project and would result in less than significant impacts with respect to long-term water supplies. Overall, impacts

related to water supply under Alternative 2 would be less than significant and less than the Project's less than significant impacts. With respect to solid waste, Alternative 2 would produce less waste the Project during construction, as Alternative 2 proposes a development that is reduced in size when compared to the Project. Construction-related solid waste impacts would be less than significant and slightly reduced when compared to the Project. Operation of Alternative 2 would also generate less solid waste than the Project and would result in less than significant impacts to solid waste landfill capacity. Overall, impacts would be less than significant and less than the Project's less than significant impacts.

Energy: Alternative 2's short-term demand for electricity during construction would not result in a wasteful or inefficient use of energy, and impacts would be less than significant (as is the case with the Project). During operation, Alternative 2 would consume more electricity than the Project. Overall, like the Project, Alternative 2 would result in a less than significant impact with respect to electricity demand but to a greater degree than the Project's less than significant impact, due to an increase in overall commercial square-footage. During construction, Alternative 2's impacts related to natural gas consumption would be similar to the Project and less than significant. During operation, Alternative 2 would result in less natural gas consumption. Overall, like the Project, Alternative 2 would result in a less than significant impact with respect to natural gas demand, and less than the Project's less than significant impact.

### 2.3 Findings

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

### 2.4 Rationale for Findings

Alternative 2's construction and operational impacts would generally be similar to the impacts from the Project. Alternative 2 would lead to a lower level of impacts than the Project's already less than significant impacts related to aesthetics, parks and recreational facilities, libraries, and utilities and service systems. Alternative 2 would also have less than significant impacts associated with operational regional air quality, GHG emissions, operational noise from indirect traffic sources, and schools. However, Alternative 2's impacts related to those impact areas would be greater than the Project's impacts. Further, Alternative 2 could potentially lead to a significant traffic impact under future 2022 conditions, based on the additional trips that Alternative 2 will generate. Alternative 2's impacts would otherwise be similar to those of the Project. Thus, overall, Alternative 2 may not reduce the Project's less than significant impacts.

Without any residential units, Alternative 2 would not meet most of the Project objectives to the same degree as the Project. Specifically, Alternative 2 would meet the following project objectives: (i) create a range of construction and permanent jobs; and (ii) provide an infill development in an existing urban area to reduce "greenfield" development and urban sprawl, in furtherance of City goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emissions and greenhouse gas emissions.

However, without residential uses, Alternative 2 would only partially meet the following objectives:

(i) redevelop the existing Southern California Flower Market, including the adaptive reuse of the northerly building to continue to include the wholesale flower market uses, as well as the addition of new parking, commercial space, and residential uses, to provide an economically sustainable development of complementary uses; (ii) capitalize on a smart growth opportunity by intensifying a currently underutilized site with residential and commercial uses near public transit lines (Metro Rail and Bus); (iii) create a connected pedestrian friendly environment along Maple Avenue and Wall Street that is readily accessible to future residents and guests, as well as patrons of the Southern California Flower Market; (iv) contribute housing opportunities toward the City's Regional Housing Needs Assessment (RHNA) allocation; and (v) develop residential and commercial uses that generate local tax revenues and generate residents who support local business.

## 2.5 Reference

For a complete discussion of the impacts associated with Alternative 2, see Section 6, Alternatives, of the Draft EIR, as well as any relevant corrections and additions and responses to comments related to Alternative 2 in the Final EIR.

## **ALTERNATIVE 3: REDUCED DENSITY/REDUCED HEIGHT ALTERNATIVE**

### 3.1 Description of Alternative

Alternative 3 – Reduced Density/Reduced Height assumes implementation of the Project similar to the Project Description (Section 2) of the Draft EIR, but reduced in overall size. Alternative 3 assumes the retention of the wholesale Flower Market space and the reduction of all proposed commercial uses. Specifically, the Project would be developed with 47,093 square feet of office uses, 3,508 square feet of retail uses, 7,381 square feet of event space, 63,585 square feet of wholesale flower market space, and 10,736 square feet of food and beverage space. Alternative 3 also proposes 258 multi-family residential units, which is a 20 percent reduction from the total number of units proposed under the Project. The total height of Alternative 3 would also be reduced, for a maximum height of 164 feet and 12 stories. Like the Project, Alternative 3's design is intended to reflect the nature of its existing wholesale flower market uses. Parking would be provided in a subterranean level. The overall design, architecture, siting, pedestrian access, and vehicle and bicycle parking would comply with the City's requirements.

### 3.2 Impact Summary of Alternative

**Aesthetics:** Based on the reduced square footage of Alternative 3 as compared to the Project, Alternative 3's height would be proportionately reduced. As with the Project, no significant impacts related to scenic vistas would occur. Alternative 3's building's architecture and style would be similar to that of the Project. Alternative 3 would result in a less than significant impact with respect to visual character, similar to the Project. Alternative 3 would also result in less than significant impacts related to shade and shadow, similar to the Project. Based on its reduced size, the amount of lighting and sources of glare associated with Alternative 3 would be less than under the Project, and also less than significant. However, the Project Site falls within a Transit Priority Area, and in accordance with SB 743, the Project's aesthetic impacts would not be considered a significant impact on the environment. In addition, the City of Los Angeles Zoning Information File 2452 provides that visual resources an aesthetic character shall not be considered an impact for mixed-

use infill projects within transit priority areas pursuant to CEQA. This analysis is provided for informational purposes.

**Air Quality:** While the scale of development would be reduced under Alternative 3, the EIR's analysis assumed the same scope of construction for Alternative 3, but with a reduced construction schedule. During construction, like the Project, Alternative 3's estimated NOx emissions would exceed SCAQMD's regional significance thresholds. Alternative 3 would also implement Mitigation Measure C-1 and comply with the standard regulatory compliance measures, which together would mitigate Alternative 3's construction emissions to less than significant levels. For localized impacts during construction, Alternative 3 would also lead to NOx and PM2.5 emissions that exceed local significance thresholds, similar to the Project. With implementation of Mitigation Measure C-1 and compliance with the standard compliance measures, the mitigated construction emission for Alternative 2 would be less than significant. During operations, Alternative 3 would add approximately 2,476 vehicle trips to and from the Project Site on a peak weekday, which would be a decrease of 651 daily trips when compared to the Project. As a result, Alternative 3's operational impacts on regional air quality are considered less than significant and the impacts are less than the Project because of the lower amount of traffic generated by Alternative 3's long term operations. The long-term operation of

Alternative 3 would also generate fewer localized emission of pollutants from onsite area and energy sources than the Project because of its smaller overall development footprint, and impacts would be less than significant.

**Cultural Resources:** Alternative 3 would have the same potential as the Project to encounter unknown archaeological or paleontological resources, based on the same amount of grading and excavation. Similar to the Project, impacts under Alternative 3 would be less than significant with compliance with existing regulatory requirements related to inadvertent discoveries. Impacts to historic resources would be the same under Alternative 3 and the Project, as neither would result in an impact to historic resources.

**Geology and Soils:** Because the Project Site is the same under the Project as it is for Alternative 3, any development of the Project Site would be subject to the same geological/geotechnical issues identified for the Project and would be subject to the most recently adopted California Building Code design parameters.

**Greenhouse Gas Emissions:** Due to the similar scale of construction, Alternative 3 would generate the same level of GHG emissions during the construction period when compared to the Project, and impacts would be less than significant. During operations, Alternative 3 would produce approximately 2,890 fewer metric tons of CO2e per year, largely due to the decreased number of vehicle trips generated by Alternative 3. Alternative 3 would be consistent with the applicable state, regional, and local regulatory plans and policies to reduce GHG emissions. Like the Project, Alternative 3's impacts related to GHG emission would be less than significant.

**Hazards and Hazardous Materials:** Similar to the Project, construction of Alternative 3 could involve the temporary transport, use, or disposal of potentially hazardous materials. It is also possible during construction that asbestos, lead-based paint, and polychlorinated biphenyls could be encountered. Compliance with manufacturers' instructions and applicable standards and regulations would ensure that impacts for Alternative 3 are less than significant during construction, as is the case with the

Project. Similar to the Project, operation of Alternative 3 would involve the limited use of hazardous materials, which would be used and disposed of in accordance with applicable standards and regulations. The Project Applicant would also be required to submit a proposed plot plan to the Los Angeles Fire Department to ensure compliance with applicable regulations related to fire hazards or emergency access. Operation of Alternative 3 would result in less than significant impacts related to hazards and hazardous materials, similar to the Project.

Land Use and Planning: Alternative 3 includes the same uses as the Project, but with a reduced amount of square footage and reduced number of dwelling units. Under Alternative 3, the Project Applicant would likely request the same discretionary approvals as for the Project. With the same proposed uses at the Project, Alternative 3 would be substantially consistent with all applicable plans, policies, and regulations that govern development of the Project Site. Impacts related to land use and planning under Alternative 3 would be less than significant and similar to the Project.

Noise: The scope of construction for Alternative 3 would be very similar to that of the Project, though the reduction in size could result in a shorter duration of construction activities than the Project. Mitigation Measures I-1 through I-6 would also be recommended for Alternative 3 to reduce the incremental increase in noise levels during construction below the significance threshold at sensitive receptors and reduce resulting ambient noise impacts from construction equipment. Implementation of Mitigation Measures I-1 through I-6 would minimize ambient noise increases at the nearby receptors below the significance threshold, and impacts would be less than significant (same as the Project). Like the Project, operation of Alternative 3 would result in both direct and on-site noise impacts associated with commercial-related activities, as well as indirect noise impacts from vehicles traveling on local roads to access the Project Site. The potential noise impact from on-site operational sources would be considered less than significant and similar to the Project. Based on Alternative 3's lower generated traffic, Alternative 3's potential noise impacts from indirect traffic sources would be less than significant and less than the Project's less than significant impact.

Population and Housing: Alternative 3's related construction would not represent a permanent or substantial new employment generator that would cause growth. There would be no significant housing or population impacts from construction of Alternative 3, as is the case with the Project. Alternative 3 would generate approximately 565 employees, which is a reduction of 135 employees as compared to the Project. It is likely that the existing availability of employees in the Project area would fill the jobs generated by the Project and would not draw new people to the City to fill the jobs. Operation of the proposed commercial uses in Alternative 3 would not cause a substantial increase in overall population, as is the case with the Project. Therefore, no impact related to population growth would occur, the same as with the Project. Further, Alternative 3 would not induce substantial indirect population growth and would be supported by the existing infrastructure such as roadways. No impacts related to infrastructure would occur from indirect population growth and employment, similar to the Project. Alternative 3 would result in a residential population of approximately 707 people added to the Project Site, which is 178 fewer people than would be generated by the Project. Like the Project, Alternative 3's proposed housing units and associated population would fall within the forecasted growth for the Community Plan area and the City as a whole. Alternative 3 also would not displace existing housing units and/or people on the Project Site. Impacts related to direct population and housing growth under Alternative 3 would be less than significant and similar to the Project.

Public Services: Alternative 3's impacts related to fire protection during construction would be less than significant and similar to those of the Project. During operation, based on the reduction in the number of residential units and commercial space, the number of fire protection service calls would be slightly reduced with implementation of Alternative 3 as compared to the Project. Operational impacts related to fire protection under Alternative 3 would, therefore, be less than the Project's less than significant impacts. Alternative 3's impacts to police protection during construction would be less than significant and similar to the Project's impacts. During operation, the demand for police protection services would be less for Alternative 3 when compared to the Project, as there would be fewer residential units and less commercial space. Therefore, operational impacts related to police protection under Alternative 3 would be less than the Project's less than significant impacts. Impacts to schools during construction of Alternative 3 would be less than significant and the same as the Project. During its operation, Alternative 3 would generate fewer students than the Project and its impacts would be less than the Project's less than significant impacts. Construction-related impacts on parks and recreation facilities under Alternative 3 would be less than significant and similar to the Project. During its operation, Alternative 3's impacts to parks and recreational facilities would be less than significant and slightly less than the Project's impacts due to the reduction in the number of residential units. Construction-related impacts on library services would be less than significant under Alternative 3 and similar to the Project's impacts. Because Alternative 3 would add fewer residents and employees to the Project Site when compared to the Project, Alternative 3 would reduce demand for library services as compared to the Project. Impacts on library services would therefore be less than significant and less than the Project's impacts.

Transportation/Traffic: Traffic and transportation impacts during Alternative 3's construction would be less than significant, similar to the Project. During its operation, Alternative 3 is estimated to generate 2,476 daily vehicle trips, which is 651 fewer daily, 51 fewer AM peak hour, and 59 fewer PM peak hour vehicle trips than the Project. Overall, Alternative 3's traffic impacts would be less than significant and also slightly reduced when compared to the Project's less than significant impacts, due to the reduction in the size of the development.

Tribal Cultural Resources: Alternative 3 would be developed on the same site as the Project and would require the same amount of grading and excavation. Therefore, Alternative 3 would have the same potential as the Project to encounter unknown tribal cultural resources. Impacts for Alternative 3 would be less than significant with implementation of Mitigation measure M-1.

Utilities and Service Systems: Construction-related impacts to the existing wastewater infrastructure and facilities would be less than significant and similar to the Project. Based on its reduced uses, Alternative 3's impacts related to wastewater during operation would be less than significant and less than the Project's less than significant impacts. Impacts on water supply during Alternative 3's construction would be less than significant and similar to the Project's impact. During its operation, Alternative 3 would consume less water than the Project and would result in less than significant impacts with respect to long-term water supplies. Overall, impacts of Alternative 3 related to water supply would be less than significant and less than the Project's less than significant impacts. With respect to solid waste generation, Alternative 3's construction would generate less solid waste as compared to the Project based on Alternative 3's reduced size when compared to the Project. As existing landfills and waste facilities have sufficient capacity to handle the projected amount of construction waste, the construction-related solid waste impacts of Alternative 3 would be less than significant and slightly reduced when compared to the Project. Alternative 3's operation would also

generate less solid waste as compared to the Project. Overall, impacts of Alternative 3 would be less than significant and less than the Project's less than significant impacts.

Energy: With respect to the efficient use of energy, Alternative 3's short-term demand for electricity during construction would not result in a wasteful or inefficient use of energy, and impacts would be less than significant and similar to the Project. During operation, the Project would use less electricity than the Project based on its reduced size. Overall, like the Project, Alternative 3 would result in a less than significant impact related to electricity demand and impacts would be less than the Project's less than significant impacts. Construction impacts of Alternative 3 related to natural gas consumption would be less than significant and similar to those of the Project. Alternative 3 would use less natural gas during operation. Like the Project, Alternative 3 would result in a less than significant impact with respect to natural gas demand, and less than the Project's less than significant impact.

### 3.3 Findings

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

### 3.4 Rationale for Findings

Based on its reduced size, Alternative 3 would result in less impacts as compared to the Project in the areas related to aesthetics, operational regional and localized air emissions, greenhouse gas emissions, off-site indirect noise impacts, fire protection and police protection services, schools, parks/recreation, utilities and service systems. However, the Project will also lead to less than significant impacts in those impact areas with incorporation of all project design features and mitigation measures.

Further, based on its reduced size for both residential and commercial space, development of Alternative 3 would some of the Project objectives to a lesser degree than the Project. Specifically, Alternative 3 would meet the following Project objectives: (i) create a connected pedestrian friendly environment along Maple Avenue and Wall Street that is readily accessible to future residents and guests, as well as patrons of the Southern California Flower Market; and (ii) provide an infill development in an existing urban area to reduce "greenfield" development and urban sprawl, in furtherance of City goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emissions and greenhouse gas emissions. But because Alternative 3 includes a reduction in residential and commercial uses when compared to the Project, it would only partially meet the following objectives: (i) redevelopment the existing Southern California Flower Market including the adaptive reuse of the northerly building to continue to include the wholesale flower market uses, as well as the addition of new parking, commercial space, and residential uses, to provide an economically sustainable development of complementary uses; (ii) capitalize on smart growth opportunity by intensifying a currently underutilized site with residential and commercial uses near public transit lines (Metro Rail and Bus); (iii) contribute housing opportunities toward the City's Regional Housing Needs Assessment (RHNA) allocation; (iv) develop residential and commercial uses that generate local tax revenues and generate residents who support local businesses; and

(v) create a range of construction and permanent jobs.

### 3.5 Reference

For a complete discussion of the impacts associated with Alternative 3, see Section 6, Alternatives, of the Draft EIR, as well as any relevant corrections and additions and responses to comments related to Alternative 3 in the Final EIR.

## VII. OTHER CEQA CONSIDERATIONS

### 1. Growth Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could be growth-inducing. This would include the ways in which the project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Generally, a project may foster or encourage population growth in a geographic area if it meets any of the following criteria: (a) economic expansion or growth (e.g., changes in revenue base, employment expansion, etc.); (b) removal of impediment to growth (e.g., establishment of an essential public service or the provision of new access to an area); (c) establishment of a precedent-setting action (e.g., an innovation, a change in zoning, or general plan amendment approval); or (d) development of or encroachment on an isolated or adjacent area of open space (being distinct from an infill type of project).

While the Project would provide new residential, retail, restaurant, office, event space, and food and beverage uses, the Project would not necessitate the extension of roads or other infrastructure. The Project would be developed in a densely populated urban area and would provide greater density around existing bus and rail lines. The Project is designed to include an economically sustainable balance of housing and commercial uses. The Project also responds to the unmet housing demand in both the Central City Community Plan Area and the City of Los Angeles as a whole. The Project's infill location will help the City achieve regional policies to reduce urban sprawl and efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of VMT. While the Project proposes additional housing units, it would not substantially induce housing growth beyond forecasted levels.

The addition of employees to the Project Site could come from the Project area, and other nearby areas in the City, as the types of land uses are not specialized to attract a net increase in employees from a region outside the local area. Employees are assumed to live in the local area or the City, and can access the Project Site through multiple modes of transit.

The Project would not induce growth with respect to roads and other infrastructure because the Project Site is already developed and connected to all local utility infrastructure, including water, wastewater, electricity, and natural gas. Therefore, utility infrastructure would not be expanding into a new areas as a result of the Project.

Also, due to the Project's proposed land uses and location, the Project would not provide for the removal of an impediment to growth or development of or encroachment on an isolated or adjacent area of open space. The Project would not provide a public service or access to a new area or

encroach on open space, and the Project would be located on an already developed site that is densely urban and served by existing roadways.

In sum, the Project would not lead to growth inducing impacts.

## 2. Significant Irreversible Environmental Changes

Section 15126.2(c) of the CEQA Guidelines requires a discussion of the use of nonrenewable resources and states that “[i]rretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” The types and level of development associated with the Project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during the Project’s construction and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the Project Site.

Construction of the Project would require consumption of resources that cannot be replenished or which may renew slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics) and water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment. The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the Project. However, this resource consumption would be consistent with growth and anticipated change in the Los Angeles region.

Demolition of the existing south building on the Site would result in production of waste material. However, the Project includes renovation of the existing north building. In addition, the Project would recycle and salvage demolition and construction debris including concrete, asphalt, wood, drywall, metals and other miscellaneous and composite materials. Proper separation of demolition debris would assist environmental clean-up and allow for the proper disposal of hazardous materials that may be found within existing buildings.

In addition, the Project would be developed in a densely populated urban area and would provide greater density in close proximity to existing transit, including numerous public bus and rail lines within the immediate Project vicinity, thereby reducing vehicle miles traveled (VMT). This would also potentially reduce, rather than increase, the need for additional infrastructure and commitment of resources.

## 3. Environmentally Superior Alternative

CEQA requires that an EIR alternatives analysis include designation of an “environmentally superior” alternative. Based on the analysis presented in the EIR, Alternative 1 – No Project would result in the greatest reduction in Project impacts and would be the environmentally superior alternative. However, CEQA also requires that if the environmentally superior alternative is the “No Project” alternative, an EIR shall also identify an environmentally superior alternative from among the other alternatives.

Based on the EIR’s analysis, the City finds that none of the alternatives are environmentally

superior to the Project because the Project would not result in any significant and unavoidable impacts. The City finds that Alternative 3 – Reduced Density/Reduced Height is environmentally superior only in the sense that Alternative 3 would generate fewer vehicle trips than the Project and would result in reduced impacts to aesthetics, air emissions, greenhouse gas emissions, noise, public services, and utilities based on the reduced scale of Alternative 3's development compared to the Project. However, the City finds that Alternative 3 would not meet many of the Project's objectives to the same degree as the Project because Alternative 3 would develop fewer residential units and less commercial space.

#### 4. Effects Found Not to be Significant

Section 15128 of the CEQA Guidelines states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the EIR. An Initial Study was prepared for the Project and is included in Appendix A of the Draft EIR. The Initial Study provided a detailed discussion of the potential environmental impact areas and the reasons that each environmental area is or is not analyzed further in the Draft EIR. The City of Los Angeles determined through the Initial Study that the Project would not have the potential to cause significant impacts related to the issues discussed below.

##### 4.1. Agriculture and Forestry Resources

The Project would cause no impacts on agricultural or forestry resources. Under the CEQA Guidelines (Appendix G), a project may have a significant impact on agricultural or forestry resources if it were to result in (a) the conversion of state-designated agricultural land from agricultural use to another non-agricultural use; (b) conflicts with existing zoning for agricultural use or a Williamson Act Contract; (c) conflicts with existing zoning or cause rezoning of forest/timber land; (d) result in the loss of forest land or conversion of forest land to non-forest use; or (e) other changes in the existing environment that could result in conversion of Farmland to non-agricultural use. The Project Site is currently developed with two Flower Market buildings and associated parking, and is located in a highly urbanized area. The Project Site does not contain any agricultural uses, and is not delineated as such on any maps prepared pursuant to the Farmland Mapping and Monitoring Program. The Project Site is zoned for light industrial uses. No Williamson Act Contract applies to the Project Site.

No mitigation measures are required, as no significant impacts associated with agricultural or forestry resources have been identified.

##### 4.2. Air Quality

Under CEQA's Guidelines (Appendix G), a project may have a significant air quality impact if the project would cause any of the following: (a) conflict with or obstruct implementation of the applicable air quality plan; (b) violate any air quality standard or contribute substantially to an existing or projected air quality violation; (c) result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard; (d) expose sensitive receptors to substantial pollutant concentrations; or (e) create objectionable odors affecting a substantial number of people.

The City has not adopted specific citywide significance thresholds, but instead relies on regional significance thresholds identified by the South Coast Air Quality Management District (SCAQMD) in its CEQA Air Quality Handbook (SCAQMD CEQA Handbook) as revised in November 1993 for construction and operational emissions impacts. The City's analysis of air quality impacts was prepared consistent with applicable SCAQMD guidance as well CalEEMod guidance, including the User's Guide.

#### 4.2.1. Construction Phase and Operational Phase Odors

Impacts —

The Project would have less than significant impacts related to odors. A significant impact would occur only if a project would generate substantial odors. Potential sources that may emit odors during the Project's construction activities include the use of architectural coatings and solvents as well as asphalt paving. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on the mandatory compliance with SCAQMD rules, no construction activities or materials are proposed that would create a significant level of objectionable odors and would limit potential objectionable odor impacts during the Project's short-term construction phase to a less than significant level.

For the Project's long-term operations, the SCAQMD's CEQA Air Quality Handbook identifies those land uses that are associated with odor complaints. Those land uses typically include agricultural uses that are associated with odor processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not include any of the uses identified by the SCAQMD as being associated with odors. While the Project does include restaurant uses, compliance with industry standard odor control practices, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Project's long-term operations phase to a less than significant level.

No mitigation measures are required, as no significant impacts associated with odors during the Project's construction or operational phase have been identified.

#### 4.3 Biological Resources

The Project would have no impacts or less than significant impacts related to biological resources. Under the CEQA Guidelines (Appendix G), a project may have a significant impact on biological resources if it (a) has a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or the U.S. Fish and Wildlife Service; (b) has a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, or regulations by the California Department of Fish and Game or the U.S. Fish and Wildlife service; (c) has a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means; (d) may 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) may conflict with any local policies or ordinances protecting biological resources, such as a tree

preservation policy or ordinance; or (f) may conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The Project Site is located in an urbanized area of Los Angeles and is currently developed with two existing flower market buildings and other hard surfaces, and has minimal ornamental landscaping. The Project Site does not contain any natural open spaces, serve as a wildlife corridor, or possess any areas of significant biological resource value. No hydrological features are present on the Project Site and there are no sensitive habitats present. Due to the lack of biotic resources, no candidate, sensitive, or special status species identified in local plans, policies, regulations, by the California Department of Fish and Game (CDFG), the California Native Plant Society (CNPS), or the U.S. Fish and Wildlife Service (USFWS) would be expected to occur on the Project Site.

Additionally, there are no riparian areas, sensitive natural communities, or Significant Ecological Areas as identified by the City, located on or adjacent to the Project Site. Review of the National Wetlands Inventory identified no wetlands or water features on or in the immediate vicinity of the Project Site. The Project Site also currently does not interfere substantially with the movement of any native resident or migratory birds. The Project Site is located in an urban area that is highly disturbed and which contains numerous high-rise buildings. The nearest location that contains vegetation with the potential for supporting migratory bird and/or wildlife use is Pershing Square, located approximately 0.8 miles to the northwest. The Project would develop one 15-story tower on the Project Site. Although buildings of this height could potentially interfere with bird movement, the presence of several buildings of a similar height in the vicinity would generally act as a discouragement to major bird migration. Additionally, downtown Los Angeles is not known as being located with a significant bird migration route. No bodies of water exist on the Project Site to provide habitat for fish. As such, the Project's implementation would not interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, nor would it impede the use of native wildlife nursery sites.

The Project would also be confined to a previously developed site and would not involve substantial changes in the existing environment. Local ordinances protecting biological resources are limited to the City's Protected Tree Ordinance, as modified by Ordinance 177404. The amended Protected Tree Ordinance provides guidelines for the preservation of all Oak trees indigenous to California, excluding certain tree species. According to the tree report prepared for the Project Site, no City-protected trees are present on the Project Site. A total of 12 African fern pines (*Afrocarpus falcatus*) with a diameter breast height (dbh) that exceed eight inches are street trees that occur along the northwest, northeast, and southeast boundaries of the Project Site. The Project would remove all existing trees, and, if required under the City's Street Tree Ordinance, would provide replacement per the applicable City requirements. The Project Site is also not located in or adjacent to an existing or proposed Significant Ecological Area. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that applies to the Project Site. The Project would not conflict with any habitat conservation plans.

No mitigation measures are required, as no significant impacts associated with biological resources have been identified.

#### 4.4 Geology and Soils

Under CEQA's Guidelines (Appendix G), a project may have a significant impact to geology and soils if the project would result in one or more of the following: (a) exacerbate existing environmental conditions so as to increase the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving — (i) rupture of a known earthquake fault, (ii) strong seismic ground-shaking, (iii) seismic-related ground failure, including liquefaction, or (iv) landslides; (b) result in substantial soil erosion or the loss of topsoil; (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 resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse caused in whole or in part by the project's exacerbation of the existing environmental conditions; (d) be located on expansive soil, creating substantial risks to life or property caused in whole or in part by the project exacerbating the expansive soil conditions; or (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.

The L.A. CEQA Thresholds Guide requires the geotechnical analysis to address the following areas of study (1) geologic hazards; (2) sedimentation and erosion; (3) landform alternation; and (4) mineral resources.

##### 4.4.1. Increasing Potential Exposure to Landslides

The Project would have no impacts related to landslides. A significant adverse effect may occur if a project is located in a hillside area with soil conditions that would suggest high potential for sliding. Landslides can occur on slopes under normal gravitational forces and during earthquakes when strong ground motion can cause failure. Landslides tend to occur in loosely consolidated, wet soil, and/or rock on unstable sloping terrain. The Project Site is topographically level and is not identified by ZIMAS as being within a landslide hazard zone.

No mitigation measures are required, as no significant impacts associated with landslides have been identified.

##### 4.4.2. Septic Tanks

The Project would have no impacts related to septic tanks. A significant impact may occur if a project is located in an area not served by an existing sewer system. The Project is located in a developed area of the City, which is served by a wastewater collection, conveyance and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed.

No mitigation measures are required, as no significant impacts associated with septic tanks have been identified.

#### 4.5 Hazards and Hazardous Materials

Under CEQA's Guidelines (Appendix G), a project could have a potentially significant impact on hazards and hazardous materials if it would result in one or more of the following: (a) create a significant hazards 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 include on a list of hazardous materials sites; (e) the project would result in a safety hazard for people residing or working in the project area for a project located within an airport land use plan, or where such plan has not been adopted, within two miles of a public airport; (f) for a project located within the vicinity of a private airstrip, if the project would result in a safety hazard for people residing or working the project area; (g) impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and (h) expose people or structures to a significant risk of loss, injury or death involving wildland fires.

The L.A. CEQA Thresholds Guide requires the determination of significance for project impacts related to hazards and hazardous waste to be made on a case-by-case basis, considering the following factors—(a) the regulatory framework; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of hazardous substance; (c) the degree to which the project may require a new, or interfere with an existing, emergency response or evacuation plan, and the severity of the consequences; and (d) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance.

#### 4.5.1. Airport Land Use Plan, Or Two Miles Of A Public Airport Or Vicinity Of Private Airstrip

The Project would have no impact related to a public or public use airport or private airstrip. A significant impact may occur if a project is located within two miles of a public airport or within the vicinity of a private airstrip. The Project Site is not located in the vicinity of a public airport or private airstrip.

No mitigation measures are required, as no significant impacts associated with a public or public use airport or private airstrip have been identified.

#### 4.5.2. Wildland Fires

The Project would have no impact related to wildland fires. A significant impact may occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project Site is not located in a Very High Fire Hazard Severity Zone. The Project Site is located in a highly urbanized area and is not located within a designated Fire Buffer Zone or Mountain Fire District in the 1996 City of Los Angeles Safety Element.

No mitigation measures are required, as no significant impacts associated with wildland fires have been identified.

#### 4.6 Hydrology and Water Quality

Under the CEQA Guidelines (Appendix G), a project may have a significant impact if the project would result in one or more of the following: (a) violate any water quality standards or waste discharge requirements; (b) substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level; (c) substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite; (d) substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (e) 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; (f) otherwise substantially degrade water quality; (g) place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map; (h) place within a 100-year flood hazard area structures which would impede or redirect flood flows; (i) expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; or (j) expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.

##### 4.6.1. Water Quality

The Project would have less than significant impacts related to water quality standards or waste discharge requirements. A significant impact may occur if a project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the requirements of the mandated construction Stormwater Pollution Prevention Plan (SWPPP) under the NPDES Construction General Permit (Order No. 2012-0006-DWQ), City grading and building permit regulations, the City's Low Impact Development Ordinance, and/or Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts. The Project involves the redevelopment of a Project Site that is currently developed and completed paved. The Project would not alter the existing surface water runoff drainage pattern, would not alter rainfall absorption at the Project Site, and would not result in a net increase of rates of stormwater discharge which may exceed water quality standards or waste discharge requirements. Therefore, this potential impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with water quality have been identified.

##### 4.6.2. Groundwater

The Project would have less than significant impacts related to groundwater. A significant impact may occur if a project includes deep excavations which have the potential to interfere with groundwater movement, or includes withdrawal of groundwater or paving of existing permeable

surfaces that are important to groundwater recharge. The Project does not propose any permanent groundwater wells or pumping activities and all water supplied to the Project Site would be derived from the City's existing water supply and infrastructure. In addition, the Project would not increase the amount of impervious surface area located on the Project Site upon completion of Project construction. Although construction of the Project would include excavation and could possibly require dewatering at the Project Site, the amount of groundwater infiltration likely to occur would be minimal given the small area and relatively shallow depth of the proposed excavation (for one level of subterranean parking). Therefore, this potential impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with groundwater have been identified.

#### 4.6.3. Drainage

The Project would have less than significant impacts related to drainage patterns. A significant impact may occur if a project would substantially alter drainage patterns resulting in a significant increase in erosion or siltation during construction or operation of a project. There are no natural watercourses on the Project Site. The Project Site is currently fully developed. As part of the Project, grading and construction activities may temporarily alter the existing drainage patterns of the Project Site. However, compliance with the requirements of the mandated construction Stormwater Pollution Prevention Plan

(SWPPP) under the NPDES Construction General Permit (Order No. 2012-0006-DWQ) and City grading and building permit regulations would reduce the occurrence of erosion and siltation during construction and operation to the maximum extent practicable. Therefore, the potential impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with drainage have been identified.

#### 4.6.4. Runoff

The Project would have less than significant impacts related to runoff. A significant impact may occur if a project would increase the volume of stormwater runoff to a level which exceeds the capacity of the storm drain system serving the Project Site, or if the Project would introduce substantial new sources of polluted runoff. Construction of the Project could contribute to the degradation of existing surface water quality conditions primarily due to (1) potential erosion and sedimentation during the grading phase; (2) particulate matter from dirt and dust generated on the Project Site; and (3) construction activities and equipment. However, compliance with the requirements of the mandated construction and operation SWPPP, as well as with the requirements of the City's Low Impact Development Ordinance and/or SUSMP, would reduce the amount of additional stormwater runoff from the Project Site and the introduction of pollutants to stormwater runoff during construction and operation to the maximum extent practicable. Development of the Project would not increase overall stormwater runoff volumes the Project Site is currently completely covered with impervious surfaces. Therefore, this potential impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with runoff have been identified.

#### 4.6.5. Otherwise Substantially Degrade Water Quality

The Project would have less than significant impacts related to otherwise substantially degrading water quality. The Project could involve the use of contaminants that could potentially degrade water quality if not properly handled and stored. However, compliance with the requirements of the mandated construction SWPPP, as well as with the requirements of the City's Low Impact Development Ordinance and/or SUSMP, would reduce the introduction of contaminants to stormwater runoff during Project construction and operation to the maximum extent practicable. Therefore, this potential impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with otherwise substantially degrading water quality have been identified.

#### 4.6.6. Place Housing Or Structure Within A 100-Year Flood Hazard Area

The Project would have no impact related to placing housing within a 100-year flood plain hazard area or impeding or redirecting flood flows within a 100-year flood plain hazard area. The Project Site is not located within an area identified by Federal Emergency Management Agency (FEMA) as potentially subject to 100-year floods. The Project Site is not located within a City-designated 100-year or 500-year flood plain. As the Project Site is located in an area of minimal flooding, the Project would not introduce people or structures to an area of high flood risk. Therefore, the Project would not contain any significant risks of flooding and would not have the potential to impede or redirect floodwater flows.

No mitigation measures are required, as no significant impacts associated with placing housing within a 100-year flood hazard area have been identified.

#### 4.6.7. Flooding, Including From Failure Of A Levee or Dam

The Project would have no impacts associated with exposing people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. A significant impact may occur if a project were located in an area where flooding, including flooding associated with dam or levee failure, would expose people or structures to a significant risk of loss, injury, or death. The Project Site is not located within a potential inundation area resulting from the failure of a dam or levee.

No mitigation measures are required, as no significant impacts associated with flooding have been identified.

#### 4.6.8. Inundation by Seiche, Tsunami, or Mudflow

The Project would have no impacts related to inundation by seiche, tsunami, or mudflow. A significant impact may occur if a project is significantly close to the ocean or other water body to be

potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami) or if the Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Project Site is not located in a Tsunami Hazard Area, and is located at least 12 miles from the Pacific Ocean and is not near any major water bodies. Therefore, there is no impact associated with seiches or tsunamis at the Project Site. In addition, the Project Site is an urbanized portion of the City, and is relatively flat, thereby limiting the potential for inundation by mudflow.

No mitigation measures are required, as no significant impacts associated with inundation by seiche, tsunami, or mudflow have been identified.

#### 4.7 Land Use and Planning

Under CEQA's Guidelines (Appendix G), a project could have a potentially significant impact related to land use and planning if it were to: (a) physically divide an established community; (b) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or (c) conflict with any applicable habitat conservation plan or natural community conservation plan.

Under the L.A. CEQA Thresholds Guide, a project's potential impacts related to land use and planning must be made on a case-by-case basis considering the project's consistency with applicable land use plans and compatibility with the type of land uses within the project area.

##### 4.7.1. Physically Divide An Established Community

The Project would have no impacts related to physically dividing an established community. A significant impact may occur if a project is sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community (a typical example would be a project which involved a continuous right-of-way such as a roadway which would divide a community and impede access between parts of the community). The Project Site is located in a highly urbanized area of the City and is currently developed with the Southern California Flower Market, which would continue to operate at the Site. Additionally, the Project Site is entirely surrounded by existing developments and roadways. Thus, the Project would not physically divide an established community and no impacts related to this issue would occur.

No mitigation measures are required, as no significant impacts associated with physically dividing an established community have been identified.

##### 4.7.2. Habitat Conservation Plan Or Natural Community Conservation Plan

The Project would have no impacts associated with a habitat conservation plan or natural community conservation plan. A significant impact may occur if a project is inconsistent with policies in any draft or adopted conservation plan. The Project Site is currently developed and is located in an urbanized area. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that applies to the Project Site. Implementation of the Project would not conflict with any habitat conservation

plans. Therefore, no impact would occur and no mitigation measures would be required.

No mitigation measures are required, as no significant impacts associated with any applicable habitat conservation plan or natural community conservation plan have been identified.

#### 4.8 Mineral Resources

Under the CEQA Guidelines, a project may have an impact to mineral resources if it will (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; or (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.

##### 4.8.1. Availability of Known Mineral Resource

The Project would have no impacts associated with the loss of availability of a known mineral resource that would be of value to the region and residents of the state. A significant impact may occur if a project is located in an area used or available for extraction of a regionally-important mineral resource, and if the project converted an existing or potential future regionally-important mineral extraction use to another use, or if the project affected access to a site used or potentially available for regionally-important mineral resource extraction. The Project Site is not located within a City-designated oil field or oil drilling area, or a City-designated Mineral Resource Zone 2 Area (MRZ-2). Therefore, the Project would have no impact with respect to loss of availability of a known regionally-important mineral resource.

No mitigation measures are required, as no significant impacts associated with the availability of known mineral resources have been identified.

##### 4.8.2. Mineral Resource Site Delineated on Land Use Plans

The Project would have no impacts associated with resulting 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 significant impact may occur if a project is located in an area used or available for extraction of a locally-important mineral resource extraction, and if the project converted an existing or potential future locally-important mineral extraction use to another use, or if the project affected access to a site used or potentially available for locally-important mineral resource extraction. Government Code Section 65302(d) states that a conservation element of the general plan shall address "minerals and other natural resources." According to the Conservation Element of the City of Los Angeles General Plan, sites that contain potentially significant sand and gravel deposits which are to be conserved follow the Los Angeles River flood plain, coastal plain, and other water bodies and courses and lie along the flood plain from the San Fernando Valley through downtown Los Angeles. Much of the area around the Project Site has been developed with structures and is inaccessible for mining extraction. Furthermore, the Project Site is developed and located in an urbanized area. Development of the Project would therefore not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, no impact would occur.

No mitigation measures are required, as no significant impacts associated with the delineation of mineral resource recover sites on land use plans have been identified.

#### 4.9 Noise

Under the CEQA Guidelines (Appendix G), a project would have a significant impact on noise if it would cause any of the following conditions to occur: (a) exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; (b) exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; (c) a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the projects; (d) a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; (e) for a project located within an airborne land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airstrip, expose people residing or working in the project area to excessive noise levels; or (f) for a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

Under the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on noise levels from construction if the following occurs: (a) construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use; (b) construction activities lasting more than ten days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or (c) construction activities would exceed the ambient noise levels by 5 dBA at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or anytime on Sunday. Additionally, a project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise levels measured at the property line of affected uses to increase by 3 dBA in Community Noise Equivalent Level (CNEL) to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase.

##### 4.9.1. Within Airport Land Use Plan or 2 Miles of a Public Airport

The Project would have no impacts related to being located within an airport land use plan or within two miles of a public airport. A significant impact may occur if a project is located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site during construction of the Project. The Project Site is not located within an airport land use plan area or within two miles of a public airport or public use airport. The Project would therefore not expose people residing or working in the Project area to excessive noise levels from an airport use. Therefore, no impact would occur.

No mitigation measures are required, as no significant impacts associated with being located within an airport land use plan or within two miles of a public airport or public use airport have been identified.

#### 4.9.2. Within Vicinity of Private Airstrip

The Project would have no impacts related to being located within the vicinity of a private airstrip. A project would only have an impact related to this topic if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. There are no private airstrips in the vicinity of the Site. Therefore, no impact would occur.

No mitigation measures are required, as no significant impacts associated with being located within the vicinity of a private airstrip have been identified.

#### 4.10 Population and Housing

Under CEQA's Guidelines (Appendix G), a project may have a significant environmental impact if the project would result in one or more of the following: (a) induce substantial 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 housing, necessitating the construction of replacement housing elsewhere; or (c) displace substantial numbers of people, necessitating the construction or replacement housing elsewhere.

Under the L.A. CEQA Thresholds Guide, the determination of significance for a project's impacts on population, housing, and employment shall be determined on a case-by-case basis considering the following factors: (a) the degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; (c) the extent to which growth would occur without implementation of the project; (d) the total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the project, in terms of net loss of market-rate and affordable units; and (e) the current and anticipated housing demand and supply of market rate and affordable housing in the project area.

##### 4.10.1. Displace Housing

The Project would have no impacts related to displacing existing housing. A significant impact may occur if a project would result in displacement of a substantial number of existing housing units, necessitating construction of replacement housing elsewhere. The Project would not displace any housing since there is no housing on the Project Site. Further, the Project would develop residential units. Therefore, no impact would occur.

No mitigation measures are required, as no significant impacts associated with displacing housing have been identified.

#### 4.10.2. Displace Persons

The Project would have no impacts related to displacing substantial numbers of people. A significant impact may occur if a project would result in displacement of existing residents, necessitating the construction of replacement housing elsewhere. There is no housing on the Site. Therefore, the Project would not displace people necessitating the construction of replacement housing elsewhere, and no impact would occur.

No mitigation measures are required, as no significant impacts associated with displacing persons have been identified.

#### 4.11 Transportation/Traffic

Under CEQA's Guidelines (Appendix G), a project would have a significant impact on traffic or transportation if it would cause any of the following conditions to occur: (a) conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit; (b) conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways; (c) result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; (d) substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); (e) result in inadequate emergency access; or (f) conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Under the City's L.A. CEQA Thresholds Guide, a project would have significant impacts on traffic or transportation if it would cause any of the following conditions to occur: (a) would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections); (b) would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

##### 411.1. Change in Air Traffic Patterns

The Project would have no impacts related to a potential change in air traffic patterns. A significant impact would occur if a proposed project included an aviation-related use and would result in safety risks associated with such use. The Project does not include any aviation-related uses. The Project Site is not located within an airport land use plan area or within two miles of a public airport or private use airport. Safety risks associated with a change in air traffic patterns would not occur. Therefore, no impact would occur.

No mitigation measures are required, as no significant impacts associated with a change in air traffic patterns have been identified.

#### 4.12 Tribal Cultural Resources

Under CEQA's Guidelines (Appendix G), a project could have significant impacts related to tribal cultural resources if the project could 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) listed 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 (b) 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.

##### 4.12.1. Listed Cultural Resource

The Project would have less than significant impacts related to a tribal cultural resource that has been listed in the California Register of Historical Resources. The Project Site does not contain any structures that have been identified as historic resources under federal, state or local registers. Further, while the oldest part of the existing flower market building was built in approximately 1962, making it roughly 55 years old, it is not a sacred place with cultural value to a California Native American tribe. Therefore, impacts would be less than significant.

No mitigation measures are required, as no significant impacts associated with a listed tribal cultural resource have been identified.

#### 4.13 Utilities and Service Systems

Under CEQA's Guidelines (Appendix G), a project could have a potentially significant impact related to utilities and service systems if the project would: (a) exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; (b) require or result in the construction of new water or wastewater treatment facilities, the construction of which could cause significant environmental effects; (c) require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; (d) not have sufficient water supplies available to serve the project from existing entitlements and resources; (e) not 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; (f) would not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or (g) not comply

with federal, state, and local statutes and regulations related to solid waste.

#### 4.13.1. New Stormwater Drainage Facilities or Expansion of Existing Facilities

The Project would result in less than significant impacts related to the construction of new stormwater drainage facilities or the expansion of existing facilities.

A significant impact may occur if the volume of stormwater runoff were to increase to a level exceeding the capacity of the storm drain system serving the Project Site, to the extent that existing facilities would need to be expanded and the construction of which would cause significant environmental effects. The Project Site is currently fully developed and covered with impervious surfaces. Development of the Project would not increase the amount of impervious surface area at the Site and, consequently, would not increase the volume of stormwater runoff from the Site. Therefore, this impact would be less than significant.

No mitigation measures are required, as no significant impacts associated with the construction or expansion of new stormwater drainage facilities have been identified.

#### 4.13.2. Compliance with Federal, State, and Local Statutes and Regulations Related to Solid Waste

The Project's impacts related to compliance with federal, state, and local statutes and regulations related to solid waste would be less than significant. Solid waste management is guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. The Act requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE). The City of Los Angeles prepared a Solid Waste Management Policy Plan that was adopted by the City Council in 1994. Solid waste generated on-site by the Project would be disposed of in accordance with all applicable federal, state, and local regulations and policies related to solid waste, including (but not limited to) AB 939, the City of Los Angeles Solid Waste Management Policy Plan (CiSWMPP), City of Los Angeles Source Reduction and Recycling Plan (CiSRRE), Ordinance No. 171,687 and the Framework Element of the General Plan. The CiSWMPP, adopted in November 1994, is the City's long-range policy plan that provides direction for solid waste management and serves as an umbrella document for the CiSRRE. Together, the CiSWMPP and CiSRRE specify goals, objectives, and programs for achieving AB 939. The General Plan Framework Element supports AB 939 and its goals and addresses many of the programs the City has implemented to divert waste from disposal facilities such as source reduction programs and recycling programs. Finally, Ordinance No. 171,687 (the "Space Allocation Ordinance") requires the provision of an adequate recycling area or room for collecting and loading recyclable materials for all new construction projects, multi-family residential projects of four or more units where the

addition of floor area is 25 percent or more, and other development projects where the addition of floor area is 30 percent or more. The Project would provide clearly marked, durable, source sorted recycling bins throughout the Project Site to facilitate recycling in accordance with Ordinance No. 171,687. The Project would comply with federal, state, and local statutes and regulations related to solid waste. Therefore, impacts to regulations related to solid waste would be less than significant.

No mitigation measures are required, as no significant impacts associated with the compliance with federal, state, and local statutes and regulations related to solid waste have been identified.

#### VIII. GENERAL FINDINGS

1. The City, acting through the Planning Department, is the "Lead Agency" for the Project evaluated in the Final EIR. The City finds that the Final EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the Final EIR, and that the Final EIR reflects the independent judgment of the City.
2. The Final EIR, Draft EIR, and Initial Study, evaluated the following potential project and cumulative environmental impacts: aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, and utilities and service systems. Additionally, the Draft EIR considered, in separate sections, Significant Irreversible Environmental Changes and Growth Inducing Impacts. The Draft and Final EIR identified the project's impacts that could be mitigated to less than significant levels with implementation of mitigation and/or project design features, and concluded the project would not lead to significant environmental impacts. The Draft and Final EIR also identified alternatives to the project.
3. The City finds that the Final EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and adequately responds to comments made during the public review period.
4. The Planning Department evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Planning Department prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Planning Department reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR as defined under CEQA. The lead agency has based its actions on full appraisal of

all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the Final EIR.

5. The Final EIR documents changes to the Draft EIR. Having reviewed the information contained in the Draft EIR, the Final EIR, and the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impact, substantial increase in the severity of a previously disclosed impact, significant new information in the record of proceedings or other criteria under CEQA that would require additional recirculation of the Draft EIR, or that would require preparation of a supplemental or subsequent EIR. Specifically, the City finds that:
  - The Responses to Comments contained in the Final EIR fully considered and responded to comments claiming that the project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.
  - The City has thoroughly reviewed the public comments received regarding the project and the Final EIR as it relates to the project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.
  - None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.
6. The project design features and mitigation measures which have been identified for the Project were identified in the text and summary of the Final EIR and Draft EIR. The final project design features and mitigation measures are described in the Mitigation Monitoring Program. Each of project design features and mitigation measures identified in the Mitigation Monitoring Program, and contained in the Final EIR, is incorporated into conditions of approval for the Project. The City finds that the impacts of the Project have been mitigated to the extent feasible by the project design features and mitigation measures identified in the Mitigation Monitoring Program and contained in the Final EIR.
7. CEQA requires the lead agency approving a project to adopt a Mitigation Monitoring Program and make that Program a condition of project approval in order to ensure compliance with project implementation. The mitigation measures included in the Final EIR as certified by the City and included in the Mitigation Monitoring Program as adopted by the City serve that function. The Mitigation Monitoring Program includes all the mitigation measures identified in the Final EIR and has been designed to ensure compliance during implementation of the Project. In accordance with CEQA, the Mitigation

Monitoring Program provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code section 21081.6, the City hereby adopts the Mitigation Monitoring Program.

8. In accordance with the requirements of Public Resources Code section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.
9. The custodian of the documents or other materials which constitute the record of proceedings upon which the City's decision is based is the Department of City Planning, City of Los Angeles.
10. The City finds and declares that substantial evidence for each and every finding made herein is contained in the Final EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
11. The citations provided as references in the Final and Draft EIR for each impact area discussed in these Findings are for reference purposes only and are not intended to represent an exhaustive listing of all evidence that supports these Findings.
12. The City is certifying the EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the Final EIR. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as "responsible agencies" under CEQA). Because the City is the lead agency for the Project, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.
13. The Final EIR is a project EIR for purposes of environmental analysis of the proposed project. A project EIR examines the environmental effects of a specific project. The Final EIR serves as the primary environmental compliance document for entitlement decisions regarding the proposed project by the City of Los Angeles and the other regulatory jurisdictions.

IX. CONSIDERATION AND APPROVAL OF THE FINAL EIR

Pursuant to Article 7 of the CEQA Guidelines, these Findings have been prepared for the consideration and approval of the Final EIR and the analysis contained herein. The Final EIR was completed in accordance with CEQA; and the decision-making body has reviewed and considered the information contained in the Final EIR prior to the action.

**FINDINGS OF FACT (SUBDIVISION MAP ACT)**

In connection with the approval of Vesting Tentative Tract Map No. 74568, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

- (a) THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final, and parcel maps. The subdivision, and merger, of land is regulated pursuant to Article 7 of the Los Angeles Municipal Code (LAMC). The LAMC implements the goals, objectives, and policies of the General Plan, through zoning regulations, including Specific Plans.

Specifically, Los Angeles Municipal Code (LAMC) Section 17.06-B requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The Vesting Tentative Tract Map was prepared by a Registered Professional Engineer and contains the required components, dimensions, areas, notes, legal description, ownership, applicant, and site address information as required by the Los Angeles Municipal Code ("LAMC"). The Vesting Tract Map has been filed to merge and resubdivide an approximately 3.86-acre (168,296 square foot) site into three ground lots and thirteen airspace lots for a mixed-use development.

In addition to LAMC Section 17.06-B, Section 17.05-C requires that the vesting tentative tract map be designed in compliance with the zoning applicable to the project site. The General Plan, Specific Plans, and Zoning Code regulate, but are not limited to, the maximum permitted density, height, and the subdivision of land. The General Plan's Land Use Element is also implemented locally through the adopted Central City Community Plan (Community Plan). While the Community Plan's goals and policies do not address subdivisions explicitly, the plan does designate areas within the Plan for certain land uses with corresponding zones. The project site is classified with the Light Manufacturing land use designation with the corresponding site zones of MR2 and M2. The project site is not located in a Specific Plan Area. The project site contains 3.86 net acres and is presently zoned M2-2D and is located in the Flower District neighborhood of the larger Wholesale District in the Central City Community Plan District. The D limitation corresponds to Height District 2-D, and according to Footnote 2 of the Central City Community Plan, this limits the Floor Area Ratio to 3:1 unless accompanied by a Transfer of Floor Area.

Under concurrent Case No. CPC-2016-3990-GPA-VZC-CUB-ZV-SPR, the applicant proposes to rezone the site to C2-2, remove Footnote 2's application to the site, and re-designate the land use as Community Commercial, which has corresponding zones CR, C2, C4, RAS3, and RAS4. Accordingly the General Plan and Zoning would then allow for a 6:1 FAR based on lot area prior to dedication, unlimited height, and one dwelling unit per 400 square feet of lot area. The concurrent Plan Amendments, Zone Change, and Height District requests to facilitate a rezoning of the project site from M2-2D to the C2-2 Zone is consistent with the range of zones under the site's proposed Community Commercial land use designation and amendment to Footnote 2.

The merger and resubdivision of a 3.86-acre site into three ground lots and thirteen airspace lots for a mixed-use development resulting in a 3.9:1 FAR and a maximum height of 202 feet, 7 inches, is consistent with the General Plan and demonstrates compliance with Sections 17.06 of the Los Angeles Municipal Code as well as with the intent and purpose of the General Plan, with regard to density and use. Therefore, the proposed map demonstrates compliance with LAMC Sections 17.05-C and 17.06-B and is consistent with the applicable General Plan and Specific Plans.

In conjunction with the requested merger and resubdivision for 3 ground lots and 13 airspace lots, the Project Applicant proposes to expand and redevelop the existing Flower Market facility between Maple Avenue and Wall Street, south of 7th Street, while maintaining the existing wholesale market. The existing property consists of two buildings, the north building (206,517 square feet) and the south building (185,111 square feet). Both buildings include open roof-top parking. The Applicant proposes to maintain and renovate the north building and its roof-top parking and demolish the south building in preparation of a new building with one level of subterranean parking.

The Project would be a new mixed-use development consisting of wholesale trade, retail, restaurant, office, and residential uses. The new Flower Market building (in place of the existing south building) would be 15 stories (12-story residential tower, over three stories of office, retail, restaurant, wholesale flower market, and parking) and 205 feet in height. The development program would consist of: 323 residential units (the Applicant providing 10% of the units [or approximately 32 units] for moderate income families), 64,363 square feet of office space, 4,385 square feet of retail space, 63,785 square feet of wholesale space and storage, 13,420 square feet of food and beverage space, and 10,226 square feet of event space. The Flower Market would continue to operate in the existing north building during and after the redevelopment..

In conjunction with the Vesting Tentative Tract Map, the applicant is requesting an approval of a General Plan Amendment, Vesting Zone Change, Conditional Use, Zoning Variance, and Site Plan Review, which, if approved, would allow the proposed development. If not approved, the subdivider shall submit a tract map modification.

Therefore, as conditioned, the proposed Vesting Tract Map is consistent with the intent and purpose of the General Plan and Specific Plan.

(b) **THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

For purposes of a subdivision, design and improvement is defined by Section 66418 of the Subdivision Map Act and LAMC Section 17.02. Section 66418 of the Subdivision Map Act defines the term "design" as follows: "Design" means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) such other specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. Further, Section 66427 of the Subdivision Map Act expressly states that the

“Design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects.”

Section 17.05-C of the Los Angeles Municipal Code enumerates design standards for Subdivisions and requires that each Tentative Map be designed in conformance with the Street Design Standards and in conformance to the General Plan. Section 17.05-C, third paragraph, further establishes that density calculations include the areas for residential use and areas designated for public uses, except for land set aside for street purposes (“net area”). LAMC Section 17.06-B and 17.15 lists the map requirements for a tentative tract map and vesting tentative tract map. The map provides the required components of a tentative tract map.

The Tract Map subdivision design includes the merger and resubdivision of a 3.86 net acre site into 3 ground lots and 13 airspace lots, for a development program that would consist of: 323 residential units (the Applicant providing 10% of the units [or approximately 32 units] for moderate income families), 64,363 square feet of office space, 4,385 square feet of retail space, 63,785 square feet of wholesale space and storage, 13,420 square feet of food and beverage space, and 10,226 square feet of event space.

The design and layout of the map is consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the Los Angeles Municipal Code. Several public agencies (including the Bureau of Engineering, Department of Building and Safety, Grading Division and Zoning Division, Bureau of Street Lighting, Bureau of Sanitation, Fire Department, and Department of Recreation and Parks) have reviewed the map and found the subdivision design satisfactory, and have imposed improvement requirements and/or conditions of approval. Bureau of Engineering requires dedication and improvements along 7<sup>th</sup> Street and Maple Avenue, and improvements along Wall Street, in accordance with the City’s Street Standards. Sewers are available and have been inspected and deemed adequate in accommodating the proposed project’s sewerage needs. Fire and traffic access, as well as site grading, have been reviewed and deemed appropriate.

The subdivision will be required to comply with all regulations pertaining to grading, building permits, and street improvement permit requirements. Conditions of Approval for the design and improvement of the subdivision are required to be performed prior to the recordation of the tentative map, building permit, grading permit, or certificate of occupancy.

Further, the Framework Element designates the property and surrounding area as a Downtown Center, and the site is further refined by the Community Plan as designated for Light Manufacturing land uses, and is seeking a concurrent redesignation of the site to Community Commercial land use and zoning of C2-2. Upon approval of the entitlement requests, the design and improvement of the proposed subdivision would be consistent with the intent and purpose of the Community Plan. Therefore, as conditioned, the design and improvement of the proposed subdivision is consistent with the intent and purpose of the applicable General Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The project site is currently improved with two two-story wholesale buildings, both with rooftop parking, operating as the Southern California Flower Market, with surface parking/loading on the northernmost portion of the site, fronting 7<sup>th</sup> Street. The project site is physically suitable for the proposed type of development. The project site is relatively flat and located within an urbanized area and is not located in a slope stability study area or a fault/rupture study zone. The project is not located in a liquefaction seismic hazard zone or a Methane Buffer Zone. According to a memo from the Department of Building and Safety, Grading Division, dated August 13, 2018, the project site is located outside of a City of Los Angeles Hillside Area; is exempt or located outside of a State of California liquefaction, earthquake induced landslide, or fault-rupture hazard zone; and does not require any grading or construction of an engineered retaining structure to remove potential geologic hazards.

The site is also not subject to the Specific Plan for the Management of Flood Hazards (floodways, floodplains, mud prone areas, coastal high-hazard and flood-related erosion hazard areas). The subject site is not otherwise located in a hazardous zone and does not contain any known hazards (i.e., toxic waste, very high fire hazard severity zone etc.). In addition, the environmental analysis conducted for the project found that the tract map and development of the project would not result in any significant impacts in terms of geological or seismic impacts, hazards and hazardous materials, and police and fire safety.

The tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. Therefore, the site will be physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The General Plan identifies, through its Community and Specific Plans, geographic locations where planned and anticipated densities are permitted. Zoning standards for density are applied to sites throughout the city and are allocated based on the type of land use, physical suitability, and future population growth expected to occur. The adopted Central City Community Plan designates the subject site a Light Manufacturing land uses, but is proposed under the concurrent Case No. CPC-2016-3990-GPA-VZC-CUB-ZV-SPR to be redesignated as Community Commercial land uses, which allows for wholesale trade, retail, restaurant, office, and residential uses. Current zoning is M2-2D, but is proposed to be changed to C2-2.

Therefore, the zoning for the subject site currently permits a maximum floor area ratio of 3:1, but is proposed to be changed to 6:1, sets an overall required minimum lot size of 5,000 square feet, and requires a minimum lot area of 400 square feet for each dwelling unit. The minimum lot area for the 323 proposed dwelling units would thus be 129,200 square feet. The site contains 168,296 net square feet of land, which is sufficient for the proposed number of dwelling units. Therefore, the project's proposed Floor Area Ratio of

3.9:1 is consistent with the general provisions and area requirements of the Planning and Zoning Code.

Surrounding uses are within the M2-2D, C2-2, C2-2D, and R5-2D zones and are generally developed with wholesale and retail commercial, multi-family residential, and surface parking lots. The Project's floor area, density, and massing is appropriately scaled and situated given the uses in the surrounding Wholesale District. The subject site is a relatively flat, in-fill lot, in a substantially developed urban area with adequate infrastructure. The area is easily accessible via improved streets, highways, and transit systems. The environmental review conducted by the Department of City Planning (Case No. ENV-2016-3991-EIR (SCH No. 2017051068), establishes that the physical characteristics of the site and the proposed density of development are generally consistent with existing development and urban character of the surrounding community. Therefore, the project site is physically suitable for the proposed density of development.

- (e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The EIR prepared for the project identifies no potential adverse impacts on fish or wildlife resources. The project site, as well as the surrounding area, are presently developed with wholesale commercial buildings and a surface parking lot, and do not provide a natural habitat for either fish or wildlife. The site, as described in the EIR, does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, migratory corridors, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value. With regard to protected trees, a Tree Report was prepared for the project site and found that there are no trees within the interior of the project site, and that the 12 trees on the public right-of-way forming the perimeter around the project site, none are classified as protected trees. All trees will be removed for the project, and will be replaced in compliance with applicable requirements of the City's Protected Tree Ordinance.

The subdivision design and improvements are consistent with the existing urban development of the area. There are no habitat conservation plans or natural community conservation plans which presently govern any portion of the project site or vicinity. The environmental review for the Project identifies no potential adverse impacts on fish or wildlife resources and concludes that the Project Site does not contain or support any known species identified as candidate, sensitive, or special status by local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

- (f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

The proposed subdivision and subsequent improvements are subject to the provisions of the Los Angeles Municipal Code (e.g., the Fire Code, Planning and Zoning Code, Health

and Safety Code) and the Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

The project is not located over a hazardous materials site, flood hazard area and is not located on unsuitable soil conditions. The project would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous materials or substances.

The EIR fully analyzed the impacts of both construction and operation of the project on the existing public utility and sewer systems, facilities and services and determined that impacts are less than significant. The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant. No adverse impacts to the public health or safety would occur as a result of the design and improvement of the site. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

- (g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

There are three 12-foot-wide easements for future street dedication along the Maple Avenue frontage of the existing property. The proposed Vesting Tentative Tract Map proposes to merge these easements into the remainder of the tract map, and the Bureau of Engineering report dated September 13, 2018 indicates no objection to this merger, provided that the requested conditions are met. The site is surrounded by public streets and private properties that adjoin improved public streets and sidewalks designed and improved for the specific purpose of providing public access throughout the area. The project site does not adjoin or provide access to a public resource, natural habitat, Public Park, or any officially recognized public recreation area. Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract. Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract Map No. 74568.

Vincent P. Bertoni, AICP  
Advisory Agency



Milena Zasadzien  
City Planner  
Deputy Advisory Agency  
MZ:AV

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the Central Area Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

Figueroa Plaza  
201 North Figueroa  
Street, 4th Floor  
Los Angeles,  
CA 90012  
(213) 482-7077

Marvin Braude  
San Fernando Valley  
Constituent Service Center  
6262 Van Nuys Boulevard,  
Room 251  
Van Nuys, CA 91401  
(818) 374-5050

West Los Angeles  
Development Services Center  
1828 Sawtelle Boulevard,  
2nd Floor  
Los Angeles, CA 90025  
(310) 231-2598

**Forms are also available on-line at <http://planning.lacity.org/>.**

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became

final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

If you have any questions, please call Development Services Center staff at (213) 482-7077, (818) 374-5050, or (310) 231-2598.

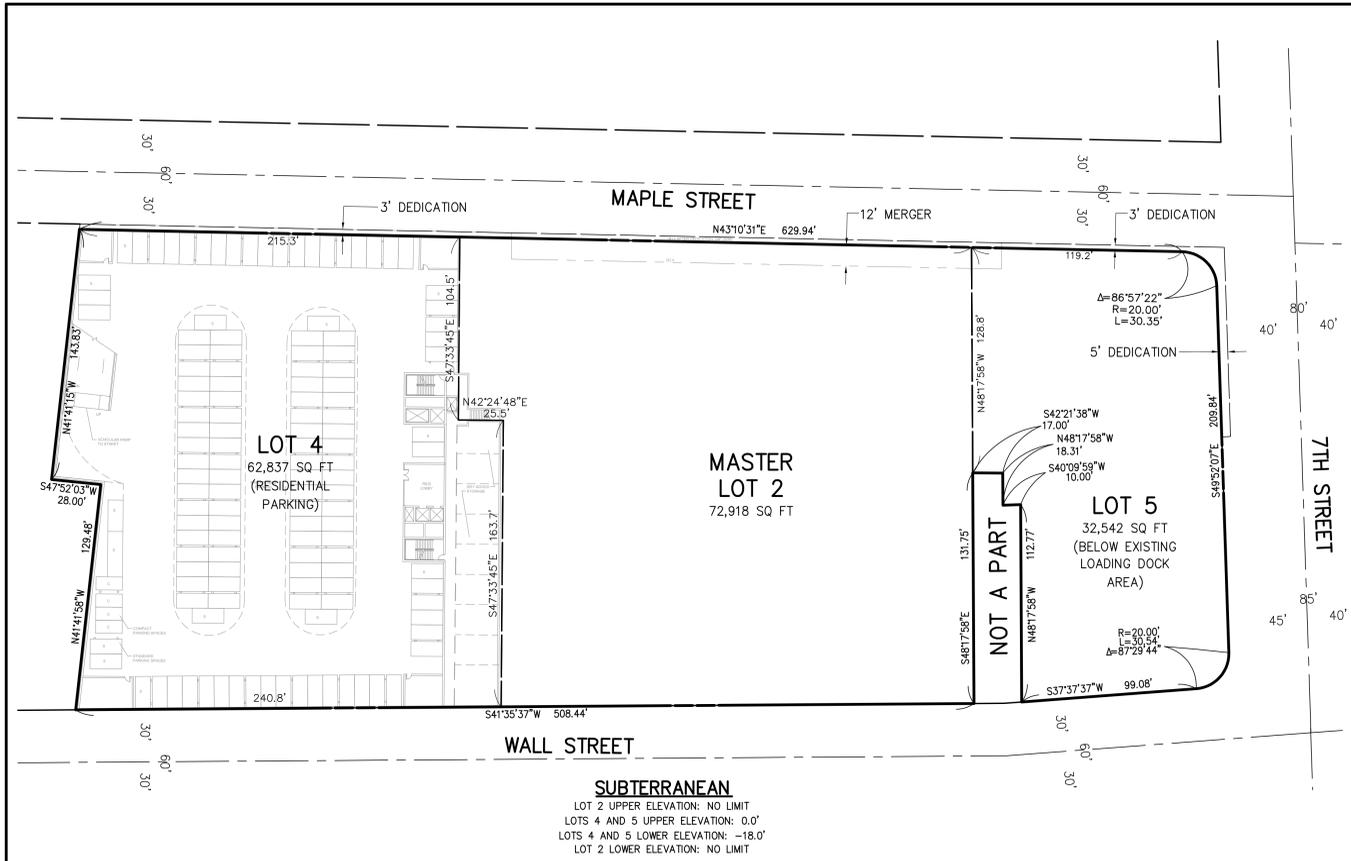
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# EXHIBIT A

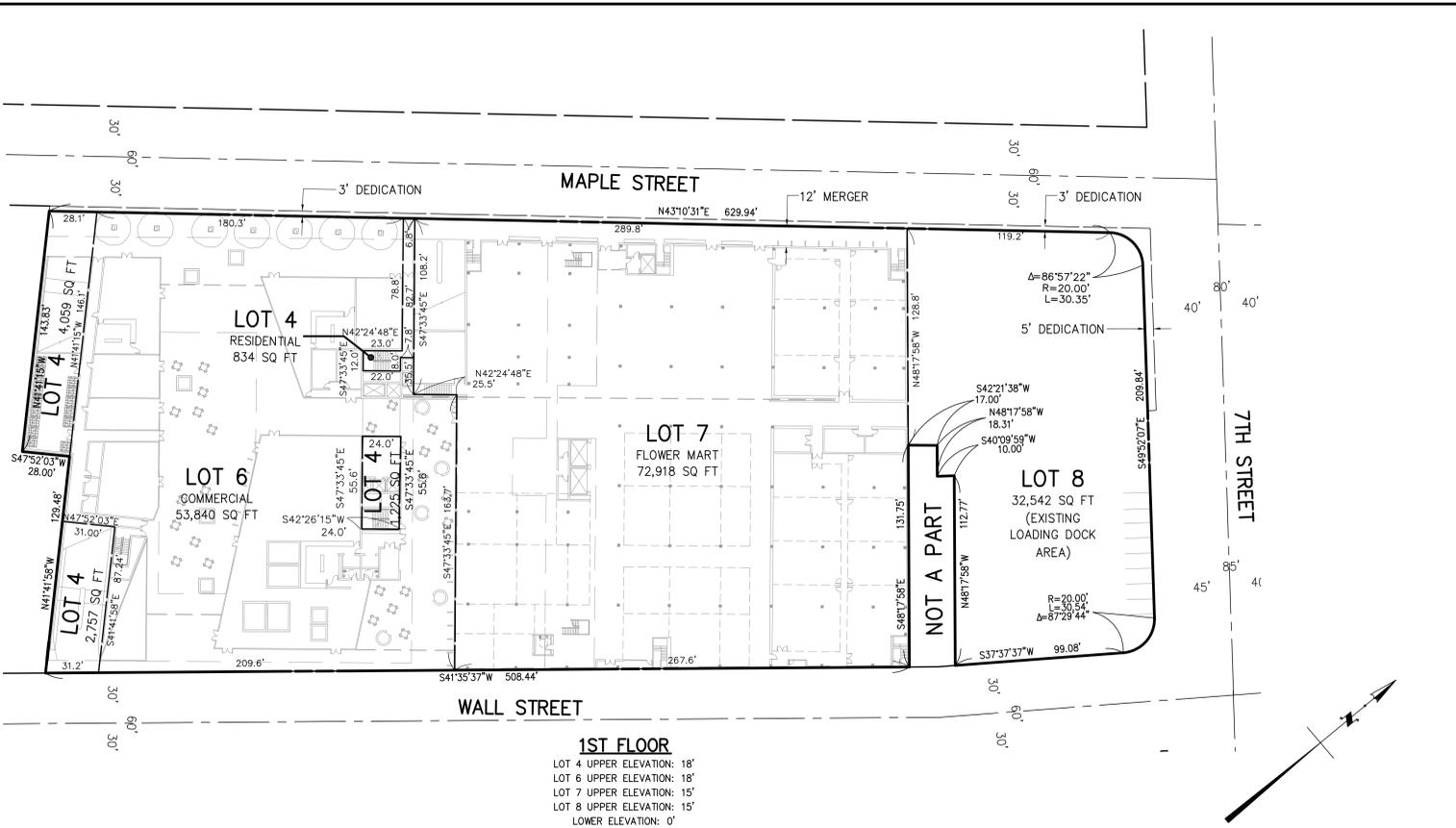
## Tract Map

Full size version available by request from Adam Villani,  
[adam.villani@lacity.org](mailto:adam.villani@lacity.org), (213) 847-3688

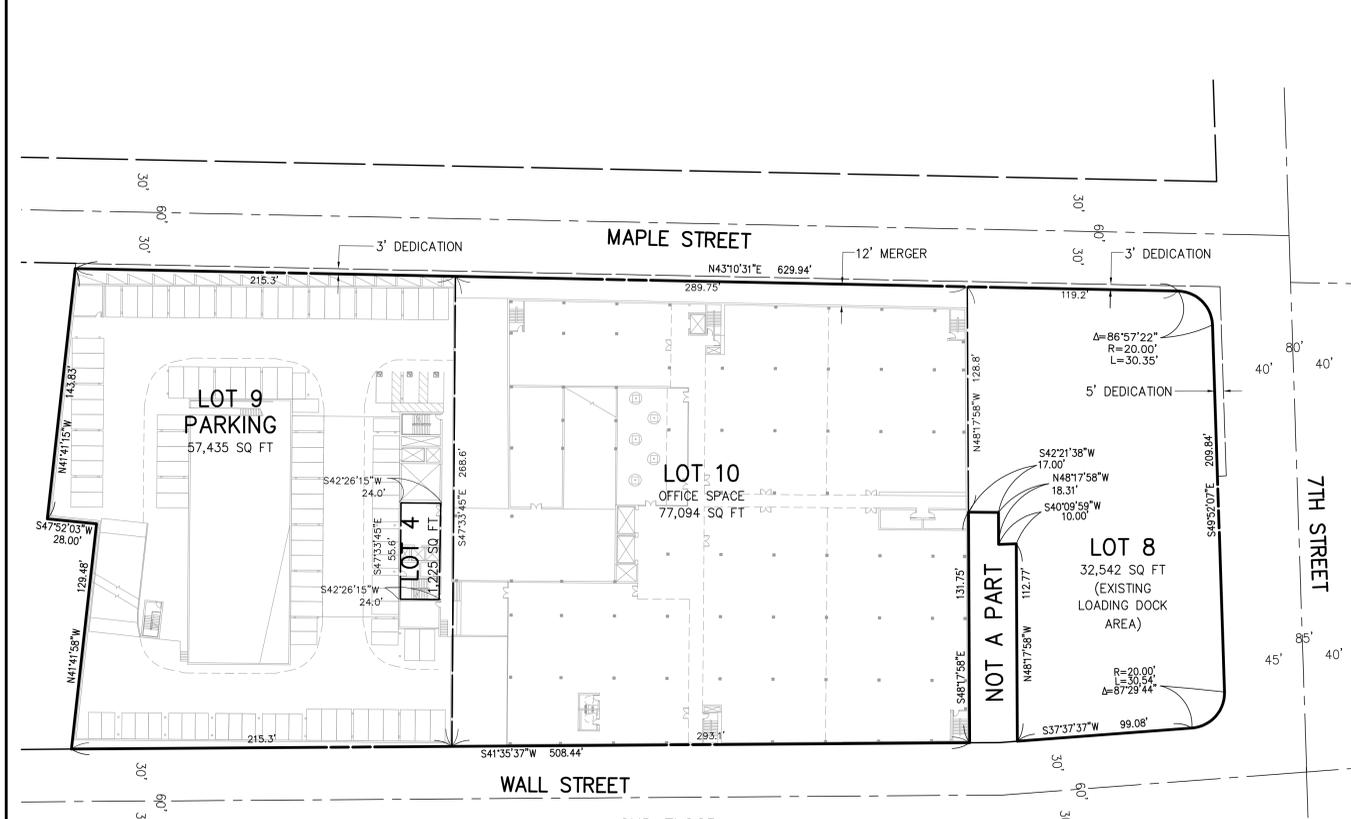




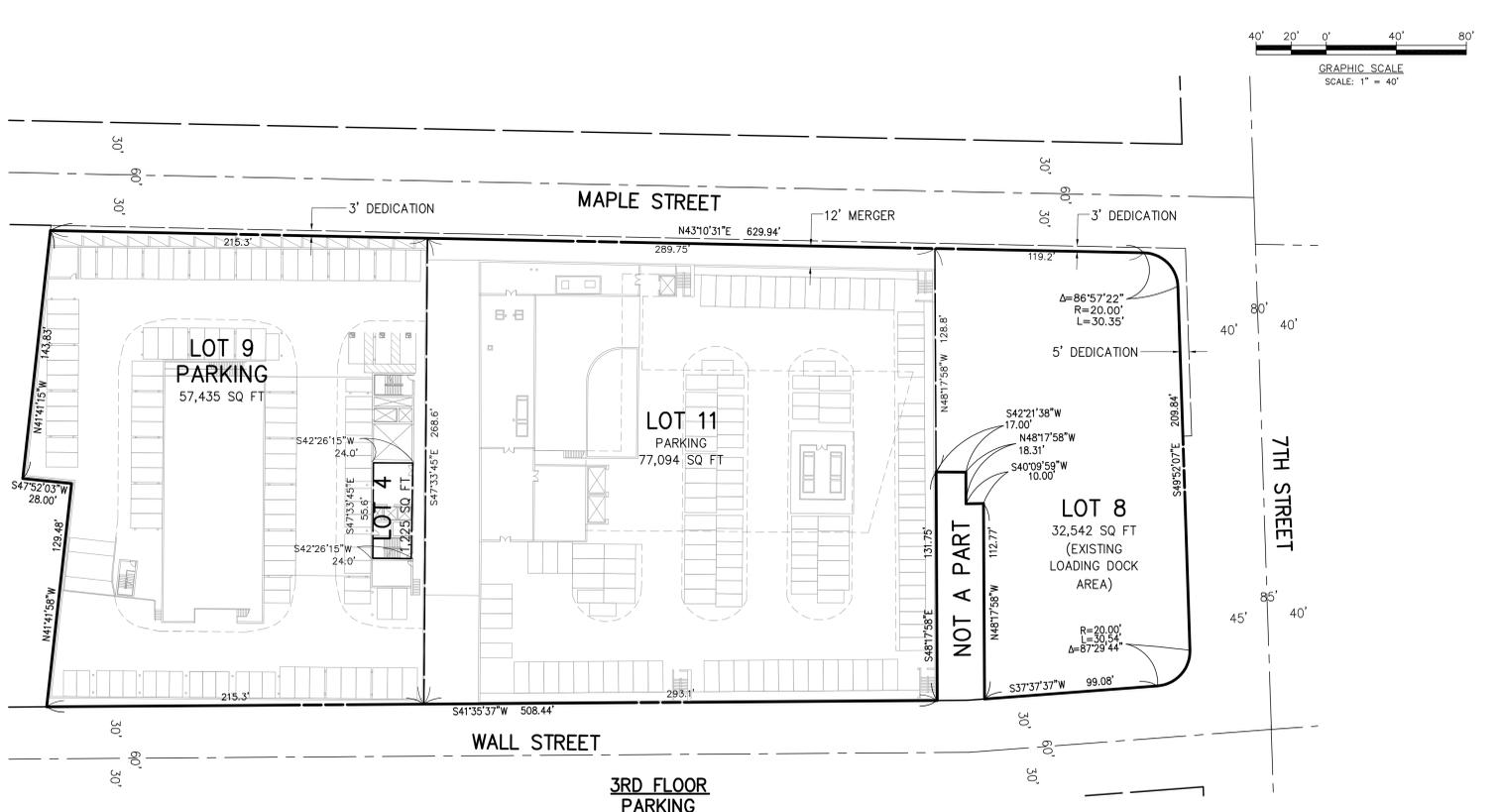
**SUBTERRANEAN**  
 LOT 2 UPPER ELEVATION: NO LIMIT  
 LOTS 4 AND 5 UPPER ELEVATION: 0.0'  
 LOTS 4 AND 5 LOWER ELEVATION: -18.0'  
 LOT 2 LOWER ELEVATION: NO LIMIT



**1ST FLOOR**  
 LOT 4 UPPER ELEVATION: 18'  
 LOT 6 UPPER ELEVATION: 18'  
 LOT 7 UPPER ELEVATION: 15'  
 LOT 8 UPPER ELEVATION: 15'  
 LOWER ELEVATION: 0'



**2ND FLOOR**  
 UPPER ELEVATION: 28'  
 LOT 4 LOWER ELEVATION: 18'  
 LOT 8 LOWER ELEVATION: 15'  
 LOT 9 LOWER ELEVATION: 18'  
 LOT 10 LOWER ELEVATION: 15'

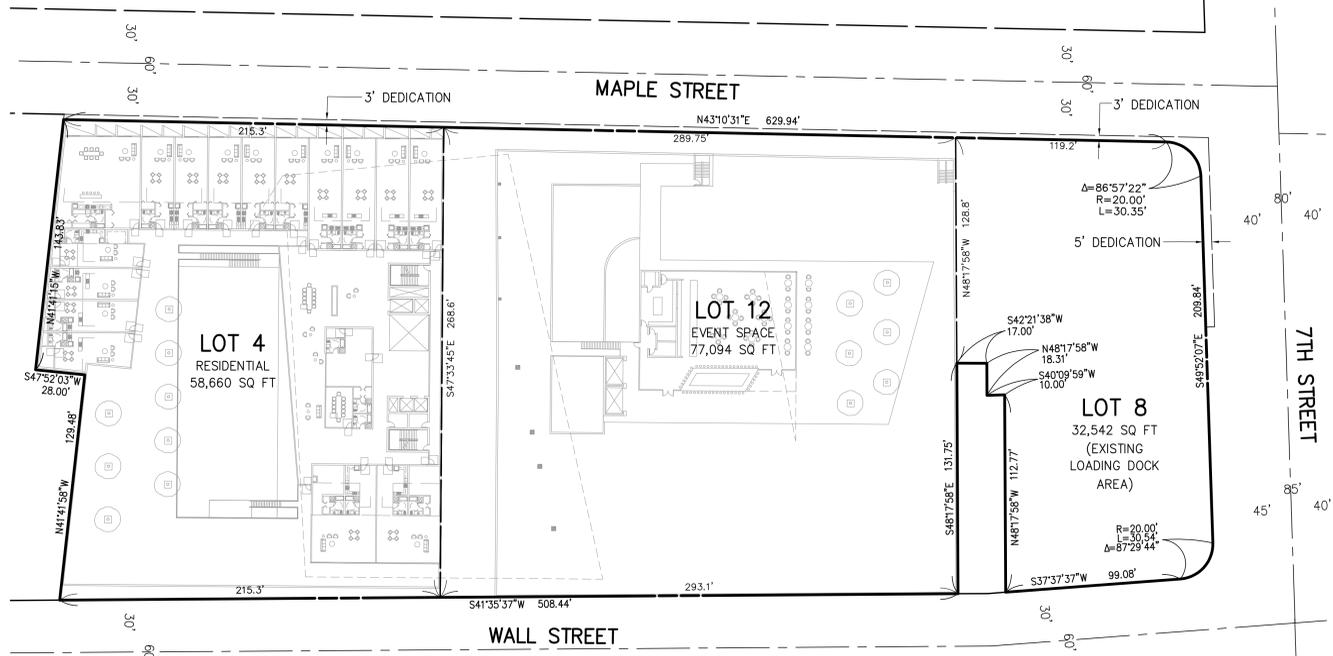


**3RD FLOOR PARKING**  
 LOT 4 UPPER ELEVATION: 43.5'  
 LOT 8 UPPER ELEVATION: 42.5'  
 LOT 9 UPPER ELEVATION: 43.5'  
 LOT 11 UPPER ELEVATION: 42.5'  
 LOWER ELEVATION: 28.0'

	DESIGNED	D.L.R.		BENCHMARK CITY OF LOS ANGELES BENCHMARK NO. 12-05199  WIRE SPIKE IN N CURB 8TH ST; 0.5' W OF BC CURB RETURN W OF MAPLE ST; E END CB  ELEVATION 246.255      ADJUSTMENT    NAVD 88 (2000 ADJ)		555 South Flower Street, Suite 4300 Los Angeles, CA 90071 (213) 223-1400    (213) 223-1444 fax www.psomas.com	VESTING TENTATIVE TRACT MAP FOR MERGER AND SUBDIVISION PURPOSES FOR: <b>TENTATIVE TRACT NO. 74568</b> <b>SOUTHERN CALIFORNIA FLOWER GROWERS INC</b> 709-765 S. WALL STREET IN THE CITY OF LOS ANGELES    COUNTY OF LOS ANGELES    STATE OF CALIFORNIA	DATE	OCT 15, 2016	SHEET 2 OF 3
	DRAFTED	D.L.R.						SCALE	1" = 40'	
	CHECKED	D.R.H.								



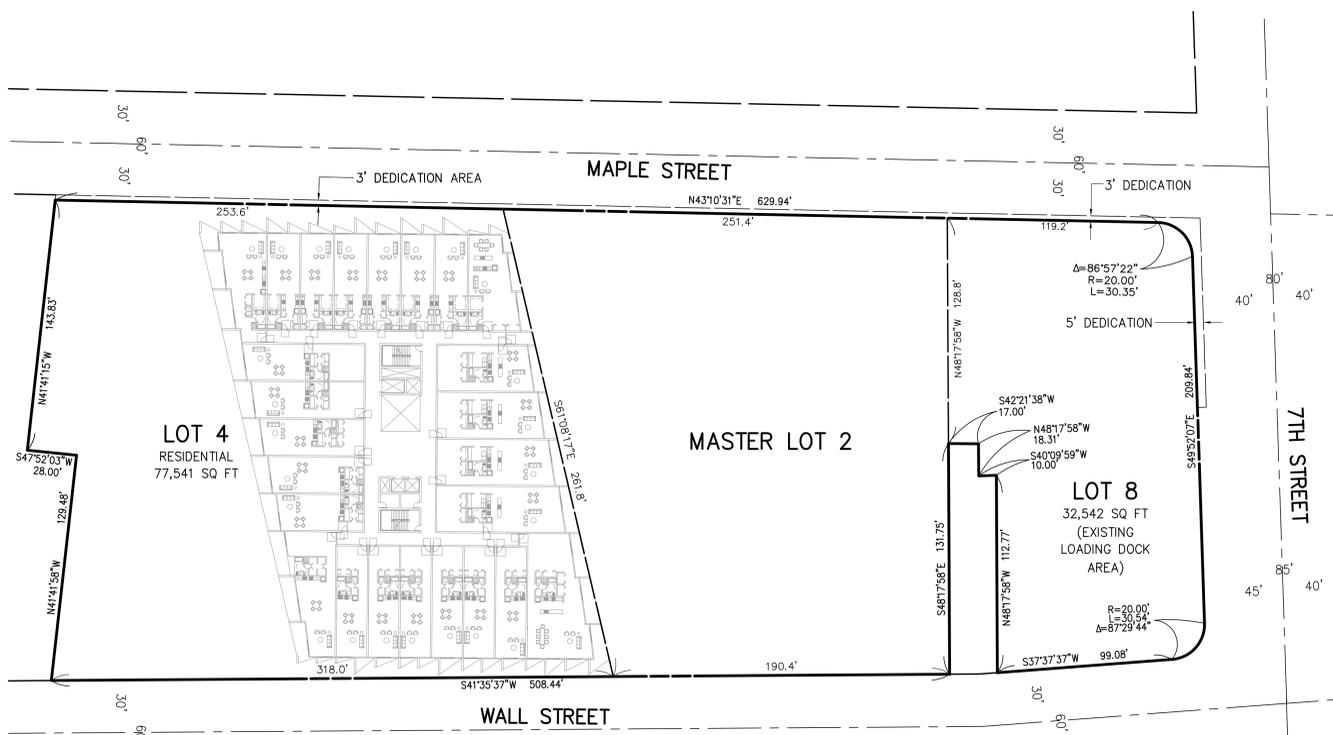




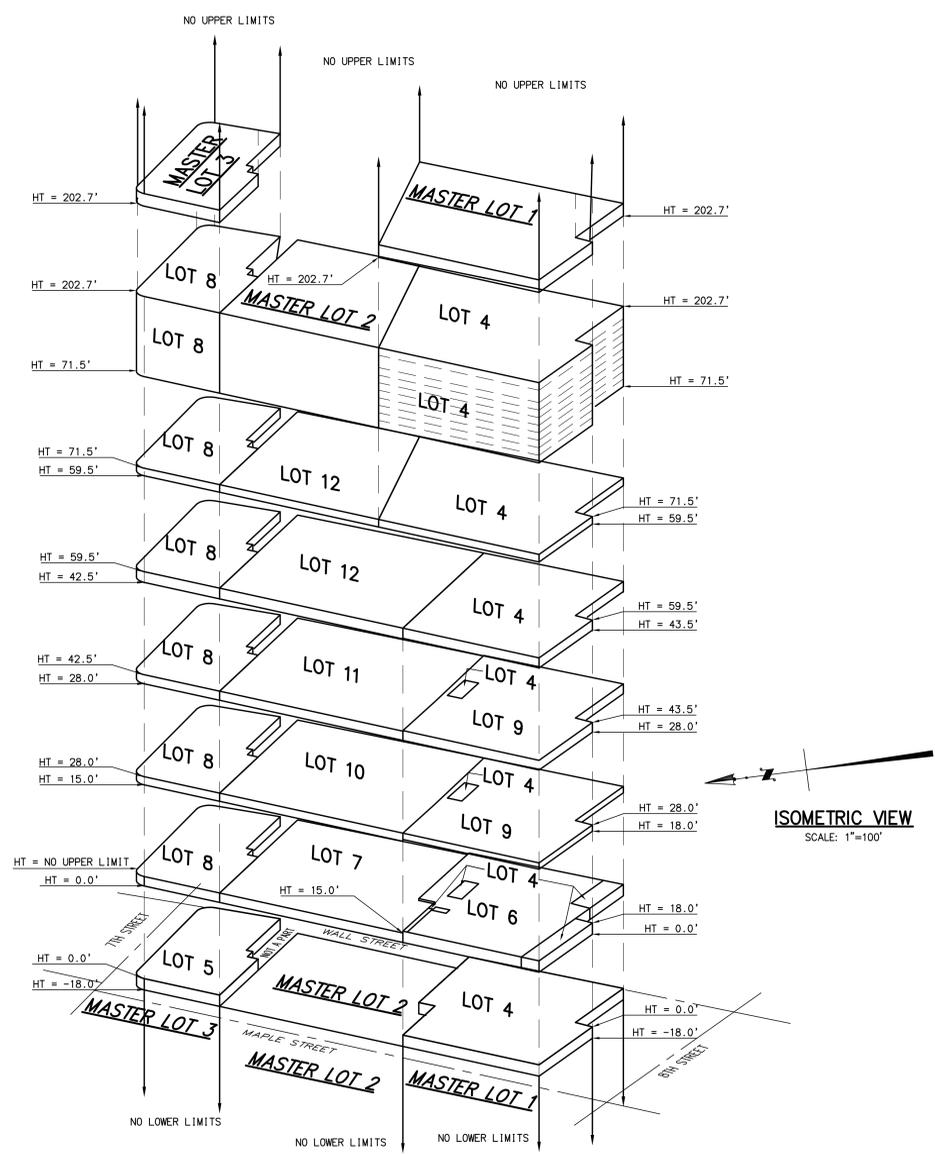
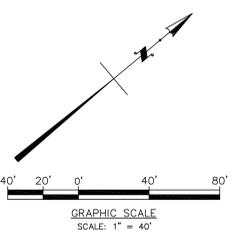
**4TH FLOOR  
RESIDENTIAL/COMMERCIAL**  
UPPER ELEVATION: 59.5'  
LOWER ELEVATION: 42.5'



**5TH FLOOR  
RESIDENTIAL/COMMERCIAL**  
UPPER ELEVATION: 71.5'  
LOWER ELEVATION: 59.5'



**6TH - 15TH FLOORS  
RESIDENTIAL**  
LOT 2 AND 3 UPPER ELEVATION: NO LIMIT  
LOT 4 UPPER ELEVATION: 202.7'  
LOT 2 AND 3 LOWER ELEVATION: NO LIMIT  
LOT 4 LOWER ELEVATION: 71.5'



**ISOMETRIC VIEW**  
SCALE: 1"=100'

	DESIGNED	D.L.R.	BENCHMARK CITY OF LOS ANGELES BENCHMARK NO. 12-05199  WIRE SPIKE IN N CURB 8TH ST; 0.5' W OF BC CURB RETURN W OF MAPLE ST; E END CB  ELEVATION 246.255      ADJUSTMENT NAVD 88 (2000 ADJ)  PLANPLOT DATE Oct. 15, 2016 - 13:14:27      DWG Name: W:\150250100\SURVEY\DESIGN\PL\11-1101.dwg      Updated By: daniel.rabe	<b>PSOMAS</b> 555 South Flower Street, Suite 4300 Los Angeles, CA 90071 (213) 223-1400      (213) 223-1444 fax www.psomas.com	VESTING TENTATIVE TRACT MAP FOR MERGER AND SUBDIVISION PURPOSES FOR: <b>TENTATIVE TRACT NO. 74568</b> <b>SOUTHERN CALIFORNIA FLOWER GROWERS INC</b> 709-765 S. WALL STREET IN THE CITY OF LOS ANGELES      COUNTY OF LOS ANGELES      STATE OF CALIFORNIA	DATE	OCT 15, 2016	DESIGN	
	DRAWN	D.L.R.				SCALE	AS SHOWN	3	
CHECKED	D.R.H.	PROJECT NUMBER	150U2501.00 T100	3					

## EXHIBIT B

# Mitigation Monitoring Plan

## 4. Mitigation Monitoring Program

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### A. Introduction

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, specifically Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles (City) is the Lead Agency for this project.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. Where appropriate, the EIR identified Project design features, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the mitigation measures and Project design features identified in the EIR.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the Project, and adoption of Project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the EIR.

### B. Organization

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

**Enforcement Agency** – the agency with the power to enforce the mitigation measure or Project design feature.

**Monitoring Agency** – the agency to which reports involving feasibility, compliance, implementation and development are made, or who physically monitors the Project for compliance with mitigation measures or Project design features.

**Monitoring Phase** – the phase of the Project during which the mitigation measure or Project design feature shall be monitored.

- Pre-Construction, including the design phase
- Construction

- Pre-Operation
- Operation (Post-construction)

**Monitoring Frequency** – the frequency of which the mitigation measure or Project design feature shall be monitored.

**Action Indicating Compliance** – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required mitigation measure or Project design feature has been implemented.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency. All departments listed below are within the City of Los Angeles, unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted. It is noted that while certain agencies outside of the City are listed as the monitoring/enforcement agencies for individual project design features and mitigation measures listed in this MMP, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

## C. Administrative Procedures and Enforcement

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

Further, specifically 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 City of Los Angeles Department of City Planning, who shall be responsible for monitoring implementation of Project design features and mitigation measures 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 Project design features and mitigation measures 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 Annual Compliance Report. The Construction Monitor shall be obligated to promptly notify the Applicant of any non-compliance with the mitigation measures and Project design features. If the Applicant does not correct the non-compliance within two days from the time of notification, the Construction Monitor

shall report such non-compliance to the Enforcement Agency. Any continued non-compliance shall be appropriately addressed by the Enforcement Agency.

## D. 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 Project design features and mitigation measures contained in this MMP. The enforcing departments or agencies may determine substantial conformance with the Project design features and mitigation measures in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a Project design feature or mitigation measure 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, including by preparing an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modification to or deletion of the Project design features or mitigation measures. Any addendum or subsequent CEQA clearance that may be required in connection with the modification or deletion shall explain why the Project design feature or mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the Project design feature or mitigation measure. Under this process, the modification or deletion of a Project design feature or mitigation measure 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 Project design features or mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

## E. Mitigation Measures

### Aesthetics

No mitigation measures required.

### Air Quality

**C-1:** All off-road construction equipment greater than 50 hp shall meet USEPA Tier 4 emission standards to reduce NO<sub>x</sub> and PM<sub>2.5</sub> emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of

mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

**Enforcement Agency:** South Coast Air Quality Management District (SCAQMD)

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

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

**Monitoring Frequency:** Once at Project plan check; Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

### **Cultural Resources**

No mitigation measures required.

### **Geology and Soils**

**E-1:** The Project shall comply with the recommendations found on pages 10 through 41 of the Geotechnical Investigation, Southern California Flower Mart Proposed Mixed-Use Development, 747 & 755 South Wall Street, Los Angeles, California, prepared by Geocon West, Inc., July 2016, or in any revision to that report, to the satisfaction of the Department of Building and Safety.

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

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

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

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign off

### **Greenhouse Gas Emissions**

No mitigation measures required.

### **Hazards and Hazardous Materials**

No mitigation measures required.

### **Land Use and Planning**

No mitigation measures required.

## **Noise**

### **Construction Noise**

**I-1:** All capable diesel-powered construction vehicles shall be equipped with exhaust mufflers or other suitable noise reduction devices.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodically during construction

**Action Indicating Compliance:** Field inspection sign-off

**I-2:** Temporary sound barriers capable of achieving a sound attenuation of at least 15 dBA shall be erected along the Project's boundaries facing Santee Court Apartments. Temporary sound barriers capable of achieving a sound attenuation of at least 6 dBA shall be erected along all other Project construction boundaries.

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

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

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

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit.  
Once at field inspection

**Action Indicating Compliance:** Plan approval and issuance of grading permit; Field inspection sign-off

### **Construction Vibration**

**I-3:** Construction activities that produce vibration, such as demolition, excavation, and earthmoving, shall be sequenced so that vibration sources within 7.5 feet of 769 Wall Street do not operate simultaneously.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

**I-4:** No pile driving shall occur as part of Project construction.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

**I-5:** Pre-construction surveys shall be performed to document the conditions of 769 Wall Street. A structural monitoring program shall be implemented and recorded during construction. The performance standards of the structure-monitoring plan shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the building.
- A registered civil engineer or certified engineering geologist shall develop recommendations for a structure-monitoring program.
- The structure-monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds. If the thresholds are met or exceeded, or if noticeable structural damage becomes evident to the Project contractor, work shall stop in the area of the affected building until measures have been taken to prevent construction-related damage to the structure.
- The structure-monitoring program shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the Project prior to initiating any construction activities.

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

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

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

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; periodic field inspection.

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off.

**I-6:** Construction equipment and vehicles capable of generating excessive vibration levels including, but not limited to, excavators, loaders, backhoes, scrapers, and graders, shall maintain a setback of at least 7.5 feet from Sensation Flowers at all times.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Population and Housing**

No mitigation measures required.

**Public Services – Fire Protection**

No mitigation measures required.

**Public Services – Police Protection**

No mitigation measures required.

**Public Services – Schools**

No mitigation measures required.

**Public Services – Parks**

No mitigation measures required.

**Public Services – Libraries**

No mitigation measures required.

**Transportation/Traffic**

No mitigation measures required.

**Tribal Cultural Resources**

**M-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, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleno Band of Mission Indians – Kizh Nation. Any qualified archaeological 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 archaeological 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 consultation 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 temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation 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; and (2) 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

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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 recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any 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. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the 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 costs 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 as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant 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 the 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 Confidentiality Protocols.

**Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources

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

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

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; periodic field inspection.

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off

#### **Utilities and Service Systems – Wastewater**

No mitigation measures required.

#### **Utilities and Service Systems – Water**

No mitigation measures required.

#### **Utilities and Service Systems – Solid Waste**

No mitigation measures required.

#### **Utilities and Service Systems – Energy Conservation**

No mitigation measures required.

## **F. Project Design Features**

In addition to the required Mitigation Measures, the Project also includes Project Design Features that are conditions of the Project that must be monitored and enforced in the same manner as Mitigation Measures.

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### **Aesthetics**

No project design features provided.

### **Air Quality**

No project design features provided.

### **Cultural Resources**

**D-1:** Prior to Project construction, the prime contractor and any subcontractor(s) will be advised of the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the Project Site. In addition, in the event that buried archaeological resources are exposed during Project construction, work within 50 feet of the find will stop until a professional archaeologist, meeting the standards of the Secretary of the Interior, can identify and evaluate the significance of the discovery and develop recommendations for treatment, in conformance with California Public Resources Code Section 21083.2. However, construction activities could continue in other areas of the Project Site. Recommendations could include preparation of a Treatment Plan, which could require recordation, collection and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any Native American remains will be treated in accordance with state law.

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

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

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

**Monitoring Frequency:** Prior to issuance of grading permit; again if materials are encountered

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off; submittal of compliance documentation prepared by qualified archaeologist

**D-2:** The prime contractor and any subcontractor(s) will be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project Site. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during Project construction, work within 50 feet of the find will stop until a professional paleontologist, can identify and evaluate the significance of the discovery and develop recommendations for treatment. However, construction activities could continue in other areas of the Project Site. Recommendations could include a preparation of a Treatment Plan, which could require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and

supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features will be treated in accordance with State law.

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

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

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

**Monitoring Frequency:** Prior to issuance of grading permit; again if materials are encountered

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off; submittal of compliance documentation prepared by qualified paleontologist

### **Geology and Soils**

No project design features provided.

### **Greenhouse Gas Emissions**

**F-1:** The Project would include a number of Project design features (PDFs) that implement an array of strategies that address most of the source categories identified by the State for potential GHG reductions. These include:

- Renovation of a two-story 206,517-square-foot concrete building in lieu of being removed for new construction. This move results in a building with a lower embodied energy than new construction.
- Designing the residential tower to both provide views and limit heat gain through shading or other devices.
- Construction debris will be recycled with a target rate of 90 percent.
- Pollution control will occur during construction by limiting dust and moisture build up.
- All adhesives, coatings, paint and other finishes installed in interior spaces will be low- or no-VOC (volatile organic compounds).
- Electric Vehicle charging spots will be provided (no less than 3 percent of the total number of parking spaces provided).
- Bicycle parking will be provided (both short-term and long-term) to encourage tenants to utilize alternative modes of transportation.
- Building will be provided with conduit and rooftop space for a potential photovoltaic solar panel array and will have a 'cool roof' to reduce the heat island effect.
- Majority of the landscape will be drought tolerant and low-water use type. The irrigation design will be water-conserving type with moisture sensors.
- All plumbing fixtures will be low-flow or ultra-low flow. Building will be designed to be 'grey-water ready'.

- If carpet is provided, it will meet the Carpet and Rug Institute's Green Label Plus Program or be Greenguard certified.
- Resilient flooring provided will meet UL Greenguard Gold or other green certification program.
- All composite wood products will meet the low VOC limits specified by the California Air Resources Board.
- Educational materials will be provided for the residential tenant occupants that include:
  - Information from local utility, water and water recovery providers on methods to further reduce resource consumption, including recycle programs and locations.
  - Information on-site on public transportation and/or carpool options available in the area.

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

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

**Monitoring Phase:** Pre-construction; construction; pre-occupancy

**Monitoring Frequency:** Once at Project plan check; once during field inspection; once prior to issuance of Certificate of Occupancy

**Action Indicating Compliance:** Plan approval; field inspection sign-off; issuance of Certificate of Occupancy

### **Hazards and Hazardous Materials**

No project design features provided.

### **Land Use and Planning**

No project design features provided.

### **Noise**

No project design features provided.

### **Population and Housing**

No project design features provided.

### **Public Services – Fire Protection**

No project design features provided.

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### **Public Services – Police Protection**

**K-1:** During construction, the Project Applicant will implement appropriate temporary security measures, including perimeter fencing, lighting, and security patrols during non-construction hours (e.g. nighttime hours, weekends, and holidays).

**Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

### **Public Services – Schools**

No project design features provided.

### **Public Services – Parks**

No project design features provided.

### **Public Services – Libraries**

No project design features provided.

### **Transportation/Traffic**

**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;
- 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

**Monitoring Agency:** City of Los Angeles Department of Transportation

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

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

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

#### **Tribal Cultural Resources**

No project design features provided.

#### **Utilities and Service Systems – Water**

No project design features provided.

#### **Utilities and Service Systems – Solid Waste**

No project design features provided.

#### **Utilities and Service Systems – Energy Conservation**

No project design features provided.

## EXHIBIT D

# Amended Mitigation Monitoring Program (MMP)

## 4. Mitigation Monitoring Program

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### A. Introduction

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, specifically Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles (City) is the Lead Agency for this project.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. Where appropriate, the EIR identified Project design features, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the mitigation measures and Project design features identified in the EIR.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the Project, and adoption of Project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the EIR.

### B. Organization

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

**Enforcement Agency** – the agency with the power to enforce the mitigation measure or Project design feature.

**Monitoring Agency** – the agency to which reports involving feasibility, compliance, implementation and development are made, or who physically monitors the Project for compliance with mitigation measures or Project design features.

**Monitoring Phase** – the phase of the Project during which the mitigation measure or Project design feature shall be monitored.

- Pre-Construction, including the design phase
- Construction

- Pre-Operation
- Operation (Post-construction)

**Monitoring Frequency** – the frequency of which the mitigation measure or Project design feature shall be monitored.

**Action Indicating Compliance** – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required mitigation measure or Project design feature has been implemented.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency. All departments listed below are within the City of Los Angeles, unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted. It is noted that while certain agencies outside of the City are listed as the monitoring/enforcement agencies for individual project design features and mitigation measures listed in this MMP, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

## C. Administrative Procedures and Enforcement

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

Further, specifically 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 City of Los Angeles Department of City Planning, who shall be responsible for monitoring implementation of Project design features and mitigation measures 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 Project design features and mitigation measures 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 Annual Compliance Report. The Construction Monitor shall be obligated to promptly notify the Applicant of any non-compliance with the mitigation measures and Project design features. If the Applicant does not correct the non-compliance within two days from the time of notification, the Construction Monitor

shall report such non-compliance to the Enforcement Agency. Any continued non-compliance shall be appropriately addressed by the Enforcement Agency.

## D. 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 Project design features and mitigation measures contained in this MMP. The enforcing departments or agencies may determine substantial conformance with the Project design features and mitigation measures in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a Project design feature or mitigation measure 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, including by preparing an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modification to or deletion of the Project design features or mitigation measures. Any addendum or subsequent CEQA clearance that may be required in connection with the modification or deletion shall explain why the Project design feature or mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the Project design feature or mitigation measure. Under this process, the modification or deletion of a Project design feature or mitigation measure 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 Project design features or mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

## E. Mitigation Measures

### **Aesthetics**

No mitigation measures required.

### **Air Quality**

**C-1:** All off-road construction equipment greater than 50 hp shall meet USEPA Tier 4 emission standards to reduce NO<sub>x</sub> and PM<sub>2.5</sub> emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of

mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

**Enforcement Agency:** South Coast Air Quality Management District (SCAQMD)

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

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

**Monitoring Frequency:** Once at Project plan check; Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

### **Cultural Resources**

No mitigation measures required.

### **Geology and Soils**

**E-1:** The Project shall comply with the recommendations found on pages 10 through 41 of the Geotechnical Investigation, Southern California Flower Mart Proposed Mixed-Use Development, 747 & 755 South Wall Street, Los Angeles, California, prepared by Geocon West, Inc., July 2016 (included as Appendix G to Draft EIR), and as may be amended and supplemented to the satisfaction of the Department of Building and Safety, Grading Division.

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

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

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

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign off

### **Greenhouse Gas Emissions**

No mitigation measures required.

### **Hazards and Hazardous Materials**

No mitigation measures required.

## **Land Use and Planning**

No mitigation measures required.

## **Noise**

### **Construction Noise**

**I-1:** All capable diesel-powered construction vehicles shall be equipped with exhaust mufflers or other suitable noise reduction devices.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodically during construction

**Action Indicating Compliance:** Field inspection sign-off

**I-2:** Temporary sound barriers capable of achieving a sound attenuation of at least 15 dBA shall be erected along the Project's boundaries facing Santee Court Apartments. Temporary sound barriers capable of achieving a sound attenuation of at least 6 dBA shall be erected along all other Project construction boundaries.

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

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

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

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit.  
Once at field inspection

**Action Indicating Compliance:** Plan approval and issuance of grading permit; Field inspection sign-off

### **Construction Vibration**

**I-3:** Construction activities that produce vibration, such as demolition, excavation, and earthmoving, shall be sequenced so that vibration sources within 7.5 feet of 769 Wall Street do not operate simultaneously.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

**I-4:** No pile driving shall occur as part of Project construction.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

**I-5:** Pre-construction surveys shall be performed to document the conditions of 769 Wall Street. A structural monitoring program shall be implemented and recorded during construction. The performance standards of the structure-monitoring plan shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the building.
- A registered civil engineer or certified engineering geologist shall develop recommendations for a structure-monitoring program.
- The structure-monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds. If the thresholds are met or exceeded, or if noticeable structural damage becomes evident to the Project contractor, work shall stop in the area of the affected building until measures have been taken to prevent construction-related damage to the structure.
- The structure-monitoring program shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the Project prior to initiating any construction activities.

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

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

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

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit;

periodic field inspection.

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off.

**I-6:** Construction equipment and vehicles capable of generating excessive vibration levels including, but not limited to, excavators, loaders, backhoes, scrapers, and graders, shall maintain a setback of at least 7.5 feet from Sensation Flowers at all times.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

**Population and Housing**

No mitigation measures required.

**Public Services – Fire Protection**

No mitigation measures required.

**Public Services – Police Protection**

No mitigation measures required.

**Public Services – Schools**

No mitigation measures required.

**Public Services – Parks**

No mitigation measures required.

**Public Services – Libraries**

No mitigation measures required.

**Transportation/Traffic**

No mitigation measures required.

## **Tribal Cultural Resources**

**M-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, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleno Band of Mission Indians – Kizh Nation. Any qualified archaeological 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 archaeological 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 consultation 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 temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation 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; and (2) 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 recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any 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. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the 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 costs 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 as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all

of the recommendations developed and approved pursuant 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 the 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 Confidentiality Protocols.

**Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources

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

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

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; periodic field inspection.

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off

**Utilities and Service Systems – Wastewater**

No mitigation measures required.

**Utilities and Service Systems – Water**

No mitigation measures required.

**Utilities and Service Systems – Solid Waste**

No mitigation measures required.

**Utilities and Service Systems – Energy Conservation**

No mitigation measures required.

## F. Project Design Features

In addition to the required Mitigation Measures, the Project also includes Project Design Features that are conditions of the Project that must be monitored and enforced in the same manner as Mitigation Measures.

### **Aesthetics**

No project design features provided.

### **Air Quality**

No project design features provided.

### **Cultural Resources**

**D-1:** Prior to Project construction, the prime contractor and any subcontractor(s) will be advised of the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the Project Site. In addition, in the event that buried archaeological resources are exposed during Project construction, work within 50 feet of the find will stop until a professional archaeologist, meeting the standards of the Secretary of the Interior, can identify and evaluate the significance of the discovery and develop recommendations for treatment, in conformance with California Public Resources Code Section 21083.2. However, construction activities could continue in other areas of the Project Site. Recommendations could include preparation of a Treatment Plan, which could require recordation, collection and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any Native American remains will be treated in accordance with state law.

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

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

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

**Monitoring Frequency:** Prior to issuance of grading permit; again if materials are encountered

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off; submittal of compliance documentation prepared by qualified archaeologist

**D-2:** The prime contractor and any subcontractor(s) will be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project Site. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during Project construction, work within 50 feet of the

find will stop until a professional paleontologist, can identify and evaluate the significance of the discovery and develop recommendations for treatment. However, construction activities could continue in other areas of the Project Site. Recommendations could include a preparation of a Treatment Plan, which could require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features will be treated in accordance with State law.

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

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

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

**Monitoring Frequency:** Prior to issuance of grading permit; again if materials are encountered

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off; submittal of compliance documentation prepared by qualified paleontologist

### **Geology and Soils**

No project design features provided.

### **Greenhouse Gas Emissions**

**F-1:** The Project would include a number of Project design features (PDFs) that implement an array of strategies that address most of the source categories identified by the State for potential GHG reductions. These include:

- Renovation of a two-story 206,517-square-foot concrete building in lieu of being removed for new construction. This move results in a building with a lower embodied energy than new construction.
- Designing the residential tower to both provide views and limit heat gain through shading or other devices.
- Construction debris will be recycled with a target rate of 90 percent.
- Pollution control will occur during construction by limiting dust and moisture build up.
- All adhesives, coatings, paint and other finishes installed in interior spaces will be low- or no-VOC (volatile organic compounds).
- Electric Vehicle charging spots will be provided (no less than 3 percent of the total number of parking spaces provided).
- Bicycle parking will be provided (both short-term and long-term) to encourage tenants to utilize alternative modes of transportation.
- Building will be provided with conduit and rooftop space for a potential photovoltaic solar panel array and will have a 'cool roof' to reduce the heat island effect.

- Majority of the landscape will be drought tolerant and low-water use type. The irrigation design will be water-conserving type with moisture sensors.
- All plumbing fixtures will be low-flow or ultra-low flow. Building will be designed to be 'grey-water ready'.
- If carpet is provided, it will meet the Carpet and Rug Institute's Green Label Plus Program or be Greenguard certified.
- Resilient flooring provided will meet UL Greenguard Gold or other green certification program.
- All composite wood products will meet the low VOC limits specified by the California Air Resources Board.
- Educational materials will be provided for the residential tenant occupants that include:
  - Information from local utility, water and water recovery providers on methods to further reduce resource consumption, including recycle programs and locations.
  - Information on-site on public transportation and/or carpool options available in the area.

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

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

**Monitoring Phase:** Pre-construction; construction; pre-occupancy

**Monitoring Frequency:** Once at Project plan check; once during field inspection; once prior to issuance of Certificate of Occupancy

**Action Indicating Compliance:** Plan approval; field inspection sign-off; issuance of Certificate of Occupancy

### **Hazards and Hazardous Materials**

No project design features provided.

### **Land Use and Planning**

No project design features provided.

### **Noise**

No project design features provided.

### **Population and Housing**

No project design features provided.

### **Public Services – Fire Protection**

No project design features provided.

### **Public Services – Police Protection**

**K-1:** During construction, the Project Applicant will implement appropriate temporary security measures, including perimeter fencing, lighting, and security patrols during non-construction hours (e.g. nighttime hours, weekends, and holidays).

**Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance:** Field inspection sign-off

### **Public Services – Schools**

No project design features provided.

### **Public Services – Parks**

No project design features provided.

### **Public Services – Libraries**

No project design features provided.

### **Transportation/Traffic**

**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;
- 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

**Monitoring Agency:** City of Los Angeles Department of Transportation

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

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

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

**Tribal Cultural Resources**

No project design features provided.

**Utilities and Service Systems – Water**

No project design features provided.

**Utilities and Service Systems – Solid Waste**

No project design features provided.

**Utilities and Service Systems – Energy Conservation**

No project design features provided.

## EXHIBIT E

Supplemental Response to  
Final EIR Comment Letter

## **RESPONSES TO COMMENTS**

Elizabeth Watson  
Greenberg Glusker  
1900 Avenue of the Stars, 21<sup>st</sup> Floor  
Los Angeles, CA 90067  
May 8, 2019

### **Comment No. AFE-1**

We submit these comments on behalf of American Florists Exchange, Ltd. ("AFE") to the City of Los Angeles' (the "City") proposed land use entitlements for the Southern California Flower Market project (the "Project") proposed by applicant Southern California Flower Growers, Inc., for the properties located at 709-765 S. Wall Street, 306-326 E. 7th Street, and 750-752 S. Maple Avenue, Los Angeles, California 90014 (the "Project Site") and the corresponding Final Environmental Impact Report (Case No. ENV-2016-3991-EIR) ("FEIR") dated April 12, 2019.

AFE is the long-time owner of the properties that comprise the majority of the city block that is located immediately across Wall Street from the Project Site, which is bounded by Wall Street to the northwest, San Julian Street to the southeast, 7th Street to the northeast, and 8<sup>th</sup> Street to the southwest (the "AFE Properties"). The AFE Properties consist of approximately five acres of land, which are commonly referred to as "The Original Los Angeles Flower Market." Approximately 40 vendors presently operate at the AFE Properties. Due to its proximity to the proposed Project, AFE has unique concerns regarding the Project's potential impacts.

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

The comment provides background information about the commenter, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the EIR. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

### **Comment No. AFE-2**

AFE supports the Project and is not requesting that the Project be scaled down. AFE wants to ensure, however, that the Project is compatible with the existing operations and activities in the surrounding wholesale and retail Flower District. Adequate conditions of approval ("Conditions of Project Approval") must be adopted to address significant issues that arise from the introduction of sensitive residential uses in the midst of a long-established commercial/industrial area. Deficiencies in the FEIR and the need for adequate Conditions of Project Approval are summarized below and discussed in more detail in the attached letters of the Papadimos Group, SWAPE and Tom Brohard and Associates, which are incorporated by this reference.

## **I. COMMENTS TO THE PROPOSED PROJECT APPROVALS**

The proposed Project constitutes a new mixed-use development that will introduce multifamily residential uses in place of the existing south flower market building. DEIR 2-1. The residences consist of 323 residential units within the upper 12 floors of the new 15-story tower. DEIR 2-1. To authorize these new uses, the City has been requested to adopt a General Plan Amendment from Light Manufacturing to Community Commercial and a Vesting Zone Change from M2-2D to (Q)C-2, together with a Vesting Tentative Tract Map, Site Plan Review and other ancillary discretionary actions (the "Project Approvals"). The findings for the City's grant of these land use approvals must be supported by evidence that the Project will not be incompatible with the existing operations and activities in the surrounding Flower District, including existing traffic, parking, access, circulation and noise conditions.

To make those findings, the City must adopt the necessary and appropriate Conditions of Project Approval to assure that the new residential uses do not conflict with the established and future operations and viability of the Flower District businesses, and in particular the adjacent Original Los Angeles Flower Market, including those identified in the attached list of Proposed Conditions of Project Approval.

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

The comment raises the issue of land use compatibility when placing residential uses within a "commercial/industrial area." The Project Site's location at the upper edge of the Downtown industrial neighborhood would allow the Project to act as a transition from the South Markets area to the Historic Core and South Park areas. Surrounding residential uses in close proximity to the Project Site include the Santee Village (nearly 400 units), the Santee Court (238 units), the Garment Lofts (77 units), and the Textile Building Lofts (77 units). In addition, there are two housing projects under construction adjacent to the Project Site. At the northeast corner of 7<sup>th</sup> Street and Wall Street, a six-story apartment building is under construction that would include 99 residential units. At the northwest corner of 7<sup>th</sup> Street and Wall Street, a seven-story mixed-use building is under construction that would include a medical clinic and 55 residential units. Another project was recently approved at 554 S. San Pedro Street, which would consist of two mixed-use towers (a 12-story tower and an 18-story tower), which would include 378 supportive and affordable housing units. The Project would also be compatible with future proposed development on neighboring properties. On September 27, 2016, plans were filed with the City of Los Angeles proposing a residential tower at the west corner of 7<sup>th</sup> Street and Maple Avenue. That proposed development, which would replace a surface parking lot, consists of a 33-story building that would feature 323 residential units. This project was ultimately approved in 2018 for the construction of 435 residential units.

One way to evaluate the compatibility of a Project with surrounding uses is to examine the Project's consistency with applicable design guidelines or standards governing an area.

The Project is located within the boundaries of the Central City Community Plan (CCCP) in the South Markets Neighborhood/Industrial area. The CCCP encourages this area to "retain existing industry and attract new ones....the economic vitality of the South Markets is essential to the revitalization and prosperity of the rest of downtown". According to the CCCP, certain

objectives should be met to strengthen this area. The Project is meeting several CCCP objectives which include maintaining existing wholesale industries by updating outdated facilities, improving access, improving parking, and enhancing the pedestrian environment. The Project provides housing opportunities for those who choose to live in the Flower District and meets the intent of Objective 3-2, which is to “study the possibility of developing artist-in-residence districts in industrial areas”, to continue to improve the jobs/housing ratio, respond to market demands and maintain the viability of industrial lands as the space needs of manufacturers evolve.

The Project is also located within the boundaries of the Downtown Design Guide: Urban Design Standards and Guidelines<sup>1</sup> (“Design Guide”) in the Flower District/South Markets Neighborhood. The Design Guide encourages Downtown Los Angeles to develop as a more livable and sustainable community. According to the Design Guide, to achieve this goal, “good choices must be made at all levels of planning and design – from land use and development decisions to building massing and materials choices – with an emphasis on walkability and the making of great streets, district, and neighborhood.”<sup>2</sup> Further, the Design Guide states that “new directions in planning policy emphasize designing for pedestrian orientation and multi-modal development. To this end, the Design Guide has been created to carry out the common design objectives that maintain neighborhood form and character while promoting design excellence and creative infill development solutions.”<sup>3</sup> The Design Guide helps shape projects by setting forth standards and guidelines for sustainable design, sidewalks and setbacks, ground floor treatment, parking and access, massing and street wall, on-site open space, architectural detail, streetscape improvement, and signage.

The Project is generally consistent with the standards and guidelines contained in the Design Guide and incorporates specific design elements to satisfy the intent of the Design Guide. The beginning of Section 2 of the Design Guide provides the following overarching goal for a livable and sustainable Downtown:

- To promote a more livable Downtown, projects must address a mix of housing, employment, retail, and entertainment opportunities supplemented by a rich network of transit options, gathering spaces, and recreation areas, and address sustainability at multiple levels.

The Project would be consistent with this goal by providing a new mixed-use development consisting of wholesale trade, retail, restaurant, office, event space, and residential uses. The Project would be served by two major transportation corridors (Main Street and 7<sup>th</sup> Street) that

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<sup>1</sup> *Page 1 of the Downtown Design Guide specifically contemplates projects that request a transfer of floor area rights, zone change, general plan amendment, site plan review, and subdivision. Therefore, the Project’s request for a general plan amendment, vesting zone change, and site plan review would not preclude the Project from consistency with the Downtown Design Guide or compatibility with surrounding uses.*

<sup>2</sup> *Downtown Design Guide, adopted June 8, 2017, page 1.*

<sup>3</sup> *Ibid.*

provide substantial public transit opportunities, including multiple Metro bus lines and the LADOT DASH E. Further, the Project Site is located within 0.6 mile from the Pershing Square Metro Rail Station, 0.7 mile from the 7<sup>th</sup> and Metro Central Rail Station, and 1.2 miles from the Pico Metro Rail Station and Little Tokyo Metro Rail Station. The Project has also been designed with open space, landscaping, outdoor recreation amenities, and articulated building elevations in furtherance of the Design Guide standards. All of the proposed uses have been considered with respect to light and ventilation, with each dwelling unit having access to provided open space.

The Project retains an existing two-story concrete industrial building (the “north building”), covering approximately 50 percent of the Project Site, meeting both the City’s environmental goal of building re-use and the Flower Market’s goal of continuous operation for the Flower Market during and after construction. This also meets one of the standards contained in Section 2.B. of the Design Guide, which states that “Wherever possible, existing structures should be adaptively re-used and integrated into new projects to retain the architectural fabric of Downtown.”

The older concrete structure (the “south building”) would be removed for a new paseo, one level of subterranean parking, additional above-grade parking, and a new residential tower. The proposed paseo is a connector both to the existing Flower Market neighborhood to the east and the existing transit stops and surrounding residential developments. The paseo, open to the public, is a social space that would be able to host a variety of uses including outdoor dining, outdoor flower vendors, seating, bike parking, and neighborhood circulation to and from the adjacent spaces, all positioned to activate this space. Due to previous street-widening requirements along Maple Avenue, and the fact that the existing north building would remain in its current location, a larger sidewalk area is provided and will be used for amenities such as additional trees, seating, kiosks, and a proposed Metro Bike Share Station. By combining design, density, and the multi-generational Flower Market and ground floor public space for the community, the redevelopment of the Project Site would add to the livability of Los Angeles for generations to come, furthering the goals and standards articulated in the Design Guide. Specifically, the Project meets several goals listed throughout the Design Guide:

- Street wall massing and articulation help define the pedestrian environment at street level. (Ch 4 goal)
- Parking access is provided mid-block. (Ch 5 goal)
- Building massing is broken into a series of appropriately scaled buildings with passageways between buildings and residential unit spacing provides distances between windows for appropriate ‘line-of-sight’. (Ch 6 goals)
- Publicly accessible open space and paseo, lined with commercial uses, provides pedestrian linkages between streets. (Ch 7 goals)
- Visual articulation and variation enrich the pedestrian experience and contribute to the quality and definition of the street wall. (Ch 8 goals)
- Building on and connecting to existing elements of the existing wholesale flower market contributes to the civic and cultural life of downtown. (Ch 12 goal)

Additionally, the design layout utilizes a centralized floorplate, ringed with units facing out to meet both neighborhood design goals and to meet sustainability goals, listed below:

- Allows other adjacent buildings to have views over and through the Project Site.
- Enables the units to have light, ventilation and city views.
- Limits the shading of other adjacent buildings.
- Provides for a building with varying height levels and articulation in lieu of a wide building at one height and allows for the conservation of the existing north concrete building which cannot structurally accommodate several additional floors stacked above it.

The Project's consistency with both the Central City Community Plan and the Design Guide provides further evidence of the Project's compatibility with surrounding uses.

Regarding the proposed Conditions of Approval, all impacts identified in the Draft EIR are mitigated to less than significant with incorporation of the mitigation measures identified in the Mitigation Monitoring Program (included as Section 4 of the Final EIR). As all impacts have been mitigated to less than significant, no additional measures or conditions are required.

Responses to the attached Papadimos Group letters are provided in Responses to Comment Nos. AFE-11 through AFE-14 and AFE-37 through AFE-45. Responses to the attached SWAPE letter are provided in Responses to Comment Nos. AFE-15 through AFE-24. Finally, responses to the attached Tom Brohard and Associates letter are provided in Responses to Comment Nos. AFE-25 through AFE-36.

The remainder of the comment provides the commenter's opinion about the Project, which is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

### **Comment No. AFE-3**

#### **A. Traffic and Parking**

AFE is concerned with Project construction interfering with access to and the operations of the AFE Properties. Appropriate Conditions of Project Approval should be adopted to ensure that proximate land uses are not detrimentally affected during the three years of Project construction.

In response to these concerns, a Project Design Feature to the Construction Management Plan has been expanded as follows: "Ensuring that access will remain unobstructed for land uses in proximity to the Project Site during Project construction." To address the specifics and assure that this is implemented fully, the Proposed Conditions of Project Approval include a variety of measures to safeguard vehicular and pedestrian traffic, circulation, parking, loading and other aspects of access to the surrounding Flower District and, in particular, as to Wall Street and the Original Los Angeles Flower Market, during construction.

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

The commenter is referred to Responses to Comment Nos. AFE-26 through AFE-34, which provide more detailed information about the Project's Construction Management Plan.

### **Comment No. AFE-4**

Additionally, the calculated parking shortage of nearly 200 spaces must be addressed to eliminate potential gridlock on the streets in the area. The Project Description, including the Project plans, must be revised to clearly incorporate the additional 200 parking spaces and demonstrate where and how the total 681 parking spaces will be incorporated.

### **Response to Comment No. AFE-4**

The commenter is referred to Response to Comment No. AFE-35 regarding the parking proposed for the Project.

### **Comment No. AFE-5**

#### **B. Noise**

AFE is concerned as to whether new operating restrictions on existing businesses may be triggered or proposed due to the introduction of new noise-sensitive residential uses. AFE urges the City to consider these issues when determining the Conditions of Project Approval.

Existing Flower District businesses operate around-the-clock and involve late-night and early morning levels of activity that differ from typical business districts. The Conditions of Project Approval must address and remedy the potential conflicts created by adding a new noise sensitive residential use into an established industrial area. As discussed in the attached Papadimos Group Supplemental Acoustical Review letter dated May 7, 2019, as a Condition of Project Approval, acoustical studies must be performed to clearly establish existing ambient noise conditions at the proposed residential boundaries of the Project. This information should be used to establish adequate interior noise standards and design criteria to buffer the dwelling units from potential sleep interference to occupants from the various proximate Flower Market nighttime and early morning activities and operations.

We agree with the City's conclusion that the Project must comply with the California Building Code interior noise level requirements (Response to Comment No. B11-6). Compliance with these requirements, however, may be insufficient to prevent sleep interference from existing operations. It is expected that proposed noise-sensitive uses will need to be protected beyond the minimum code standards due to the nature of the existing operations and activities of the Flower District. Loading and unloading activities may produce high noise levels during the most noise-sensitive times, such as late at night and in the early morning hours. These issues need to be carefully considered and fully addressed to ensure the new residential use is not incompatible with existing industrial uses.

### **Response to Comment No. AFE-5**

The commenter is referred to Responses to Comment Nos. AFE-11 and AFE-42 regarding noise levels within the Project and ways the building design can reduce noise.

### **Comment No. AFE-6**

## **II. COMMENTS TO THE FEIR**

### **A. The Project Description and the Environmental Sections of the FEIR Fail to Provide Fundamental Information for the Evaluation of Environmental Impacts**

In our November 5, 2018 comment letter to the DEIR (incorporated by reference in its entirety herein) we noted that the Project Description lacks essential detail concerning the operations and activities of the mix of uses that are proposed, including as to vehicular and pedestrian circulation and access, loading and delivery locations and hours, and business hours. We further noted that the DEIR needs to analyze the activities and operations of the Southern California Flower Market in its new configuration.

The sections cited from the DEIR in the response to Comment No. B11-3 fail to provide the detail required to address these essential issues. The response to Comment No. B11-3 provides additional information regarding the proposed hours of operation for the Project, but this information appears not to have been incorporated in the text of the EIR's Project Description. The response to Comment No. B11-3 also makes the general statement that "[d]eliveries and general loading/unloading activities would not change substantially in terms of frequency, duration and setbacks from receivers, when compared to the existing Flower Market operations," without offering substantiated facts to support this assertion.

Additionally, the environmental setting portion of the EIR should be expanded to include a more complete description of existing operations and activities in the surrounding wholesale and retail Flower District. Section 3-2 (referenced in response to Comment No. B11-4) provides only minimal information regarding the existing surrounding uses. There is no information regarding business hours, levels of activity, seasonal variations, delivery and loading facilities and hours, pedestrian and vehicular circulation, parking supply and usage and driveways and pedestrian access points. This information is essential to evaluate baseline conditions to the Project's interface with surrounding uses.

### **Response to Comment No. AFE-6**

As discussed in Final EIR Response to Comment No. B11-3, the Project's deliveries and loading/unloading activities would be confined to the proposed loading dock area, which would be located similarly to the existing loading dock area. Deliveries and general loading/unloading activities would not change substantially in terms of frequency, duration, and setbacks from receivers, when compared to the existing Flower Market operations. Business hours for the Flower Market would remain the same as the current operating hours. For the other uses proposed as part of the Project, it is estimated that the retail uses would be open from

approximately 9 AM to 9 PM, the proposed restaurant uses would be open from approximately 11 AM to 11 PM, and the proposed event space would be open on weekends from approximately 11 AM to 1 AM.

Section 3 (Environmental Setting) of the Draft EIR provides a discussion of the Project Site's regional setting, the existing uses on the Project Site, and a discussion of the surrounding uses. Page 3-2 of the Draft EIR specifically discusses the Project's location in the Los Angeles Flower District and that the Los Angeles Flower Market is located immediately east of the Project Site. The comment requests additional specificity regarding the surrounding uses. Therefore, an updated listing of specific surrounding uses is provided below:

- Los Angeles Flower Market (American Floral Exchange) is located at 714-772 Wall Street, east of the Project Site across Wall Street.
- A parking lot is located immediately north of the Los Angeles Flower Market at 407 E. 7<sup>th</sup> Street, east of the Project Site across Wall Street.
- North of the Project Site on 7<sup>th</sup> Street are two low-income residential developments that are currently under construction (see their descriptions in Response to Comment No. AFE-2, above).
- West of the Project Site across Maple Street are the following uses: a parking lot (at 212 E. 7<sup>th</sup> Street); a retail flower shop (at 741 Maple Street); another parking lot; and a residential building (at 217-315 E. 8<sup>th</sup> Street).
- South of the Project Site is a parking lot (at 401 E. 8<sup>th</sup> Street) and floral related businesses (at 775 Wall Street).

#### **Comment No. AFE-7**

#### **B. The FEIR Continues to Lack an Adequate Discussion of the Environmental Impacts from the Project**

AFE is submitting with this comment letter the expert opinions of Paul E. Rosenfeld, Ph.D., and Kaitlyn Heck of SWAPE, presented in the attached letter dated May 6, 2019. SWAPE concludes that the FEIR fails to properly evaluate the Project's potential Air Quality, Health Risk, and Greenhouse Gas (GHG) impacts as identified in SWAPE's DEIR comment letter dated November 5, 2018. The FEIR should be revised to adequately address the issues raised in SWAPE's FEIR comment letter including, without limitation, the inadequate emissions modeling and analyses, erroneous underlying assumptions, incorrectly applied mitigation measures, deficient evaluation of the health risk from emissions and insufficient GHG impact analysis.

### **Response to Comment No. AFE-7**

The comment provides an introduction to the attached comment letter provided by SWAPE. Responses to the specific comments provided in the SWAPE letter are provided below in Responses to Comment Nos. AFE-15 through AFE-24.

### **Comment No. AFE-8**

As discussed in the attached letter from Tom Brohard and Associates dated May 3, 2019, the FEIR fails to fully address and reduce the potential traffic impacts of construction on existing uses in the surrounding area. The FEIR should be revised to include additional analysis and specifics to sufficiently identify and address the scope of construction traffic impacts as well as the potential operational shortfall in the parking spaces required for the Project.

### **Response to Comment No. AFE-8**

The comment provides an introduction to the attached comment letter provided by Tom Brohard and Associates. Responses to the specific comments provided in the Tom Brohard and Associates letter are provided below in Responses to Comment Nos. AFE-25 through AFE-36.

### **Comment No. AFE-9**

As to the evaluation of noise impacts, the attached comment letter from Papadimos Group addresses the FEIR's responses to their DEIR comments.

### **Response to Comment No. AFE-9**

The comment provides an introduction to the attached comment letter provided by the Papadimos Group. Responses to the specific comments provided in the two letters submitted by the Papadimos Group are provided below in Responses to Comment Nos. AFE-11 through AFE-14, and AFE-37 through AFE-45.

### **Comment No. AFE-10**

In sum, AFE requests that the Proposed Conditions of Project Approval be incorporated in the Conditions of Project Approval and that the FEIR not be certified until the identified deficiencies of the FEIR, including the demonstrated exceedances of construction emissions significance thresholds, have been addressed in accordance with CEQA.

## **PROPOSED CONDITIONS OF PROJECT APPROVAL**

AFE proposes that the City adopt the following Proposed Conditions of Project Approval to address traffic and noise concerns associated with the Project:

1. All construction and vendor delivery entry and access driveways and ramps to the Project site shall be located on Maple Avenue.

2. The haul routes shall exclude Wall Street.
3. All loading and unloading of haul trucks shall occur within the Project site.
4. Haul truck vehicles and construction vehicles and equipment shall be prohibited on Wall Street at all times.
5. Haul truck hauling hours shall be between 2:00 p.m. and 9:00 p.m. Monday through Saturday.
6. All vendor deliveries shall occur within the Project site.
7. No staging, parking, loading or unloading of construction-related vehicles, including vehicles to transport workers and vendor deliveries, shall occur on Wall Street.
8. Scheduling of construction activities shall be made so as to reduce the effect on traffic flow on surrounding arterial and local streets.
9. Parking shall be made available sufficient to accommodate at least 60 construction worker vehicles at no cost at 60.1 8th East Street or another proximate location.
10. The designated off-site staging and parking areas for any Project construction and worker vehicles and construction equipment shall not be located on Wall Street or San Julian Street or take access from those streets.
11. Pedestrian and vehicular access to all businesses and properties in proximity to the Project site shall not be reduced, obstructed or otherwise adversely affected.
12. No on-street parking or loading areas shall be removed during construction other than along the perimeter street frontages of the Project site.
13. Any on-street parking and loading areas that are removed during Project construction shall be replaced within the vicinity of the Project site.
14. No temporary lane closures shall occur on Wall Street and no temporary sidewalk closures shall occur on Wall Street other than along the perimeter street frontages of the Project site.
15. Throughout Project construction, signage shall be posted on-site with a Project website address and telephone number providing 24-hour contact information for a designated representative to report any complaints or violations. All such reports and inquiries shall be logged in writing, including the name and contact information for the complainant, the date, time and nature of the complaint or inquiry and the timing and nature of the response and resolution of the inquiry. The log shall be retained on-site for review and shall be posted weekly on the Project website.

16. The Project Description, including the Project plans, shall be revised to clearly delineate and specify the locations and layout for the additional 200 parking spaces, for a total of 681 on-site Project parking spaces.

17. Prior to the issuance of any building permit for the Project, interior acoustical design standards and criteria shall be established for the residential units to buffer noise from surrounding industrial and retail uses. Such standards shall include a maximum design residential interior noise level for sleeping areas to prevent sleep disturbance. Such maximum design residential interior noise level shall not exceed 30 dBA. A detailed acoustical study shall be performed by a licensed acoustical engineer, including attended and unattended measurements of ambient noise levels during representative maximum noise activity conditions on an hourly basis over 24-hour periods at the proposed exterior envelope of the residential structure closest to the Wall Street and the Original Los Angeles Flower Market. This information shall be used to establish an adequate interior noise design standards and criteria to prevent sleep disturbance within sleeping areas from ambient noise levels, including loud single event noise occurrences, during nighttime and early morning hours generated by surrounding Flower Market operations.

18. No bedrooms shall be placed on the exterior elevation facing Wall Street.

19. The residential building exterior wall systems facing Wall Street shall be designed to adhere to the maximum design residential interior noise level. All windows and doors on such elevations shall be designed and installed with sound-rated complete systems, inclusive of frame, gasketing and seals assemblies. Ventilation openings and service penetrations on such building elevation shall be avoided.

20. All residential tenant leases shall include a disclosure and acceptance of the risks of the round-the-clock activities and the noise generated by the surrounding Flower District businesses.

#### **Response to Comment No. AFE-10**

All impacts identified in the Draft EIR are mitigated to less than significant with incorporation of the mitigation measures identified in the Mitigation Monitoring Program (included as Section 4 of the Final EIR). As all impacts have been mitigated to less than significant, no additional measures or conditions are required.

Regarding the Project's construction emissions, the commenter is referred to Response to Comment No. AFE-17 through AFE-21, below.

#### **Comment No. AFE-11**

***The following comments were provided by the Papadimos Group.***

As requested, this letter provides an overview of the potential acoustical implications of introducing residential uses in an established industrial area and in particular the need of

appropriate noise analysis to ensure adequate protections of the existing wholesale and retail operations of the adjacent flower market to adequately buffer associated noise into proposed residential spaces.

The project would set a precedent in introducing residential uses that are considered noise sensitive in an established industrial zone. Existing flower market activities include deliveries, truck movements, loading and unloading during late night and early morning hours and such activities typically generate significant noise that may result in sleep interference.

The current acoustic studies do not seem to have included measurements and analysis or any provisions to protect existing flower market operations from adversely impacting proposed residential uses. The new residential building design should be developed to carefully include measures to provide adequate exterior to interior noise reduction to minimize sleep disturbance to residents from late night and early morning activities associated with the flower market and this framework should be clearly laid out in the conditions of approval for the project.

The proper approach would be to first establish the noise exposure of such activities at the proposed residential envelope setbacks, then proceed and set a nighttime interior noise standard for design purposes to address sleep interference inside residential areas. In setting criteria, at a minimum, the local codes should be met; however, considering such activities may occur quite frequently during the quietest times of the day, additional and most likely more restrictive limits may be warranted. This could range from utilizing a typical residential interior nighttime ambient noise level such as 30 dBA as the interior noise standard for design purposes or, with supporting evidence of protection from sleep disturbance, to setting an allowable maximum increase over that typical residential interior nighttime ambient noise level.

In the case of this project, considering flower market deliveries would be quite frequent during late night and early morning hours, single event noise limits, particularly for sleeping areas, would be important to include in the overall mitigation strategy to address incompatible adjacencies (residential uses next to existing noise producing activities associated with the flower market operations).

From past experience, some local codes limit intruding noise from loud single events to 5 dB over typical residential interior nighttime ambient levels and other codes and standards set hard limits in the 45 to 55 dBA range while taking into account type, frequency and duration of intruding noise. In particular, the Green point RATED rating system for new multifamily projects administered by Build It Greene sets loud single event noise limits of 50 dBA in bedrooms and 55 dBA in living rooms. Similarly, Standard 189.1 by ANSI/ASHRAE/ICC/USGBC/IES, includes maximum interior noise limits (L<sub>max</sub>, slow response) for residential spaces of 45 dBA during nighttime hours and 50 dBA during daytime hours that explicitly also apply to exterior noise sources.

### **Response to Comment No. AFE-11**

The comment suggests that Code requirements may not be adequate to protect sleeping areas in the new residential units from existing noise levels during nighttime hours. The comments, along with various “Proposed Conditions of Project Approval,” suggest adopting more stringent noise standards by various 3<sup>rd</sup> parties. In particular, the suggested “Greenpoint RATED” rating system administered by “Build It Green” is a 3<sup>rd</sup> party rating system that is not accredited by any government agency, let alone an agency with jurisdiction over the Project. Specifically, the Proposed Condition of Project Approval No. 17 would institute a “maximum design residential interior noise level” not to exceed 30 dBA, which is far beyond the 45 dB CNEL standard for interior habitable rooms as set forth by Section 1207 of the California Building Code (CBC). As shown in Table 4.I-1 of the Draft EIR, the noise level of a soft whisper at 2 meters is approximately 35 dBA, and yet the comment recommends that interior noise levels be held to a standard that is 5 dBA (less than half) of this noise level at all times. In practicality, the noise level suggested by the comment would be lower than common residential interior noise sources such as refrigerators, HVAC systems, or even footsteps, television, or conversation from adjoining residential units.

### **Comment No. AFE-12**

As part of space planning of the residential tower, bedrooms should not be located along the building exterior elevation facing Wall Street, and this may also need to be the case but less critical for other residential living spaces. The building exterior wall systems, and particularly areas with glass, would need to be designed appropriately to meet the interior noise design standard. Windows and doors in such exterior elevations would need to be properly sound rated complete systems (OITC/STC provisions) and this refers to complete assemblies inclusive of frame, gasketing and seals. Locating ventilation openings or service penetrations in general on residential exterior elevations facing the active flower market areas should be strictly avoided and in the rare instance that cannot be avoided, they should be properly sound proofed. Future residents should be made aware in writing in their lease agreement of such potentially noise producing activities specifically during late night and early morning hours

### **Response to Comment No. AFE-12**

With respect to the commenter’s “prescriptive’ request to eliminate bedrooms facing Wall Street, all of the Project’s residential units are open loft-type units and do not have traditional bedrooms. Therefore, the commenter’s proposed measure would effectively mean that no units could face Wall Street. This is unnecessary given that there are several ways in which the building envelope can mitigate exterior noise to meet all applicable laws and regulations, such as setting the building façade back from the street, upgrading the wall assembly with insulation, sealing all cracks in construction, using laminated glazing in windows, windows and doors that meet required STC ratings, non-hardening glazing materials, adding insulation to ducts, and minimizing areas required for venting and covering duct/vent with soundproof blankets. Further, the units will have conditioned air so that the operable windows can be closed at any time to mitigate noise.

### **Comment No. AFE-13**

For this project, it would be appropriate for the current acoustic studies to be expanded to clearly establish ambient noise conditions at the residential boundaries for the new building, then set proper interior noise limits, inclusive of addressing General Plan noise and land use compatibility standards, that can be used for the planning and design of the building to properly buffer noise from various flower market operations in proximity to residential units.

### **Response to Comment No. AFE-13**

The comment advocates for an expansion of the Draft EIR noise analysis to assess the impacts of existing flower market operations on the Project's proposed residences. As stated in Final EIR Response to Comment No. B11-23, "CEQA generally does not require a lead agency to evaluate the effects of the environment on future residential uses of a proposed project. (See *Cal. Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal 4<sup>th</sup> 369, 286-90.)" It is important to note that there are a number of interior noise standards that would apply to the Project to protect the environmental comfort of residents, regardless of whether or not this issue can be said to fall within the purview of CEQA. Specifically, Section 12.07.04 of the California Building Code sets forth an interior noise limit of 45 dB CNEL or L<sub>dn</sub> for residential and other habitable spaces, which include rooms used for living, sleeping, eating, or cooking in residential units. Compliance with this regulation would be mandatory as a matter of law, whether a matter of CEQA or not.

As discussed in Final EIR Response to Comment No. B11-15, ambient noise measurements for the Draft EIR noise analysis were gathered in a manner that is consistent with the City's statutory requirements, as well as FHWA and Caltrans guidance. The ambient noise conditions described and established by the Draft EIR thus provide a sufficient baseline that meet the needs of the analysis and the requirements of CEQA.

### **Comment No. AFE-14**

As a condition of approval a stand-alone and detailed acoustic study should be required that includes complete attended and unattended measurements to document the noise exposure at proposed residential setbacks from the full range of flower market activities and establishes appropriate design standards and criteria to address sleep interference to adequately buffer flower market noise. Unless such study is completed and submitted for proper review and approval, the risk of compromising the future flower market operations by allowing residential uses without proper analysis in an established industrial area would not be properly addressed.

### **Response to Comment No. AFE-14**

The comment further contends that an expanded acoustical analysis is necessary to mitigate "the risk of compromising the future flower market operations by allowing residential uses..." Not only does this comment effectively advocate studying the effects of the Project on itself, but the issue it raises is inherently economic in nature, not environmental. The Project's proposed residences would have no environmental noise impact on existing flower market operations.

The type of “detailed acoustic study” described by the comment is more commonly recommended for the development of residential uses in noise critical areas, such as near freeways, near rail lines, or within airport influence areas.

### **Comment No. AFE-15**

***The following comments were provided by SWAPE Technical Consultants.***

We have reviewed the April 2019 Final Environmental Impact Report (FEIR) which addressed comments we made in a November 5, 2018 comment letter on the September 2018 Draft Environmental Impact Report (DEIR) for the Southern California Flower Market Project ("Project") located in the City of Los Angeles ("City"). After our review, we find the responses provided in the FEIR to be insufficient in addressing the Project's potential Air Quality, Health risk, and Greenhouse Gas impacts. As we asserted in our November 5, 2018 letter, an updated Environmental Impact Report ("EIR") should be prepared for the Project in order to adequately evaluate the Project's potential impacts.

Paul Rosenfeld is a Co-Founder and Principal Environmental Chemist at SWAPE. Dr. Rosenfeld has over 25 years of experience with monitoring and modeling pollutant sources as they relate to human and ecological health. He has provided technical consulting support and expert witness testimony for a variety of cases concerning the transport of environmental contaminants, risk assessment, and ecological restoration.

Kaitlyn Heck has a Bachelor of Science degree from the University of California, Los Angeles in Environmental Science with a minor in Environmental Systems in Society. Kaitlyn specializes in evaluating the adequacy of compliance determinations made with regulations set forth by the California Environmental Quality Act (CEQA) and has conducted evaluations on approximately 75 CEQA projects.

### **Response to Comment No. AFE-15**

The comment provides information about the background of the commenters, which is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

The comment also provides a summary of the comments provided in the letter. Responses to specific comments raised in this letter are provided in Responses to Comment Nos. AFE-16 through AFE-24, below, and also Appendix B of this response.

### **Comment No. AFE-16**

#### **Air Quality**

In our November 5 comment letter, we identified several issues with the DEIR's air model (California Emissions Estimator Model, "CalEEMod") and air quality analyses that artificially reduced the Project's construction and operational emissions. After review of the FEIR and the

City's Responses, we maintain that the FEIR and associated response documents fail to address all of our concerns regarding the Project's flawed CalEEMod air model and fails to accurately estimate the Project's criteria air pollutant emissions. As such, we still find the FEIR's updated air quality analysis to be inadequate, and maintain that an updated, Project-specific EIR need to be prepared to adequately evaluate the Project's local and regional air quality impacts. Until a proper analysis is conducted, the Project should not be approved.

### **Response to Comment No. AFE-16**

The comment serves as an introduction to the commenter's concerns, and does not require a detailed response. (CEQA Guidelines § 15088(c); *Flanders Found. v. City of Carmel-by-the-Sea* (2012) 202 Cal.App.4<sup>th</sup> 603, 615; *Rural Landowners Ass'n v. City Council* (1983) 143 Cal.App.3d 1013, 1020.) The concerns are expanded in Comment Nos. AFE-17 through AFE-24, below. Each concern is also responded to below.

### **Comment No. AFE-17**

#### **Incorrect Hauling Truck Trip Length**

In our November 5th comment letter, we found that the DEIR inputted an underestimated hauling truck trip length into the Project air model. Specifically, the DEIR stated that there are two haul route options for the Project, either to the Chiquita Canyon Landfill (Option 1) or to the Manning Pit Site (Option 2) (DEIR, p. 2-6). We found that the DEIR modeled emissions assumed that all hauling trucks would travel to the Manning Pit (approximately 23 miles from the Project site) (DEIR, Appendix E-1, pp. 27, pp. 59, pp. 96). However, this is unsubstantiated as the DEIR clearly states that both landfills would be used. As a result, we determined that emissions should have been modeled assuming half the hauling trips would travel to the Manning Pit and half the hauling trips would travel to the Chiquita canyon Landfill. In response to our comment, the FEIR states,

"As the commenter noted, there is no detailed haul plan for exporting soils to nearby landfills. As a result, hauling is assumed to be directed to the Manning Pit for the purposes of this analysis, as assuming that all hauling would be sent to a more distant landfill than the closest available facility was speculative and there was no basis for assuming this. Should soils be exported to a more distant landfill, running emissions from haul trucks would increase incrementally" (FEIR, p. 2-60).

The FEIR prepared an updated model using the following assumption based on our comment,

"To confirm this, further analysis was performed assuming that 50 percent of the haul trips would be destined for the Manning Pit (23 miles one-way) and 50 percent would travel to the Chiquita Canyon landfill (40 miles one-way)" (FEIR, p. 2-60).

While we appreciate the City's effort to respond to our November 5 comment regarding the hauling truck trip distance and preparing an updated air model using our suggested hauling truck trip lengths, further review demonstrates that this analysis is inaccurate and still

underestimates construction emissions as the Manning Pit has permanently closed. The City of Irwindale is proposing to construct the 5175 Vincent Avenue Project which would redevelop the Manning Pit site into a 545,735 square foot warehouse.<sup>4</sup> At this time, the Manning Pit has already been closed, therefore the proposed Project would not be able to haul construction debris to this site. Instead it can be assumed that all hauling trips would travel 40 miles to the Chiquita Canyon Landfill. As a result, the construction emissions estimated in the FEIR's updated CalEEMod model are underestimated and should not be used to determine significance.

**Response to Comment No. AFE-17**

As noted in Final EIR Response to Comment No. B11-28, haul emissions to both the Manning Pit and Chiquita Canyon Landfills would not change the significance findings from the Draft EIR. As noted in the following excerpt, construction emissions for all criteria pollutants are substantially below SCAQMD significance thresholds.

Draft EIR Table 4.C-10 (original assumptions)  
Estimated Daily Construction Emissions - Mitigated

Construction Phase Year	Pounds Per Day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2019	3	40	109	<1	7	4
2020	3	26	109	<1	1	1
2021	38	33	171	<1	3	1
Maximum Regional Total	38	40	171	<1	7	4
	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
	34	30	148	<1	7	4
	--	106	1,368	--	25	7
Exceed Threshold?	N/A	No	No	N/A	No	No

Source: DKA Planning, 2017 based on CalEEMod 2016.3.1 model runs. LST analyses based on 2-acre site with 50-meter distances to receptors in Central LA County source receptor area.

These emissions include haul-related emissions that are summarized in the following excerpt from the DEIR. These emissions would contribute to 2019 construction impacts.

<sup>4</sup> 5175 Vincent Avenue Project Initial Study and Mitigated Negative Declaration, see: <http://www.ci.irwindale.ca.us/DocumentCenter/View/4095>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.9965	31.9400	6.9290	0.0855	1.2414	0.1215	1.3629	0.3592	0.1162	0.4755		9,251.1394	9,251.1394	0.6231		9,266.7167
Vendor	0.0125	0.3472	0.0921	7.8000e-004	0.0129	2.2100e-003	0.0151	3.9800e-003	2.1200e-003	6.1000e-003		83.6444	83.6444	5.3600e-003		83.7784
Worker	0.0999	0.0734	0.9643	2.4400e-003	0.1342	1.9300e-003	0.1361	0.0373	1.7800e-003	0.0391		242.5906	242.5906	8.3300e-003		242.7989
<b>Total</b>	<b>1.1089</b>	<b>32.3606</b>	<b>7.9855</b>	<b>0.0887</b>	<b>1.3885</b>	<b>0.1256</b>	<b>1.5141</b>	<b>0.4006</b>	<b>0.1201</b>	<b>0.5207</b>		<b>9,577.3743</b>	<b>9,577.3743</b>	<b>0.6368</b>		<b>9,593.2940</b>

If disposal of all exported soils occurred at Chiquita Canyon Landfill, haul emissions that occur off-site would incrementally increase, as shown in the following excerpt, and also in Appendix B of this letter. However, emissions increases from hauling to Chiquita Canyon Landfill would not increase construction emissions beyond the thresholds identified in DEIR Table 4.C-10 (shown above).

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.6007	48.5766	11.1510	0.1412	2.1575	0.2088	2.3643	0.6242	0.1979	0.8221		15,283.1645	15,283.1645	0.9591		15,307.1407
Vendor	0.0208	0.5787	0.1535	1.3100e-003	0.0215	3.6900e-003	0.0252	6.6400e-003	3.5300e-003	0.0102		139.4073	139.4073	8.9300e-003		139.6307
Worker	0.0999	0.0734	0.9643	2.4400e-003	0.1342	1.9300e-003	0.1361	0.0373	1.7800e-003	0.0391		242.5906	242.5906	8.3300e-003		242.7989
<b>Total</b>	<b>1.7214</b>	<b>49.2287</b>	<b>12.2689</b>	<b>0.1450</b>	<b>2.3132</b>	<b>0.2125</b>	<b>2.5256</b>	<b>0.6682</b>	<b>0.2032</b>	<b>0.8714</b>		<b>15,665.1623</b>	<b>15,665.1623</b>	<b>0.9763</b>		<b>15,689.5703</b>

**Comment No. AFE-18**

**Construction Emissions from Grading Hauling Truck Trips Actually Estimated Using CalEEMod Default Trip Estimates**

In our November 5th comment letter, we also found that the DEIR modeled construction emissions within CalEEMod assuming a default number of grading hauling trips. We noted that this was incorrect and underestimated emissions because the DEIR explicitly states that grading activity will result in 140 to 175 hauling truck trips per day (DEIR, p. 2-6, p. 4.1-14). In response to our comment, the FEIR states that the Project would result in a maximum of 140 grading hauling trips with an average of 95 haul trips per day (FEIR, p. 2-63 - 2-64). Furthermore, the FEIR responds to our comment stating,

"The Draft EIR does not estimate 11,550 haul truck trips during the grading phase. Instead, the Draft EIR assumes that the 50,000 cubic yards of soil will be hauled off-site with 6,250 haul trips. This is based on a conservative assumption that each haul truck will have the capacity of 8 cubic yards. Because most contractors use haul trucks with more capacity, the Draft EIR conservatively overestimates potential haul-related

emissions. For example, if 10 cubic-yard haul trucks are used, grading activities would require 20 percent fewer trucks, with concomitant reductions in emissions from hauling" (FEIR, p. 2-65).

Again, while we appreciate the response to our comment, review of the CalEEMod User's Guide demonstrates that the FEIR continues to significantly underestimate the number of grading hauling trucks required to export 50,000 cubic yards of soil. According to the CalEEMod User's Guide,

"If one load of material is delivered, CalEEMod assumes that one haul truck importing material will also have a return trip with an empty truck (e.g., 2 one-way trips). Similarly, a haul truck needed to export material is assumed to have an arrival trip in an empty truck and a loaded departure truck (e.g., 2 one-way trips)."

Therefore, the DEIR's assumption that the Project will only require 6,250 haul trips to remove 50,000 cubic yards of soil export with haul trucks that have a carrying capacity of 8 cubic yards is entirely incorrect as it only accounts for the one-way trips from the construction site to the landfill. Therefore, the DEIR fails to estimate the emissions generated from the additional 6,250 empty hauling truck trips traveling to the Project site. Thus, the proposed Project will require a total of 12,500 hauling trucks trips (6,250 x 2 = 12,500) under the FEIR's assumption that haul trucks will have an 8 cubic yard carrying capacity. As a result, construction emissions are significantly underestimated and should not be used to determine Project significance.

It should be noted that per the FEIR's comment that 8 cubic yards is a conservative estimate, SWAPE remodeled emissions assuming hauling trucks with a carrying capacity of 14 cubic yards are used throughout the grading phase of construction. This is consistent with the Staff Report released for the Project and would result in a total of 7,142 grading hauling trucks trips.<sup>5</sup>

### **Response to Comment No. AFE-18**

The air quality modeling inputs in the proper number of export trips to off-site landfills for disposal of exported soil. According to the CalEEMod User's Guide, "a haul truck needed to export material is assumed to have an arrival trip in an empty truck and a loaded departure truck (e.g., 2 one-way trips)."<sup>6</sup> Thus, each hauling truck will require two one-way trips. Therefore, the Draft EIR properly reflects the export haul trips and the return empty trucks following disposal at off-site landfills.

### **Comment No. AFE-19**

#### **Unsubstantiated Application of Tier 4 Final Mitigation When Estimating Construction Emissions**

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<sup>5</sup> Calculate:  $((50,000 \text{ cubic yards} / 14 \text{ cubic yards per trucks}) \times 2) = 7.142 \text{ hauling trips}$ .

<sup>6</sup> SWAPE Comments, p. 4; DEIR, Appendix D, pp. 4, 21, 38.

Additionally, in order to reduce construction NOx emissions, the DEIR proposes to implement Mitigation Measure C-1 ("MM C-1"), which states, "All off-road construction equipment greater than 50hp shall meet USEPA Tier 4 emission standards to reduce NOx and PM2.5 at the Project Site" (p. 4.C-23). As stated in our November 5th letter, the DEIR models emissions assuming that all pieces of equipment would be modeled with Tier 4 Final engines. Tier 4 Final engines have the cleanest burning equipment and therefore have the lowest emissions compared to other tiers, including Tier 4 Interim. However, modeling emissions assuming an entire fleet of Tier 4 Final equipment is completely incorrect as MM C-1 fails to state whether Tier 4 Interim or Tier 4 Final equipment would be used. As a result, we stated that the Project's potential impacts should not be evaluated assuming use of this cleaner burning Tier 4 Final equipment.

In response to our original concern, the FEIR states,

"Tier 4 engines are the culmination of 18 years of phasing in of increasingly stringent emissions standards by US EPA. Tier 4 engines have been phased in nationwide since 2008 for all engine types. While some manufacturers were given limited flexibility to phase in compliant engines under the Transition Program for Equipment Manufacturers (TPEM), this provided up to seven years of additional time to offer such equipment. For engine less than 56 horsepower (hp), this TPEM period ended at the end of 2014. Engines between 56-130 hp had until the end of 2018, while larger engines of 130 hp or more ended at the end of 2017. As a result, Tier 4 equipment is commercially available from all manufacturers, especially for common types of equipment to be used during the construction phases for this Project. In the unlikely event contractors are not able to secure acceptable equipment, they are able to work with the City's Building and Safety Department on equivalent alternatives that minimize tailpipe emissions from off-road equipment. Mitigation Measure C-1 confirms that any emissions control devices shall achieve appropriate performance standards. As such, this mitigation measure is a technically feasible measure" (FEIR, p. 2-68).

We find this response to be inadequate in addressing our concern. The FEIR simply states that Tier 4 equipment is commercially available, however, the FEIR again fails to clarify whether MM C-1 would require Tier 4 Interim or Tier 4 Final equipment. As previously stated, according to the United States Environmental Protection Agency (U.S. EPA), Tier 4 Final equipment has lower emissions than Tier 4 Interim.<sup>7</sup> Therefore, since the FEIR fails to clarify MM C-1, it is incorrect to assume the more efficient equipment would be used throughout construction. We maintain that the Project Applicant cannot apply Tier 4 Final mitigation to all pieces of construction equipment and garner the emission reductions from this equipment when the Project has not committed to the use of Tier 4 Final engines within the mitigation measure.

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<sup>7</sup> "San Francisco Clean Construction Ordinance Implementation Guide for San Francisco Public Projects." August 2015, available at: [https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San\\_Francisco\\_Clean\\_Construction\\_Ordinance\\_2015.pdf](https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San_Francisco_Clean_Construction_Ordinance_2015.pdf), p.6.

## **Response to Comment No. AFE-19**

As noted in Final EIR Response to Comment No. B11-33, Tier 4 Final engines are the culmination of 18 years of phasing in of increasingly stringent emissions standards by US EPA. Tier 4 engines have been phased in nationwide since 2008 for all engine types. While some manufacturers were given limited flexibility to phase in compliant engines under the Transition Program for Equipment Manufacturers (TPEM), this provided up to seven years of additional time to offer such equipment. For engines less than 56 horsepower (hp), this TPEM period ended at the end of 2014. Engines between 56-130 hp had until the end of 2018, while larger engines of 130 hp or more ended at the end of 2017. As a result, Tier 4 equipment is commercially available from all manufacturers, especially for common types of equipment to be used during the construction phases for this Project. In the unlikely event contractors are not able to secure acceptable equipment, they are able to work with the City's Building and Safety Department on equivalent alternatives that minimize tailpipe emissions from off-road equipment. Mitigation Measure C-1 confirms that any emissions control devices shall achieve appropriate performance standards. As such, this mitigation measure is a technically-feasible measure.

## **Comment No. AFE-20**

### **Failure to Assess Feasibility of Obtaining Tier 4 Final Equipment**

Not only did the FEIR again fail to clarify which type of Tier 4 engine would be used during construction, but the FEIR also continues to fail to assess feasibility in obtaining Tier 4 Final equipment. As a result, the Applicant still fails to demonstrate how the Project will actually comply with MM C-1 and, thus, makes it unenforceable. As noted in our November 5th comment letter, Tier 4 engines are currently being produced since they were phased in from 2008 to 2015,<sup>8</sup> however still only constitute a small portion of the total available construction equipment.<sup>9</sup> Therefore, we stated that the Project Applicant should evaluate the feasibility in implementing Tier 4 mitigation into the Project's construction phases.

In response the FEIR states,

"As noted in the Response to Comment No. B11-33, Tier 4 engines have been phased in nationwide since 2008 for all engines types. While some manufacturers were given limited flexibility to phase in compliant engines under the Transition Program for Equipment Manufacturers (TPEM), this provided up to seven years of additional time to offer such equipment. For engines less than 56 horsepower (hp), this TPEM period ended at the end of 2014. Engines between 56 and 130 hp had until the end of 2018, while larger engines of 130 hp or more ended at the end of 2017. As a result, Tier 4

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<sup>8</sup> *Emission Standards, Nonroad Diesel Engines, available at:* <https://www.dieselnet.com/standards/us/nonroad.php#tier3>

<sup>9</sup> "San Francisco Clean Construction Ordinance Implementation Guide for San Francisco Public Projects." August 2015, available at: [https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San\\_Francisco\\_Clean\\_Construction\\_Ordinance\\_2015.pdf](https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San_Francisco_Clean_Construction_Ordinance_2015.pdf), p.6.

equipment is commercially available from all manufacturers, especially for common types of equipment to be used during the construction phases for this Project. In the unlikely event contractors are not able to secure acceptable equipment, they are able to work the City's Building and Safety Department on equivalent alternatives that minimize tailpipe emissions from off-road equipment. Mitigation Measure C-1 confirms that any emissions control devices shall achieve appropriate performance standards. As such, this mitigation measure is a technically feasible measure" (FEIR, p. 2-71).

We appreciate the response to our comment; however, we find this reasoning to be inadequate. According to the U.S. EPA,

"The Transition Program for Equipment Manufacturers, better known as 'TPEM' or 'flexibility program,' is a temporary exemption that allows diesel equipment manufacturers to delay installing Tier 4-compliant engines in their products for up to seven years."<sup>10</sup>

This program was created in order to allow equipment manufacturers more time to make changes in engine design to meet these standards.<sup>11</sup> As stated in the FEIR, equipment under 56 to 130 hp had until the end of 2014, equipment from 56 to 130 hp had until the end of 2018, and equipment over 130 hp had until the end of 2017 to meet the Tier 4 criteria. Therefore, equipment manufacturers should be producing only Tier 4 engines at this time. However, as noted in our November 5 letter, construction equipment often lasts over 30 years.<sup>12</sup> Therefore, while the TPEM program allowed more time for manufacturers to meet regulations, the program also allowed lower tier engines to be constructed for an additional seven years. Since this equipment can last for over 30 years, this lower tier equipment will not only be available for a long period of time, but will also be widely commercially available at the time of Project construction. Thus, simply because manufacturers are now required to only produce equipment that meets Tier 4 regulations and this equipment is commercially available does not mean that the Project will be able to procure 139 pieces of construction equipment that meet these Tier 4 standards as required by MM C-1.<sup>13</sup> Therefore, until the Project can demonstrate that all pieces of Tier 4 equipment will be available during construction, we maintain that MM C-1 may not be enforceable and the construction emissions are unverified.

### **Response to Comment No. AFE-20**

As noted in Final EIR Response to Comment Nos. B11-33 and B11-35, Tier 4 engines have been phased in nationwide since 2008 for all engine types. The commenter's assertion that Tier

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<sup>10</sup> <https://www.epa.gov/vehicle-and-engine-certification/transition-program-equipment-manufacturers-tpem>

<sup>11</sup> *Ibid.*

<sup>12</sup> "Best Practices for Clean Diesel Construction." Northeast Diesel Collaborative, August 2012. Available at: <http://northeastdiesel.oeg/pdf/BestPractices4CleanDieselConstructionAug2012.pdf>

<sup>13</sup> 198 total pieces of construction equipment – 59 pieces of equipment under 50 hp = 139 pieces required to meet Tier 4 standards.

4 Final engines may not be available is speculative and meritless.

### **Comment No. AFE-21**

#### **Updated Analysis Indicate Significant Criteria Air Pollutant Emissions**

In an effort to more accurately determine the proposed Project's emissions based on the information presented within the DEIR and the FEIR, we prepared an updated CalEEMod model. In this model, we inputted a total of 7,142 grading hauling trips.<sup>14</sup> In addition, we corrected the hauling trip length for demolition and grading in order to account for the closure of Manning Pit and assumed that all haul trips would travel 40 miles to the Chiquita Canyon Landfill. Finally, we did not include any Tier 4 Final equipment. Instead, since MM C-1 remains unclear as to whether Tier 4 Interim or Tier 4 Final would be required, we prepared the model assuming that construction equipment above 50 hp would be equipped with Tier 4 Interim engines in order to demonstrate that MM C-1 would not be sufficient in reducing emissions to a less than significant level.

When correct input parameters are used to model emissions, we find that the Project's mitigated construction-related NO<sub>x</sub> emissions exceed the 100 lbs/day threshold set forth by the South Coast Air Quality Management District (SCAQMD) (see table below).<sup>15</sup>

<b>Mitigated Maximum Daily Construction Emissions (lbs/day)</b>	
<b>Model</b>	<b>NO<sub>x</sub></b>
FEIR	50
SWAPE	110
<b>Percent Difference</b>	<b>120%</b>
<b>SCAQMD Regional Threshold</b>	<b>100</b>
<b>Exceed?</b>	<b>Yes</b>

As demonstrated in the table above, when correct, site-specific input parameters are used to model emissions, we find that the Project's mitigated construction-related NO<sub>x</sub> emissions exceed the threshold set forth by the SCAQMD and substantially increase compared to the FEIR's estimate. Therefore, the mitigation recommended by the Project Applicant is not sufficient in reducing emissions below significance thresholds.

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<sup>14</sup> As explained above, even though the FEIR states that they assumed hauling trucks with a carrying capacity of 8 cubic yards in their modeling, this was a conservative estimate. Therefore, in order to demonstrate a more realistic scenario, we relied on a 14 cubic yard carrying capacity which is consistent with the Staff Report.

<sup>15</sup> It should be noted that the SWAPE model's construction emissions are most likely underestimated. The DEIR's CalEEMod model included 33 pieces of construction equipment without an assigned phase of construction (DEIR, Appendix E-1, pp. 35). It is unclear if these pieces of equipment will be used throughout every phase of construction or if this was a glitch in the model. Since CalEEMod does not allow a user to enter a piece of construction equipment without an associated phase of construction, we were unable to account for the emissions resulting from these 33 pieces of equipment.

## **Response to Comment No. AFE-21**

As stated earlier in the Response to Comment No. AFE-17, the updated emissions associated from hauling export soil exclusive to Chiquita Canyon do not change the significance findings from the Draft EIR. Specifically, increased haul emissions in 2019 would not trigger exceedances of the SCAQMD's daily emissions thresholds for construction activities.

## **Comment No. AFE-22**

### **Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated**

In our November 5th letter, we also determined that the DEIR incorrectly claimed that the proposed Project would result in a less than significant health risk impact, yet failed to prepare any evaluation of the Project's construction or operational health risk. We provided a supplemental analysis in order to demonstrate that the Project will create a significant health risk to nearby sensitive receptors. We prepared a screening level health risk assessment (HRA) to evaluate the health risk posed to residences near the Project site. We concluded that a residential receptor over a 30-year period, starting at the 3<sup>rd</sup> trimester stage of life, would have an excess cancer risk of 550 in one million.<sup>16</sup> This risk significantly exceeds the SCAQMD's significance threshold of 10 in one million.<sup>17</sup> In response, the FEIR states,

"As explained in the Draft EIR (seep. 4.C-20), SCAQMD recommends, as pertinent to the Project, that health risk assessments be considered for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. Yet, since the Project is not the type that would emit substantial DPM, no HRA is required under the applicable SCAQMD guidance. Further, the Project does not qualify as a "facility" subject to AB 2588. But even if it did, as set forth in SCAQMD's most recent guidance interpreting the OEHHA guidance, a Project would only require further preliminary analysis - not a complete HRA ... The guidance explains that SCAQMD then ranks projects surpassing preliminary thresholds, and only requires HRAs for the highest priority projects ... For these reasons explained in the Draft EIR, the Project would not qualify as a high priority project" (FEIR, p. 2-81).

The FEIR goes onto state,

"As the air pollution control agency for the Project Site region, SCAQMD has not developed any recommendations on the use of OEHHA's Risk Assessment Guidelines for CEQA analyses for potential construction impacts, nor has the City adopted the Risk Assessment Guidelines or incorporated it into the City's adopted CEQA thresholds or methodologies. Thus, the Draft EIR properly relied on the L.A. CEQA Thresholds Guide

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<sup>16</sup> See SWAPE's November 5, 2018 comment letter for the Southern California Flower Market.

<sup>17</sup> <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>

for determining the Project's potential impacts related to TAC emissions during construction ... The new Guidance Manual does not provide specific recommendations for evaluation of short-term use of mobile sources (e.g., heavy duty diesel construction equipment)" (FEIR, p. 2-81 -2-82).

The FEIR goes on to conclude,

"Based on the information provided in this response, the Project's construction and operational activities would not cause a significant health risk to any of the sensitive receptors near the Project Site, and a detailed HRA is not required for the Project" (FEIR, p. 2-82).

Again, we appreciate the response to our concern, however, we maintain that the FEIR still fails to provide an evaluation of the potential health risk posed to the nearest sensitive receptor. This is incorrect for several reasons

First, the FEIR states that the SCAQMD only recommends HRA's be conducted for projects with substantial sources of diesel particulate matter (DPM), such as truck stops and warehouse distribution facilities. The FEIR concludes that since the Project will not generate significant levels of DPM, the health risk impacts posed to nearby sensitive receptors would be less than significant (FEIR, p. 2-81). However, as discussed in our November 5th letter, the SCAQMD recommends performing an HRA for *any* project that is expected to generate mobile emissions. According to SCAQMD's Mobile Source Toxics Analysis page on the AQMD's website (emphasis added),

"In August 2002, the SCAQMD's Mobile Source Committee approved the 'Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions.' This document provided guidance for analyzing cancer risks from diesel particulate matter from mobile sources at facilities such as truck stops and warehouse distribution centers. Subsequently, SCAQMD staff revised the aforementioned document to expand the analysis to provide technical guidance for analyzing cancer risks from potential diesel particulate emissions impacts from truck idling and movement (such as, but not limited to, truck stops, warehouse and distribution centers, or transit centers), ship hotelling at ports, and train idling. This revised guidance document titled, 'Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis' was presented to and approved by the SCAQMD's Mobile Source Committee at its March 28, 2003 committee meeting. It is suggested that projects with diesel powered mobile sources use the following guidance document to quantify potential cancer risks from the diesel particulate emission."<sup>18</sup>

As you can see in the excerpt above, the SCAQMD explicitly states that if the proposed Project generates or attracts vehicular trips, then the health risk associated with mobile sources should

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<sup>18</sup> "Mobile Source Toxics Analysis." SCAQMD, available at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>

be evaluated. The SCAQMD does not state that the preparation of an HRA should be restricted to specific land uses. Rather, the SCAQMD simply states that "it is suggested that projects with diesel powered mobile sources" use the SCAQMD's Health Risk Assessment Guidance "to quantify potential cancer risks from the diesel particulate emission."<sup>19</sup> Therefore, regardless of the fact that the Project is not a truck stop or warehouse distribution facility, it will still generate large amounts of diesel exhaust from the truck trips to the proposed wholesale flower market, retail, and restaurant space throughout operation. Additionally, construction of the Project will generate DPM from the large number of proposed haul and delivery truck trips. As such, the FEIR should have conducted an analysis of the Project's construction and operational health risk impacts, as long-term exposure to DPM may result in a significant health risk impact and therefore should be properly assessed.

Second, the FEIR incorrectly claims that SCAQMD has "not developed any recommendations on the use of OEHHA's Risk Assessment Guidelines for CEQA analyses for potential construction impacts." The SCAQMD has recommended the use of the Office of Environmental Health and Hazard Assessment's (OEHHA) most recent 2015 guidance when commenting on several projects under their jurisdiction. For example, the SCAQMD prepared comments on the 1-710 Corridor Recirculated Environmental Impact Report/Supplemental Environmental Impact Statement, stating:

"Given the duration of construction for this project and that OEHHA now recommends that health risks can be estimated for projects as short as two months in duration, SCAQMD staff recommends a discussion with Caltrans and its consultants on how to prepare a HRA accounting for the temporally and geographically changing emissions profile of this project as it is constructed and operated."<sup>20</sup>

Therefore, the SCAQMD has recommended that other proposed projects located within its jurisdiction prepare HRAs in conjunction with OEHHA guidelines. Specifically, OEHHA recommends that health risks be estimated for projects with a minimum of two months of construction.<sup>21</sup> Since the proposed Southern California Flower Market Project will have a 36-month construction duration, it is also subject to OEHHA guidance and should prepare a construction HRA (DEIR, p. 2-6).

Additionally, the SCAQMD has prepared Rule 1401.1, which was established by the SCAQMD to be more health protective for school children located near facilities that emit toxic air

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<sup>19</sup> *Ibid.*

<sup>20</sup> "Review of Revised Protocol for the Air Quality, Greenhouse Gas and Health Risk Assessments (AQ/HRA) for the I-710 corridor Recirculated Environmental Impact Report/Supplemental Environmental Impact Statement (REIR/SEIS)," SCAQMD" November 13, 2015, available at: <https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2015/november/other710.pdf?sfvrsn=2>

<sup>21</sup> "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>, p.8-18

contaminants (TACs).<sup>22</sup> According to the SCAQMD's *Risk Assessment Procedures for Rules 1401, 1401.1, & 212*, which describes the procedures for preparing risk assessments, "Rule 1401.1 is designed to be more health protective for school children than Rule 1401 by establishing more stringent risk requirements related to facility-wide cancer risk and non-cancer acute and chronic HI for new and relocated facilities emitting toxic air contaminants near schools, thereby reducing the exposure of toxic emissions to school children."<sup>23</sup> This document goes on to state that Rule 1401.1 was revised in order to incorporate OEHHA's 2015 guidance in order to account for the heightened susceptibility of these students.<sup>24</sup> Since the proposed Project is located across the street from the Jardin de la Infancia elementary school and due to the potential for the Project to emit substantial amounts of TACs during construction and operation, the health risk from the Project's construction and operational emissions should have also been evaluated by the Applicant following OEHHA's most recent guidance, per Rule 1401.1 (DEIR, p. 3-2).<sup>25</sup> By failing to do so, the Project's air quality impacts are not adequately addressed or evaluated.

Thus, per SCAQMD guidelines, health risk impacts from Project construction and operation should have been evaluated by the FEIR. These recommendations reflect the most recent health risk assessment policy, and as such, an evaluation of health risks to nearby sensitive receptors from construction and operation should be included in a revised CEQA evaluation for the Project.

Finally, the FEIR's failure to evaluate the Project's potential health risk impact is inconsistent with analyses conducted for other CEQA projects in the City of Los Angeles. For example, the Fig + Pico Conference Center Project prepared a quantitative HRA to evaluate the cancer risk posed to nearby sensitive receptors as a result of the project's construction.<sup>26</sup> Thus, in accordance with SCAQMD guidance as well as other CEQA analyses prepared for projects in the City of Los Angeles, the Project Applicant should have prepared an evaluation of the proposed Project's potential health risk impacts. Additionally, the preparation of a health risk assessment to analyze the link between the Project's construction and operational emissions is essential as our initial preliminary screening-level HRA analysis conducted in the November 5th comment letter found that the construction and operational cancer risk would exceed SCAQMD thresholds. Therefore, since our November 5th screening-level HRA found a potentially

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<sup>22</sup> "Risk Assessment Procedures for Rules 1401, 1401.1, & 212," SCAQMD, available at: <http://www.aqmd.gov/docs/default-source/planning/risk-assessment/riskassprocjun15.pdf?sfvrsn=2>, p.1

<sup>23</sup> "Risk Assessment Procedures for Rules 1401, 1401.1, & 212," SCAQMD, available at: <http://www.aqmd.gov/docs/default-source/planning/risk-assessment/riskassprocjun15.pdf?sfvrsn=2>, p.3

<sup>24</sup> *Ibid*

<sup>25</sup> *The Jardin de la Infancia Elementary School is located at 307 E 7<sup>th</sup> Street and is open to students in Kindergarten to 1<sup>st</sup> grade,* see: <https://www.cde.ca.gov/schooldirectory/details?cdscode=19101990106880>

<sup>26</sup> *Fig + Pico Conference Center Air Quality Technical Report prepared by ESA, September 2017,* available at: [https://planning.lacity.org/eir/FigPico/files/Apx%20C\\_Air%20Quality%20Tech%20Report.pdf](https://planning.lacity.org/eir/FigPico/files/Apx%20C_Air%20Quality%20Tech%20Report.pdf)

significant impact, and as a result of the applicable SCAQMD and OEHHA guidance referenced above, the Project Applicant should include a reasonable effort to connect the Project's air quality emissions and the potential health risks posed to nearby receptors. This can be achieved for example, by preparing a more refined health risk assessment that examines the air quality impacts generated by Project construction and operation using site-specific meteorology.

### **Response to Comment No. AFE-22**

The EIR's analysis of potential health risks from TAC emissions during the construction and operations phase is consistent with SCAQMD's guidance on this topic and their comment letter in response to the Notice of Preparation (included in Appendix C of the Draft EIR). According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. In addition, the SCAQMD's CEQA Air Quality Handbook and SCAQMD's supplemental online guidance/information do not require a health risk assessment for short-term construction emissions. It is, therefore, not required or meaningful to evaluate long-term cancer impacts from construction activities which occur over relatively short durations. Further, pursuant to California Assembly Bill 1807, which directs CARB to identify substances as TACs and rules to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Air Basin-wide TAC emissions reductions. In addition, the Project would not result in any substantial sources of TACs that have been identified in CARB's Land Use Guidelines.

As explained in the EIR, SCAQMD recommends, as pertinent to the Project, that health risk assessments be considered for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. Yet, since the Project is not the type that would emit substantial DPM, no HRA is required under the applicable SCAQMD guidance. Further, the Project does not qualify as a "facility" subject to AB 2588. But even if it did, as set forth in SCAQMD's most recent guidance interpreting the State's guidance, a Project would only require further preliminary analysis—not a complete HRA. The guidance explains that SCAQMD then ranks projects surpassing preliminary thresholds, and only requires HRAs for the highest priority projects.<sup>27</sup> For the reasons explained in the Draft EIR and in Final EIR Response to Comment No. B11-37, the Project would not qualify as a high priority project. In addition, SCAQMD's only comments submitted for the Project, during the initial study, did not indicate that the air district considered the Project high priority or otherwise a candidate for HRA review. No further comments were received from SCAQMD on the Draft EIR. An HRA was not required, and the OEHHA guidance does not apply.

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<sup>27</sup> <http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588-supplemental-guidelines.pdf>

In particular, OEHHA guidance, developed in conjunction with CARB to implement the Air Toxics “Hot Spots” Program, requires stationary sources to report the types and quantities of certain substances routinely released into the air. This guidance does not provide specific recommendations for the evaluation of short-term use of mobile sources, such as heavy-duty diesel construction equipment. Neither SCAQMD nor the City has adopted the OEHHA guidance as part of their CEQA methodology. Similarly, the AB2588 program, per SCAQMD guidance, applies to stationary sources permitted through the New Source Review program or other applicable entitlement rules and regulations. The 10 in one million risk threshold is used for the permitting of stationary sources and represents the trigger at which such new or modified sources must apply Best Available Control Technology to reduce emissions from industrial, manufacturing, or other applicable processes associated with the stationary source. The Project would not include any stationary sources of air pollutant emissions as defined by applicable regulations. No risk threshold has been officially adopted for this type of project. Besides, as the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million risk threshold.

### **Comment No. AFE-23**

#### **Greenhouse Gas**

As stated in our November 2018 letter, the Applicant fails to adequately evaluate the Project's GHG emissions and thus cannot claim a less than significant impact. Specifically, we commented that the Applicant incorrectly relied upon reduction measures set forth within Executive Order S-3-05 and B-30-15, Assembly Bill 32 Scoping Plan ("Scoping Plan"), SCAG's 2016-2040 RTP/SCS, the City of LA Mobility 2035 Plan, the City of LA climate plan, and the City of LA Green Ordinance, in conjunction with a No Action Taken (NAT) analysis (DEIR, p. 4.F-44-4.F-45). Additionally, the DEIR fails to compare their emissions to any numerical thresholds claiming that there are not any GHG thresholds applicable to this Project (DEIR, p. 4F-23).

After review of the FEIR, we maintain that the FEIR fails to address our concerns regarding the use of regulatory plans and policies to determine significance. As such, we maintain that an updated FEIR be prepared and recirculated to adequately evaluate the Project's GHG impacts.

#### **Failure to Adequately Evaluate the Project's Greenhouse Gas Emissions**

In response to our November 2018 comments, the FEIR continues to incorrectly claim that there are no GHG emissions thresholds applicable to the Project, stating,

"Neither the City nor the SCAQMD has adopted numeric thresholds for greenhouse gas emissions for land use development projects (e.g., residential/commercial projects) such as the Project. As further explained in the Draft EIR, in 2008, the SCAQMD convened a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. In

December 2008, the SCAQMD Governing Board adopted interim GHG significance thresholds for projects where SCAQMD is the lead agency ... The SCAQMD had not since adopted those thresholds, nor has the SCAQMD provided a timeline for formal consideration of those thresholds. In the meantime, the thresholds in the SCAQMD's guidance document are used as a non-binding guide. A lead agency is not required under CEQA to rely on draft regulatory standards that have not been adopted as significance thresholds" (p. 2-86).

The FEIR goes onto state,

"In the absence of any quantitative threshold adopted by the City or the SCAQMD, the Draft EIR chose the second pathway to compliance that the Supreme Court identified in the Newhall Ranch case and evaluated Project's potential GHG impacts by reviewing the Project's consistency with applicable regulatory plans and policies to reduce GHG emissions. Specifically, the Draft EIR provided a detailed analysis of the Project's consistency with the applicable AB 32 Scoping Plan GHG emissions Reduction Strategies, SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, the City's Mobility 2035 Plan, the City's ClimateLA Plan, and the City's Green Building Ordinance ... Given the Project's consistency with those applicable policies and regulatory requirements, the Draft EIR concluded the Project's impacts related to GHG emissions would be less than significant, and no mitigation measures would be required" (p. 2-86).

We appreciate the response to our concern, however, we maintain that the Project's GHG emissions were not properly evaluated and should be compared to the SCAQMD's interim thresholds.

The FEIR restates that the proposed Project would be less than significant due to compliance with several plans and regulatory requirements. However, as noted in our November 5th letter, these regulatory plans do not meet the criteria for an officially adopted GHG reduction program, commonly referred to as a Climate Action Plan ("CAP"), for use as a threshold of significance for GHG emissions. As the CEQA Guidelines §§ 15064.4(b)(3) and 15183.S(b)(1) make clear, a qualified CAP "must be adopted by the relevant public agency through a public review process," and the CAP should include:

- (1) **Inventory:** Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities (e.g., projects) within a defined geographic area (e.g., lead agency jurisdiction);
- (2) **Establish GHG Reduction Goal:** Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
- (3) **Analyze Project Types:** Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;

(4) **Craft Performance Based Mitigation Measures:** Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

(5) **Monitoring:** Establish a mechanism to monitor the CAP progress toward achieving said level and to require amendment if the plan is not achieving specified levels;

Here, none of the regulatory plans identified in the DEIR and the FEIR include the above-listed requirements to be considered a qualified CAP for the City. Therefore, the Applicant's reliance on these plans and policies is incorrect and should not be used to determine significance. While these regulatory plans may have the effect of reducing a project's GHG emissions, none of them include: inventorying the City's contribution to the State's GHG emissions, establishing the City's fair share in GHG reduction goal, quantifying the GHG impact of various project types in the City, crafting performance-based mitigation measures that quantifiably meets said City reduction goal, or including a City monitoring program that ensures the plan's effectiveness. As such, compliance with each of these plans fails to translate into an applicable, approved measure of Project significance. Therefore, because none of these plans qualify as a CAP, the Project Applicant cannot rely upon consistency with the regulatory plans to determine Project significance. Both the DEIR and FEIR fail to adequately evaluate and mitigate the Project's GHG emissions impacts.

Furthermore, the FEIR states that the proposed Project is not required to adhere to draft-level significance thresholds, such as SCAQMD's 2008 draft interim thresholds. However, these thresholds have been used to determine significance for other proposed projects in the Downtown LA area, including the following: the 1209 6th Avenue Initial Study applied the SCAMQD's draft residential threshold of 3,500 MT CO<sub>2</sub>e/year<sup>28</sup>; the 333 La Cienega Blvd. Project Initial Study applied the SCAQMD's draft mixed-use threshold of 3,000 MT CO<sub>2</sub>e/year<sup>29</sup>; and the 15116 S. Vermont Avenue Staff Report applied the SCAQMD's industrial threshold of 10,000 MT CO<sub>2</sub>e/year.<sup>30</sup>

Since the regulatory plans and policies do not qualify as a metric to determine Project significance and in order to be consistent with other proposed projects within the City, the FEIR should have relied on the SCAQMD's draft interim significance thresholds. According to the DEIR, the Project Applicant would generate approximately 8,720 MT CO<sub>2</sub>e/year, which significantly exceeds the SCAQMD's mixed-used threshold of 3,000 MT CO<sub>2</sub>e/year (DEIR,

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<sup>28</sup> 1209 6<sup>th</sup> Avenue Initial Study (DCP Case No. ENV-2014-1988-EIR), pp. 85-86 (applying the 3,500 MTCO<sub>2</sub>e/yr threshold for residential project), [https://planning.lacity.org/eir/nops/1209\\_6thAvenueInitialStudy/1209\\_InitialStudySigned\\_100716.pdf](https://planning.lacity.org/eir/nops/1209_6thAvenueInitialStudy/1209_InitialStudySigned_100716.pdf)

<sup>29</sup> 333 La Cienega Blvd. Project Initial Study (DCP Case No. ENV-2015-897-EIR), pp. 89-90 (applying the 3,000 MTCO<sub>2</sub>e/yr threshold for mixed-use project), <http://planning.lacity.org/eir/nops/333LaCienega/is.pdf>

<sup>30</sup> 15116 S. Vermont Avenue Staff Report (DCP Case No. ENV-2017-1015-MND) pp. 182, 220 (containing MND applying the 10,000 MTCO<sub>2</sub>e/yr threshold for industrial project), <http://planning.lacity.org/StaffRpt/InitialRpts/CPC-2017-1014.PDF>

Table 4.F-5, p. 4.F-28). Therefore, Project Applicant must prepare an updated CEQA Analysis which includes a robust GHG emissions analysis and proposes mitigation in order to reduce emissions to the maximum extent possible.

### **Response to Comment No. AFE-23**

The commenter's suggestion that the Draft EIR rely on a preliminary threshold of significance discussed a decade ago but never approved or sanctioned for use in CEQA analyses is inappropriate. Since its consideration in 2010, the SCAQMD has not since adopted those thresholds, nor has the SCAQMD provided a timeline for formal consideration of those thresholds. In the decade since, no lead agency has used these thresholds given the lack of an endorsement or guidance from the SCAQMD. A lead agency is not required under CEQA to rely on draft regulatory standards that have not been adopted as significance thresholds.

Further, as discussed in Final EIR Response to Comment No. B11-38, under CEQA, a lead agency has broad discretion to establish thresholds of significance, so long as the thresholds are supported by substantial evidence (see CEQA Guidelines Section 15064.7(c).) Specifically, with respect to a project's potential greenhouse gas emissions under CEQA, a lead agency has discretion to evaluate a project's potential greenhouse gas emissions either by using a model or methodology to quantify greenhouse gas emissions or by relying on a qualitative analysis or performance based standards (CEQA Guidelines Section 15064.4(a)). In the *Newhall Ranch case (Center for Biological Diversity v. California Department of Fish and Wildlife (2015) 62 Cal.4<sup>th</sup> 204)*, the Supreme Court held there are "potential pathways" to reviewing a project's GHG impacts under CEQA. First, a lead agency may compare a project's potential GHG emissions with a "business-as-usual" scenario, provided a lead agency can show what level of reduction from a "business-as-usual" scenario would be required for a particular project at a proposed location to comply with statewide GHG reduction goals. Second, a lead agency may assess a project's consistency with AB 32's goals in whole or in part and with the California Air Resources Board 2008 Climate Change Scoping Plan that implements AB 32 by evaluating a project's compliance with regulatory programs designed to reduce GHG emissions from particular activities. Third, a lead agency may rely on existing numerical thresholds of significance for GHG emissions reductions.

In the absence of any quantitative threshold adopted by the City or the SCAQMD, the Draft EIR chose the second pathway to compliance that the Supreme Court identified in the *Newhall Ranch case* and evaluated Project's potential GHG impacts by reviewing the Project's consistency with applicable regulatory plans and policies to reduce GHG emissions. Specifically, the Draft EIR provided a detailed analysis of the Project's consistency with the applicable AB 32 Scoping Plan GHG Emissions Reduction Strategies, SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, the City's Mobility 2035 Plan, the City's ClimateLA Plan, and the City's Green Building Ordinance (see Draft EIR, pages 4.F-32 to 4.F-43). The Draft EIR's approach is consistent with the Supreme Court's ruling in the *Newhall Ranch case* and the guidance set forth in the CEQA Guidelines (See CEQA Guidelines Section 15064.4.) Given the Project's consistency with those applicable policies and regulatory

requirements, the Draft EIR concluded the Project's impacts related to GHG emissions would be less than significant, and no mitigation measures would be required.

For informational purposes, the Draft EIR also quantified the Project's potential GHG emissions and compared those emissions to the emissions that would be generated by the Project in the absence of any GHG reduction measures (i.e., the No Action Taken or "NAT" Scenario). That methodology was used to support the Draft EIR's evaluation of the Project's consistency with applicable GHG reduction plans and policies and to demonstrate the efficacy of the measures contained therein. However, the NAT Scenario was not used as a threshold of significance. The Draft EIR's analysis included potential emissions under the NAT Scenario and from the Project at build-out based on actions and mandates expected to be in force in 2020. Early-action measures identified in CARB's *Climate Change Scoping Plan* that have not been approved were not credited in that analysis. By not speculating on potential regulatory conditions, the analysis took a conservative approach that likely overestimated the Project's GHG emissions at build-out.

Given the Draft EIR's thorough analysis evaluating the Project's potential impacts related to GHG emissions as required under CEQA, no further analysis related to GHG emissions is required.

#### **Comment No. AFE-24**

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

#### **Response to Comment No. AFE-24**

The comment provides concluding information but does not state a specific concern or question regarding the adequacy of the analysis contained in the EIR. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

#### **Comment No. AFE-25**

***The following comments were provided by Tom Brohard and Associates.***

Tom Brohard, P.E., has reviewed the April 2019 Final Environmental Impact Report (FEIR) for the Southern California Flower Market at 709-765 S. Wall Street, 306-326 E. 7th Street, and

750-752 S. Maple Avenue in the Central City Community Plan Area of the City of Los Angeles. The Proposed Project is planned to be a new mixed-use development consisting of a 15-story tower including 12-story residential tower over three stories of office, retail, restaurant, wholesale flower market, and parking. My review of the FEIR focused on the responses to my enclosed November 5, 2018 letter that pointed out a number of deficiencies in the Draft EIR.

The Draft EIR, Draft Transportation Impact Analysis (TIA), and the FEIR documents do not develop enforceable mitigation measures that will eliminate the potential impacts of the project on the existing wholesale and commercial uses. Many of the Responses in the FEIR are prefaced with hopeful comments such as "It is expected that..." but these are inadequate and unenforceable. This letter points out those deficiencies and recommends that various measures and Conditions of Approval be adopted to address, reduce, manage, and eliminate the potential impacts. This letter includes various items to address traffic and parking during construction as well as a significant parking shortage following occupancy of the Proposed Project.

### **Response to Comment No. AFE-25**

The comment restates details about the Project and also provides a summary of the comments contained in the letter. Responses to specific comments included in the Tom Brohard and Associates letter are provided in Responses to Comment Nos. AFE-26 through AFE-35, below.

### **Comment No. AFE-26**

#### **Traffic and Parking Issues**

The following traffic and parking issues during construction of the Proposed Project must be fully addressed. In addition, other comments in my prior letter have not been appropriately mitigated for the Proposed. Project as follows:

1) Comment No. B11-48 - For the three years of project construction, peak hauling activity averaging slightly more than 15 trucks per hour is forecast. According to the Draft EIR, hauling activity is expected to occur during all phases of the Project, with up to 140 haul trucks per day from 7:00 AM to 4:00 PM. This equates to one haul truck every 4 minutes over 9 hours per day, and is an intense level of activity that will easily lead to queuing and increased levels of congestion at adjacent intersections and at the site.

The FEIR Response to this comment requires off-site truck staging in a legal area furnished by the construction truck contractor as added to the Construction Management Plan, with trucks radioed in when space at the site is available. However, weekly monitoring, reporting, and enforcement of this portion of the plan must also be required and provided.

### **Response to Comment No. AFE-26**

As summarized in the Final EIR, a provision was added to PDF L-1/Construction Traffic Management Plan concerning haul trucks, stating that the following element will be included—providing off-site truck staging in a legal area furnished by the construction truck contractor.

PDF L-1 further states that the 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. Specific off-site truck staging areas are typically determined based on availability at the time construction begins. Those off-site staging areas typically consist of a long curb space on a street so the haul trucks in waiting will not be in the way of traffic or other uses on the street. An area with the right criteria may be miles from the Project Site, and therefore will not be close to the intersections and street segments adjacent to the Project Site. The construction truck contractor will be subject to monitoring and inspection by the City of Los Angeles Department of Transportation per the Mitigation Monitoring Program (included as Section 4 of the Final EIR).

### **Comment No. AFE-27**

2) Comment B11-49 - All loading of waiting trucks must be mandated to occur within the site itself to keep the adjacent streets free and clear of waiting trucks and their loading operations. Wall Street and Maple Avenue are too narrow to safely accommodate haul trucks such as 18-wheel double bottom dirt haulers while retaining heavily used on-street parking and loading on both sides of these local streets at all times.

The FEIR Response to this comment states "It is expected that most loading of haul trucks will occur onsite ... When necessary, this is expected to occur on Maple Avenue due to the greater width of Maple Avenue relative to Wall Street ... "

With proper planning, all of the loading of haul trucks must occur within the site itself, and not on the adjacent narrow local streets. An additional Condition of Approval must require all loading of haul trucks to occur within the site. Haul truck loading on Wall Street must be prohibited at all times.

### **Response to Comment No. AFE-27**

As summarized in the Final EIR, the majority of the loading of haul trucks will occur on the Project Site. However, there may be occasional need to load haul trucks from streets adjacent to the site perimeter. For the occasional need to load dirt or debris into haul trucks off the Project Site, it will occur on Maple Street due to the greater width of Maple Avenue relative to Wall Street. Further, loading dirt into the haul trucks would only occur during the Project's excavation phase.

### **Comment No. AFE-28**

3) Comment No. B11-51 - Times of hauling activities must be restricted to hours that do not conflict with deliveries to the adjacent flower markets (M, W, F - 12 midnight to 2 PM; T, Th, Sat 5 AM to 2 PM; S 6 AM to 3 PM).

The FEIR Response to this comment states " ... hauling hours are anticipated to be 7:00 AM to 4:00 PM. Restricting hauling to avoid the hours suggested in the comment would effectively limit hauling to two days per week, which is unreasonable and would render construction of the project infeasible."

The FEIR Response is inaccurate and incorrect. To avoid conflicts with the adjacent businesses, hauling would occur between 2 PM and 9 PM, seven hours daily over 6 days from Monday through Saturday. This schedule provides a total of 43 hours each week for hauling and would not conflict with the operating hours of the adjacent businesses. An additional Condition of Approval must require all hauling to occur between 2 PM and 9 PM from Monday through Saturday.

#### **Response to Comment No. AFE-28**

Limiting hauling hours from 2 PM to 9 PM Monday through Saturday would render construction of the Project infeasible. The landfills that would accept the Project's dirt or debris from the haul trucks are not open that late in the day, which would severely restrict the hours each week during which dirt and debris could be hauled from the Project. For example, the Chiquita Canyon Landfill closes at 5 PM. As summarized in the Draft and Final EIR, the Project's hauling hours are anticipated to be between 7:00 AM to 4:00 PM, and the Project's construction impacts would be less than significant.

#### **Comment No. AFE-29**

4) Comment No. B11-52 - Up to 12 vendor truck trips per day will occur on peak activity days. Each of the trips associated with these activities must occur during hours that do not conflict with the operation of the adjacent flower markets.

The FEIR Response to this comment indicates restricting the hours would effectively limit these deliveries to two days per week, which is unreasonable and would render construction of the Project infeasible. This response relates to Comment No. B11-51, not to scheduling equipment and delivery trucks.

Further, the FEIR Response references the Construction Management Plan stating "Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets." This requirement in the Plan must also be expanded to include local streets in addition to arterial streets for mitigation.

#### **Response to Comment No. AFE-29**

As summarized in the Draft and Final EIR, PDF L-1/Construction Traffic Management Plan includes the following measure—scheduling of construction activities to reduce the effect on traffic flow surrounding streets. The major streets serving the Project Site include Los Angeles Street, Maple Avenue, Wall Street, San Julian Street, San Pedro Street in the north/south direction, and 6<sup>th</sup> Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street, and 9<sup>th</sup> Street in the east/west direction. The Construction Traffic Management Plan, therefore, will ensure that construction activities are scheduled to reduce the effect on traffic flow on those streets.

**Comment No. AFE-30**

5) Comment No. B11-54 - Each construction worker will likely drive alone. Accommodations for at least 60 parked vehicles must be provided at 601 East 8th Street.

The FEIR Response to this comment indicates all construction parking is anticipated to be contained on site during the remodel of the northern building and it is anticipated that construction employees would be parked at 601 East 8<sup>th</sup> Street during the construction of the southern building. "Anticipated" does not provide the required parking. The Construction Management Plan also states "Prohibiting construction-related vehicles from parking on surrounding public streets" but fails to provide realistic means to accomplish this goal.

From the beginning of construction, the Project must provide free parking for at least 60 construction worker vehicles. If parking is not available at 601 East 8th Street, then identical arrangements at another nearby location must be provided.

**Response to Comment No. AFE-30**

As summarized in the Final EIR, during the remodel of the northern building, all construction employees are expected to park in parking available on the Project Site. During the construction of the new southern building, it is anticipated that construction employees would park in the 601 East 8th Street parking lot adjacent to the Project Site. If parking is not available in that parking lot adjacent to the Project Site, other parking accommodations will be made that will allow the workers to park at off-street locations without charge to the workers. For example, Subcontractor agreements with the Project's contractor will include provisions that construction employees will not be responsible for any out-of-pocket expenses for parking. Further, construction employees will not be permitted to park in metered spots on the streets in the project area for full shifts that last an entire day.

**Comment No. AFE-31**

6) Comment B11-55 - Closures of sidewalks around the project perimeter adjacent to the construction will occur for up to three months. Sidewalks across the streets from the project must remain open at all times. Pedestrian and vehicular access to properties located near the Project site will be open and unobstructed during construction.

In the FEIR Response to this comment, the Construction Management Plan now states "Ensuring that access will remain unobstructed for land uses in proximity to the Project site during Project construction."

While appearing to be a positive response, no means or methods are proposed to make sure pedestrian and vehicle access will remain available at all times. The Project cannot eliminate any pedestrian or vehicle access to any adjacent property at any time during Project construction.

**Response to Comment No. AFE-31**

As summarized in the Final EIR, sidewalk closures would be limited to sidewalks around the Project perimeter, and sidewalks across the street from the Project Site would remain open. It is anticipated that pedestrian and vehicular access to properties located near the Project Site would remain open and unobstructed during the construction period. More specifically, sidewalks on the east side of Wall Street and west side of Maple Avenue would remain open at all times. To address concerns related to pedestrian and vehicular access, a provision was added to PDF L-1/Construction Traffic Management Plan that requires the following—ensuring that access will remain unobstructed for land uses in proximity to the Project Site during Project construction.

### **Comment No. AFE-32**

7) Comment B11-56 - Heavily utilized on-street parking and loading zones on the opposite sides of Maple Avenue and Wall Street from the project construction must not be eliminated during construction of the Project.

The FEIR Response to this comment states "It is anticipated that temporary on-street parking and loading zone removal during construction would be limited to the street frontages directly around the Project perimeter, not across the street and that 10-15 spots would be removed during construction."

Again, while appearing to be a positive response, the on-street parking spaces and loading zones around the perimeter of the Project are not owned or controlled by the Project but instead are available to the public on a first come, first served basis. The loss of these facilities is detrimental. While no longer considered a significant impact by CEQA, the Project must be required to replace any lost facilities "in kind" during Project construction.

### **Response to Comment No. AFE-32**

As summarized in the Draft and Final EIR, under California Public Resources Code Section 21099, parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area are not considered significant impacts on the environment. Further, it is anticipated that temporary on-street parking and loading zone removal during construction would be limited to the street frontages directly around the Project perimeter and not on the west side of Maple Avenue or east side of Wall Street.

### **Comment No. AFE-33**

8) Comment No. B11-57 - Delivery vehicles may need to park temporarily on adjacent roadways such as Maple Avenue and Wall Street as they deliver their items. All construction and delivery vehicles must be required to park onsite or to otherwise operate so as to avoid street closures during business hours. Delivery vehicles must be prohibited from parking across the street on Wall Street and on any other street in the immediate area.

The FEIR Response to this comment states off-loading and hoisting of equipment is expected to occur along the Project's Maple Avenue frontage. With that Response, there is no need for

loading on Wall Street and loading to the construction site should be prohibited at all times on Wall Street.

### **Response to Comment No. AFE-33**

As summarized in the Final EIR, off-loading and hoisting of equipment is expected to occur along the Project's Maple Avenue frontage due to the greater width of Maple Avenue relative to Wall Street. If off-loading and hoisting of equipment must unexpectedly occur on Wall Street, it would not occur on the east side of Wall Street. Further, all construction employees engaged in off-loading and hoisting equipment will be instructed to first conduct those activities on-site to the extent possible.

### **Comment No. AFE-34**

9) Comment No. B11-58 - All mitigation measures during construction must be taken to ensure that access will remain unobstructed for land uses in proximity to the Project site. Conditions on the adjacent streets during construction, particularly on Wall Street, must be reviewed periodically at various times during construction to make sure that each of the measures are being followed, are effective in ensuring unobstructed access and are fully enforced. If violations are identified and these issues are not immediately rectified, then fines and other penalties must be imposed.

In the FEIR Response, monitoring and enforcement of the Construction Management Plan is discussed in the Mitigation Monitoring Program in Section 4 of the FEIR. Page 4-15 reiterates this statement but does not provide any details regarding enforcement or penalties for non-compliance. Conditions of Approval must be added to specify the enforcement level together with the fines and other measures to be implemented to achieve compliance.

### **Response to Comment No. AFE-34**

As summarized in the Final EIR, all Project design features, including PDF L-1, will be included in the approved Mitigation Monitoring Program for the Project. The City is adopting the Mitigation Monitoring Program in compliance with Public Resources Code section 21081.6 and CEQA Guidelines section 15097, which both require that a mitigation program be designed to ensure compliance with mitigation during project implementation.

PDF L-1/Construction Traffic Management Plan requires the plan be prepared and submitted to the City, including the Department of Transportation, for review and approval. Under the Mitigation Monitoring Program, the Department of Transportation will serve as the enforcement and monitoring agency and will monitor the Project's compliance with the PDF during the pre-construction and construction phases. The Department of Transportation must monitor the Project's compliance once at Project plan check and through periodic field inspections. The Department of Transportation's plan check approval and field inspection sign-offs will indicate the Project's compliance with that PDF. The City has several enforcement tools it may employ to ensure compliance, including the Department of Building and Safety (based on input from the

Department of Transportation) refusing to inspect construction at the Project Site for future required sign-offs until the Project is in compliance.

The City, as the lead agency, will be responsible for ensuring that implementation of the mitigation measures complies with the program. If the Project does not comply with the project design features as established through the Mitigation Monitoring Program, the Project's environmental review and entitlements would be at risk.

**Comment No. AFE-35**

10) Comment B11-61 -The Parking Demand Analysis concludes that "Additional parking supply would be required to meet code requirements for the proposed new uses and accommodate the demand for the continued operation of the Flower Market." However, no definitive plan to provide an additional 200 spaces that are required to meet the parking demand for the Flower Market has been provided.

The FEIR Response indicates the "Project intends to provide approximately 681 parking spaces including 479 code-required spaces and the additional spaces to meet the demand for the Flower Market, consistent with the findings of the Parking Demand Analysis. These 681 parking spaces are a part of the proposed on-site parking supply shown in the project plans presented on Figures 2-1 through 2-11 of the Draft EIR."

The referenced figures are largely illegible. The plans do not indicate the pre-project existing parking spaces or those that will be added by the Project. The plans do not include tabulations of the parking spaces to be provided by parking level or a total of existing spaces plus proposed spaces. Without this data as supporting evidence, it is not possible to verify the number of parking spaces that are claimed.

The Project Description for the Proposed Project, including the project plans, must clearly incorporate the additional 200 parking spaces and demonstrate exactly how and where this will be done. Without this requirement and supporting proof, 200 additional vehicles will overload the existing streets as motorists circle and hunt for any available parking in the area.

**Response to Comment No. AFE-35**

As summarized in the Draft and Final EIR, the Project will provide approximately 681 parking spaces, including 479 code-required spaces and additional spaces to meet the demand for the Flower Market (consistent with the findings of the Parking Demand Analysis). The 681 parking spaces are included as part of the project plans presented on Figures 2-1 through 2-11 of the Draft EIR. The following table provides a tabulation of the parking spaces to be provided by parking level:

<b>PROVIDED PARKING BY LEVEL</b>	
<b>Parking Level</b>	<b># of Spaces</b>
Basement Level	136
2 <sup>nd</sup> Floor (South Building)	107

2 <sup>nd</sup> Floor (North Building above loading)	36
3 <sup>rd</sup> Floor (North Building)	125
3 <sup>rd</sup> Floor (North Building above loading)	74
3 <sup>rd</sup> Floor (South Building)	111
4 <sup>th</sup> Floor (North Building above loading)	67
5 <sup>th</sup> Floor (North Building above loading)	25
Total Provided Parking	681

**Comment No. AFE-36**

In summary, the Proposed Project must fully address and reduce the potential impacts of construction on the existing businesses in the immediate area. The calculated parking shortage of nearly 200 spaces must also be addressed to eliminate potential gridlock on the streets in the area. Further study must be undertaken and more detailed information must be provided in order to properly identify and address the scope of the construction traffic impacts and parking shortage created by the Proposed Southern California Flower Market Project. If you have questions regarding these comments, please contact me at your convenience.

**Response to Comment No. AFE-36**

This comment summarizes the comments provided in the letter from Tom Brohard and Associates. Responses to the specific comments included in the letter are provided above, in Responses to Comment Nos. AFE-25 through AFE-35. Therefore, the commenter is referred to Responses to Comment Nos. AFE-25 through AFE-35.

**Comment No. AFE-37**

*The following comments were provided by the Papadimos Group.*

As requested, this letter provides our brief responses to the FEIR's responses to our previous comments in the September 2018 Draft EIR.

**Response to Comment No. AFE-37**

The comment provides general introductory information but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

**Comment No. AFE-38**

B11-15:

Our comments stand that the acoustical studies have not properly documented existing noise levels in and around the project vicinity. There is no evidence to support that the midday noise measurements represent a conservative approach since no other measurements were taken.

### **Response to Comment No. AFE-38**

The comment maintains that the acoustical studies have not properly documented existing noise levels in and around the Project vicinity. Final EIR Response to Comment No. B11-15 addresses this comment and discusses how ambient noise measurements were acquired in a manner that is consistent with the City's statutory requirements, as well as FHWA and Caltrans guidance. The ambient noise measurements are reasonably representative of daytime baseline noise conditions during the Project's anticipated construction hours. The Project's operational noise impacts would be nominal and well-below applicable thresholds of significance – additional long-term noise measurements are not necessary and would not result in any changes to the impact analysis and conclusion.

### **Comment No. AFE-39**

B11-16:

Construction and demolition activities result in a wide range of noise and vibration levels depending on the number of and type of equipment operating and over what area. A conservative approach needs to be used that takes all of this into account. Based on this approach, a noise and vibration plan should be put forth that includes limits and both attended and unattended noise monitoring during the entire project construction. This type of plan and mitigation provides assurances that noise and vibration levels are kept in check and, if exceeded, there are proper protocols in place on how to proceed. While some of this may have been proposed in broad terms, a specific plan should be drafted and submitted for review and approval prior to starting with any project work.

### **Response to Comment No. AFE-39**

The comment contends that a “conservative approach” should take into account “the number of and type of equipment operating and over what area.” It goes on to recommend “a noise and vibration plan...that includes limits and both attended and unattended noise monitoring during the entire project construction.” Final EIR Response to Comment No. B11-16 describes the reasoning for analyzing the specific noise impact of excavators and front-end loaders operating simultaneously and how the impacts of other equipment, particularly graders, would not be as great. Table 4.1-5 of the Draft EIR provides a list of construction equipment that would be used for the Project along with their associated noise levels. With respect to the comment's insistence that the analysis should take into account the area of construction, it should be noted that by focusing the analysis on minimum Project-to-receptor distances, the analysis has presented a more conservative analysis than one which focuses on the whole construction area, as the comment suggests. The Draft EIR noise analysis presumes that excavators and loaders would continuously operate at a single point that is the minimum distance from the identified receptors.

This assumption results in maximum projected noise levels due to the minimum receptor distance and the simultaneous operation of equipment. In reality, neither vehicle is likely to operate at minimum receptor distances, nor would they occupy the same point representative of the minimum receptor distance simultaneously. For example, excavators generally dig from a position well within property lines, as this allows them to dig to the property line, rotate, and then deposit cut soils at a location further within the site (or directly into the buckets of front-end loaders). And though excavators may operate from stationary positions for continuous periods, front-end loaders would be mobile over the course of any work period. Though a front-end loader may maneuver to or near a property line in order to receive a load of cut material or deposit it to a stockpile or haul truck, it would not remain stationary at a minimum receptor distance. As the comment correctly suggests, work would occur over the entire area of the Project Site and not continuously at one single point and receptor distance. However, it is for this exact reason that the Draft EIR noise analysis is especially conservative: it assumes that construction activities from excavators and front-end loaders would occur only from minimum Project-to-receptor distances, whereas in reality, work would move from location to location over the course of any work day or week, and the majority of work would occur at distances greater than the minimum receptor distances chosen for a conservative analysis. Given the results of the Draft EIR noise analysis, a less than significant impact from construction noise is projected. The active noise monitoring program suggested by the comment is more commonly associated with construction projects that are immediately adjacent to schools, hospitals, or other extremely sensitive receptors (i.e. natural lands with significant biological importance and sensitivity to man-made noises). Active noise monitoring programs may also be utilized during nighttime construction projects with a significant potential to disrupt healthy residential sleeping projects. The Project has no such potential. The Project's construction activities would be limited to daytime operations, and the nearest sensitive receptor is located approximately 240 to the northwest.

The comment also recommends a vibration plan "and mitigation" to assure that "vibration levels are kept in check." Mitigation Measures I-3 through I-6 of the Draft EIR outline a comprehensive vibration monitoring and mitigation program that would reduce the Project's construction-related vibration impacts at nearby structures.

#### **Comment No. AFE-40**

B11-17:

Our comment stands that the assessment should be based on existing conditions at each location to the extent possible. Such arguments can be resolved with an expansive noise monitoring survey and we continue to recommend such as the most expedient way forward.

#### **Response to Comment No. AFE-40**

The comment maintains that the noise analysis should be supplemented with an additional, more expansive noise monitoring survey. Final EIR Response to Comment No. B11-17

addresses this comment and discusses how and why the noise measurements are reasonably representative for each receptor.

#### **Comment No. AFE-41**

B11-18:

The study should provide specific increases in vehicle volume and mix with associated increases in noise levels towards resolving such issues. A project- specific analysis can be used to convey resulting increases in noise levels due to construction related traffic.

#### **Response to Comment No. AFE-41**

The comment contends that a study should be conducted that provides “specific increases in vehicle volume and mix with associated increases in noise levels...” Final EIR Response to Comment No. B11-18 addresses this concern and discusses how the anticipated haul trips would not substantially alter the fleet mix and total traffic of nearby streets to a degree that would prompt a more expansive quantitative analysis, as the impact would reasonably be less than significant.

#### **Comment No. AFE-42**

B11-19:

See our response regarding B11-20 below. Code requirements may not be adequate to protect sleeping areas in the new residential units from existing noise levels during nighttime hours. Also see our supplemental acoustical review letter that addresses these issues in more detail.

B11-20:

Conditions of approval that establish operating parameters for such uses and activities can be placed on the project to properly protect noise sensitive uses. While there may not be a substantial change in the existing operational noise levels, that is yet to be determined. Regardless, the proposed noise sensitive uses would need to be properly protected since some of the activities associated with the existing flower market uses involve deliveries such as loading and unloading which may produce high noise levels during the most sensitive times of day and result in sleep interference if not properly controlled. This may include design features to meet requirements well beyond minimum code requirements. See our supplemental acoustical review letter addressing these issues in more detail.

#### **Response to Comment No. AFE-42**

The comment suggests that “Code requirements may not be adequate to protect sleeping areas in the new residential units from existing noise levels during nighttime hours.” The comments, along with a “supplemental acoustical review letter” and various “Proposed Conditions of Project Approval” suggest adopting more stringent noise standards by various 3<sup>rd</sup> parties. In particular, the suggested “Greenpoint RATED” rating system administered by “Build It Green” and cited by

the review letter is a 3<sup>rd</sup> party rating system that is not accredited by any government agency, let alone an agency with jurisdiction over the Project. Specifically, the Proposed Condition of Project Approval No. 17 would institute a “maximum design residential interior noise level” not to exceed 30 dBA, which is far beyond the 45 dB CNEL standard for interior habitable rooms as set forth by Section 1207 of the California Building Code (CBC). As shown in Table 4.I-1 of the Draft EIR, the noise level of a soft whisper at 2 meters is approximately 35 dBA, and yet the comment recommends that interior noise levels be held to a standard that is 5 dBA (less than half) of this noise level at all times. In practicality, the noise level suggested by the comment would be lower than common residential interior noise sources such as refrigerators, HVAC systems, or even footsteps, television, or conversation from adjoining residential units.

With respect to the commenter’s “prescriptive” request to eliminate bedrooms facing Wall Street, all of the Project’s residential units are open loft-type units and do not have traditional bedrooms. Therefore, the commenter’s proposed measure would effectively mean that no units could face Wall Street. This is unnecessary given that there are several ways in which the building envelope can mitigate exterior noise to meet all applicable laws and regulations, such as setting the building façade back from the street, upgrading the wall assembly with insulation, sealing all cracks in construction, using laminated glazing in windows, windows and doors that meet required STC ratings, non-hardening glazing materials, adding insulation to ducts, and minimizing areas required for venting and covering duct/vent with soundproof blankets. Further, the units will have conditioned air so that the operable windows can be closed at any time to mitigate noise.

#### **Comment No. AFE-43**

B11-21:

It would be best to establish clear noise limits at existing noise sensitive receptors and develop a mitigation plan that includes specific provisions as to what needs to be implemented to ensure compliance during project demolition and construction. In the event that limits are exceeded, specific mechanisms must be in place, including halting construction until alternative means are implemented.

#### **Response to Comment No. AFE-43**

The comment recommends the adoption of specific “noise limits” at existing sensitive receptors, presumably to be used in conjunction with the previously proposed “attended and unattended noise monitoring program.” The comment additionally recommends the development of a construction noise mitigation plan. Final EIR Response to Comment No. B11-21 discusses the Project’s projected construction noise impacts and the mitigation program designed to ensure that no threshold exceedances occur as a result of the Project’s construction activities. The proposed Mitigation Measures I-1 and I-2 represent standard “best practices” for the reduction of construction noise and are recommended by the L.A. CEQA Thresholds Guide.

#### **Comment No. AFE-44**

B11-22:

Use of proper sound barriers as part of a comprehensive construction plan that is submitted for review and acceptance prior to construction would be essential and is recommended. This type of plan that also spells out attended and unattended noise monitoring requirements during construction complete with trigger levels and steps to follow in the event of excessive construction noise should be proposed.

**Response to Comment No. AFE-44**

The comment recommends the “use of proper sound barriers as part of a comprehensive construction plan...” and once more recommends an “attended and unattended noise monitoring” program during the Project’s construction phases. Final EIR Response to Comment No. B11-21 provides details related to the locations and performance standards for the temporary sound barriers that are required by Mitigation Measure I-2. As discussed earlier, the Project’s construction noise impacts were found to be less than significant and an active construction noise monitoring program would not be necessary.

**Comment No. AFE-45**

B11-23:

Relevant provisions of noise control as mandated by CBC and enforced by local government is standard practice and this includes Title 24 for multifamily residential and Calgreen for new developments. Such requirements are typically incorporated in building design with standard submissions to the regulatory agencies.

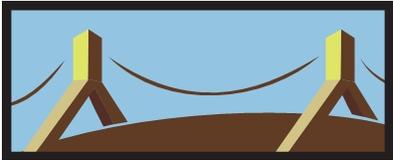
**Response to Comment No. AFE-45**

Please see Responses to Comment Nos. AFE-11 and AFE-12, above, regarding noise levels within the Project and ways the building design can reduce noise.

EXHIBIT F  
Health Risk Assessment

# SOUTHERN CALIFORNIA FLOWER MARKET PROJECT

## Health Risk Assessment



Prepared by DKA Planning  
20445 Prospect Road, Suite C  
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July 2019

# 1.0 EXECUTIVE SUMMARY

## 1.1 FINDINGS

This report provides an analysis of potential health risk impacts related to the proposed construction of the Flower Market Project (Project) in the City of Los Angeles. The analysis evaluated the incremental change in health risk concentration exposure from the emissions of diesel particulate matter (DPM) emitted by heavy-duty construction equipment during the construction process.

Key findings include:

- For carcinogenic exposure, the increase in risk is estimated to be 6.2 in one million, which is less than the applicable threshold of 10 in one million for sensitive receptors near the Project Site. This represents a less than significant impact.
- For chronic non-carcinogenic exposure, the increase in the respiratory hazard index is estimated to be less than the applicable threshold of one for sensitive receptors near the Project Site. This represents a less than significant impact.

## 2.0 INTRODUCTION

The California Air Resources Board (CARB) has identified several toxic air contaminants (TACs) as carcinogenic substances based on their potential to cause cancer, premature death, and other health problems. An HRA can help to determine if current or future exposure to a chemical or substance could affect the health of a population. The State of California Office of Environmental Health Hazard Assessment (OEHHA) adopted a new version of the Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual) in March of 2015.<sup>1</sup> The Guidance Manual was developed by OEHHA, in conjunction with CARB, for use in implementing the Air Toxics “Hot Spots” Program.<sup>2</sup> The Air Toxics “Hot Spots” Program requires stationary sources to report the types and quantities of certain substances routinely released into the air. As defined under the Air Toxics “Hotspots” Information and Assessment Act of 1987 “A health risk assessment means a detailed comprehensive analysis prepared pursuant to Section 44361 to evaluate and predict the dispersion of hazardous substances in the environment and the potential for exposure of human populations and to assess and quantify both the individual and population-wide health risks associated with those levels of exposure.”<sup>3</sup> The goals of the Air Toxics “Hot Spots” Program are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels. CARB acknowledges that the Guidance Manual does not include guidance for CEQA and that it would be “handled by individual [Air Pollution Control] Districts.”<sup>4</sup>

The intent in developing the Guidance Manual was to provide HRA procedures for use in the Air Toxics Hot Spots Program or for the permitting of new or modified stationary sources. Air districts are to determine which facilities will prepare an HRA based on a prioritization process. The Guidance Manual provides recommendations related to cancer risk evaluation of short-term projects. As discussed in Section 8.2.10 of the Guidance Manual, “[t]he local air pollution control districts sometimes use the risk assessment guidelines for the Hot Spots program in permitting decisions for short-term projects such as construction or waste site remediation.” Short-term projects that would require a permitting decision by South Coast Air Quality Management District (SCAQMD) typically would be limited to site remediation (e.g., stationary soil vapor extractors) and would not be applicable to the Project. The new Guidance Manual does not provide specific recommendations for evaluation of short-term use of mobile sources (e.g., heavy-duty diesel construction equipment), nor recommends an HRA for short-term DPM emissions from construction activities.

The *L.A. City CEQA Thresholds Guide* (Thresholds Guide) states that “impacts from toxic air contaminants can occur during either the construction or operational phases of a project. During certain construction activities, potential releases of toxic air contaminants could occur during site remediation activities or during building demolition. Toxic air

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<sup>1</sup> Office of Environmental Health Hazard Assessment, Air Toxicology and Epidemiology, Adoption of Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. March 6, 2015. <https://oehha.ca.gov/air/crnrr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0>.

<sup>2</sup> Healthy and Safety Code Section 44360 et. seq.

<sup>3</sup> AB 2588, Chapter 1252, Statutes of 1987], California Health and Safety Code Section 44306

<sup>4</sup> CARB, Risk Management Guidance for Stationary Sources of Air Toxics, July 23, 2015, p.19, <https://ww3.arb.ca.gov/toxics/rma/rmgssat.pdf>.

contaminants may also be released during industrial or manufacturing processes or other activities that involve the use, storage, processing, or disposal of toxic materials.”<sup>5</sup> The Thresholds Guide does not specifically recommend an HRA for short-term DPM emissions from construction activities. The Thresholds Guide also sets forth the following factors to consider on a case-by-case basis in making a determination of significance with regard to TACs: the regulatory framework for the toxic material(s) and process(es) involved; the proximity of the toxic air contaminants to sensitive receptors; the quantity, volume, and toxicity of the contaminants expected to be emitted; the likelihood and potential level of exposure; and the degree to which project design will reduce the risk of exposure. Based on this information, the methodology utilized in this HRA remains consistent with City of Los Angeles guidance for preparation of HRAs.

OEHHA’s new Guidance Manual provides Age Sensitivity Factors (ASFs) to account for potential increased sensitivity of early-in-life exposure to carcinogens. A review of relevant guidance was conducted to determine applicability of the use of early life exposure adjustments to identified carcinogens. For risk assessments conducted under the auspices of The Air Toxics “Hot Spots” Information and Assessment Act,<sup>6</sup> a weighting factor is applied to all carcinogens regardless of purported mechanism of action. The use of these factors would not be applicable to this HRA as neither the Lead Agency nor SCAQMD have developed recommendations on whether these factors should be used for CEQA analyses of potential DPM construction impacts. For this assessment, the HRA relied upon United States Environmental Protection Agency (USEPA) guidance relating to the use of early life exposure adjustment factors (Supplemental Guidance for Assessing Susceptibility from Early-Life Exposure to Carcinogens, EPA/630/R-003F) whereby adjustment factors are only considered when carcinogens act “through the mutagenic mode of action.” USEPA has identified 19 compounds that elicit a mutagenic mode of action for carcinogenesis. For DPM, polycyclic aromatic hydrocarbons (PAHs) and their derivatives, which are known to exhibit a mutagenic mode of action, comprise less than one percent of the exhaust particulate mass. To date, the USEPA reports that whole diesel engine exhaust has not been shown to elicit a mutagenic mode of action. Therefore, early life exposure adjustments were not considered in this HRA.

Although a construction HRA is not required per the Thresholds Guide, for informational purposes only, an HRA has been prepared in accordance with current SCAQMD Guidance in response to public comments and to provide the City with additional supporting evidence that the Project would result in a less than significant health risk impact from construction of the Project.

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<sup>5</sup> City of Los Angeles, CEQA Thresholds Guide, 2006, p. B.3-2.

<sup>6</sup> AB 2588, Connelly, Statutes of 1987; Health and Safety Code Section 44300 et seq.

### **3.0 PROJECT DESCRIPTION**

The Project includes the expansion and redevelopment of the existing Southern California Flower Market (“Flower Market”) facility between Maple Avenue and Wall Street, south of 7th Street; and maintenance of the existing wholesale market. The existing property consists of two buildings, the North Building (206,517 square feet) and the South Building (185,111 square feet), both of which include open rooftop parking. The North Building and its rooftop parking will be maintained and renovated, while the South Building will be demolished in order to allow for the development of a new mixed-use building with one level of subterranean parking.

The new mixed-use development will consist of wholesale trade, retail, restaurant, office, and residential uses. The new South Building would be 15 stories (comprising a 12-story residential tower over three stories of office, retail, restaurant, wholesale flower market, and parking) and 205 feet in height. The development program for both buildings would consist of 323 live/work units, of which approximately 10 percent of the units, or 32 units, will be set aside for Moderate Income households; 64,363 square feet of office space; 4,385 square feet of retail space; 63,785 square feet of wholesale space and storage; 13,420 square feet of food and beverage space; and 21,295 square feet of event space. The Flower Market would continue to operate in the existing North Building during and after the redevelopment.

The Project’s construction period would last about 36 months.

## 4.0 HEALTH RISK ASSESSMENT

This section of the HRA includes a discussion of the assessment process, source identification and characterization, identification of chemicals of concern, risk characterization, and conclusions. The HRA conducted in general accordance with the OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines and in accordance with SCAQMD Guidance and Final-Localized Significance Threshold Methodology (LST Guidelines).<sup>7,8</sup> DPM modeled concentrations were used to calculate cancer risk and chronic hazard index at each relevant receptor. The acute hazard index was not quantified since an inhalation Reference Exposure level (REL) has not been determined by the OEHHA for DPM. This HRA determines the Project's potential exposure of humans to TACs from the operation of diesel-fueled construction equipment and haul trucks that use internal combustion engines that produce diesel particulate matter. Worksheets are included as an Appendix to this report that evaluate the chronic cancer risk and health effects of TACs from emissions that could affect local residents at the Proposed Project site.

### 4.1 ASSESSMENT PROCESS

This risk assessment process includes the following four steps:

- (1) Estimate of the TAC emissions associated with construction of the Project,
- (2) Analysis of the dispersion of the TAC emissions associated with the Project's construction activities,
- (3) Assessment of human exposure to the TACs at various sensitive receptor locations near the Project Site, and
- (4) A quantitative estimation of Project-specific health risks and hazards associated with these levels of exposure.

The purpose of the exposure assessment is to estimate the extent of exposure to each substance for which risk will be evaluated. This involves emission quantification, modeling of environmental transport, identification of chemicals of concern, identification of exposure routes, identification of exposed populations, and estimation of long-term exposure levels. Risk characterization is an integration of the health effects and public exposure information developed for emitted pollutants to provide a quantitative probability of adverse health effects.

### 4.2 SOURCE IDENTIFICATION

The primary source of potential air toxics associated with Project construction is DPM from on-site heavy-duty construction equipment. The SCAQMD recommends that an HRA be conducted for substantial sources of long-term DPM operational sources (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile

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<sup>7</sup> SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2003 <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

<sup>8</sup> SCAQMD, Final-Localized Significance Threshold Methodology, 2008.

source diesel emissions.<sup>9</sup> While the Project construction would not represent a long-term source of DPM emissions<sup>10</sup>, the SCAQMD Guidance was used for purposes of modeling parameters and assumptions.

#### 4.3 SOURCE CHARACTERIZATION

Project construction is anticipated to occur over approximately a course of 3 years. There would be six discrete phases of construction, many of which overlap, including:<sup>11</sup>

- Demolition (86 days)
- Site preparation (23 days)
- Grading (66 days)
- Building construction (523 days)
- Paving (24 days)
- Architectural coatings (135 days)

During these phases, numerous sources of DPM could operate. The potential inventory of construction equipment that would operate on the site is summarized in Table 1. The accumulation of off-road equipment was conservatively assumed to operated concurrently during each phase and was modeled as an area source.

TABLE 1: POTENTIAL INVENTORY OF ON-SITE CONSTRUCTION EQUIPMENT					
Phase Name	Off-Road Equipment Type	Amount	Usage Hours	Horsepower	Load Factor
Demolition	Air Compressors	2	8	78	0.48
	Concrete/Industrial Saws	2	8	81	0.73
	Aerial Lifts	5	8	63	0.31
	Crawler Tractors	2	8	212	0.43
	Crushing/Proc. Equipment	1	8	85	0.78
	Excavators	2	8	158	0.38
	Dumpers/Tenders	5	8	16	0.38
	Forklifts	1	8	89	0.20
	Off-Highway Tractors	2	8	124	0.44
	Rough Terrain Forklifts	1	8	100	0.40
	Rubber Tired Loaders	1	8	203	0.36
	Signal Boards	2	8	6	0.82
	Skid Steer Loaders	2	8	65	0.37
Sweepers/Scrubbers	1	8	64	0.46	

<sup>9</sup> SCAQMD. Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, August 2003.

<sup>10</sup> Project construction is short term – 3 years. Moreover, the Project is residential, commercial, office, and open space uses, none of which are associated with heavy-duty truck use or significant DPM emissions.

<sup>11</sup> Emissions rates were derived assuming a conceptual schedule for construction that was conservative. Should construction occur later than what was modeled, emissions rates would generally be lower given the continually phase-in of cleaner engines. As such, the emission rates used for this analysis provide a conservative estimate that is overly protective of public health.

	Tractors/Loaders/Backhoes	2	8	97	0.37
	Rubber Tired Dozers	2	8	247	0.40
Site Preparation	Cement and Mortar Mixers	2	8	247	0.40
	Crawler Tractors	2	8	212	0.43
	Dumpers/Tenders	1	8	16	0.38
	Excavators	2	8	158	0.38
	Off-Highway Tractors	2	8	124	0.44
	Rough Terrain Forklifts	1	8	100	0.40
	Rubber Tired Dozers	3	8	247	0.40
	Rubber Tired Loaders	2	8	203	0.36
	Signal Boards	2	8	6	0.82
	Sweepers/Scrubbers	1	8	64	0.46
	Tractors/Loaders/Backhoes	3	8	97	0.37
	Trenchers	2	8	78	0.50
	Grading	Cranes	3	8	231
Excavators		1	8	158	0.38
Graders		1	8	187	0.41
Off-Highway Tractors		1	8	124	0.44
Rubber Tired Dozers		2	8	247	0.40
Rubber Tired Loaders		2	8	203	0.36
Scrapers		5	8	367	0.48
Sweepers/Scrubbers		2	8	6	0.82
Building Construction	Tractors/Loaders/Backhoes	2	8	97	0.37
	Air Compressors	3	8	78	0.48
	Cement and Mortar Mixers	8	8	9	0.56
	Concrete/Industrial Saws	3	8	81	0.73
	Cranes	2	7	231	0.29
	Dumpers/Tenders	1	8	16	0.38
	Forklifts	2	8	89	0.20
	Generator Sets	2	8	84	0.74
	Pumps	2	8	84	0.74
	Rough Terrain Forklifts	1	8	100	0.40
	Rubber Tired Loaders	1	8	203	0.36
	Tractors/Loaders/Backhoes	4	8	97	0.37
	Aerial Lifts	8	8	63	0.31
	Trenchers	2	8	78	0.50
	Welders	9	8	46	0.45
Paving	Cement and Mortar Mixers	6	8	9	0.56
	Concrete/Industrial Saws	3	8	81	0.73
	Dumpers/Tenders	4	8	16	0.38
	Graders	4	8	187	0.41
	Off-Highway Tractors	2	8	124	0.44
	Pavers	1	8	130	0.42

	Paving Equipment	1	8	132	0.36
	Plate Compactors	1	8	8	0.43
	Rollers	2	8	80	0.38
	Rubber Tired Loaders	2	8	203	0.36
	Signal Boards	2	8	6	0.82
	Sweepers/Scrubbers	1	8	64	0.46
	Tractors/Loaders/Backhoes	2	8	97	0.37
Architectural Coating	Air Compressors	1	6	78	0.48
	Aerial Lifts	1	8	78	0.48
	Generator Sets	1	8	84	0.74
	Pressure Washers	1	8	13	0.30
	Rollers	1	8	80	0.38

Source: DKA Planning 2018, based on CalEEMod 2016.3.2 air quality modeling runs.

#### 4.4 EMISSIONS CALCULATIONS

Based on the duration and phasing of the construction process, particulate emissions from the equipment associated with each phase were calculated using the CalEEMod (version 2016.3.2). The focus of the analysis was on exhaust-based emissions of diesel fueled construction equipment, as mitigated by required measures designed to reduce combustion-based exhaust emissions. As some phases overlap, emissions from each phase were aggregated accordingly. Diesel PM<sub>10</sub> emissions were estimated from each phase as illustrated in Table 2. Please note that this includes PM<sub>2.5</sub> subset of these particulate emissions..

TABLE 2: DIESEL EXHAUST PM10 EMISSIONS BY CONSTRUCTION PHASE	
Construction Phase	On-Site Diesel Exhaust PM <sub>10</sub> (lb/day)
Demolition	0.1851
Site Preparation	0.1565
Grading	0.2383
Building Construction	0.2496
Paving	0.1091
Architectural Coating	0.0223

Source: DKA Planning 2018 using CalEEMod 2016.3.2

#### 4.5 EXPOSURE QUANTIFICATION (DISPERSION MODELING)

Dispersion modeling was performed using the CARB's Hotspots Analysis and Reporting Program, version 2 (HARP2) software suite (dated 19121). Emissions data from the CalEEMod model and meteorological data were input into the HARP program. Meteorological data from the SCAQMD's Central Los Angeles monitoring station within Source Receptor Area 1 was used to represent local weather conditions and prevailing

winds. Terrain data from the U.S. Geological Survey was used to assign elevations to sources and modeling receptors.

The HARP2 program performs dispersion modeling to estimate total volatile organic compound (VOC) and PM<sub>10</sub> concentrations at off-site sensitive receptors. Individual organic or particulate TAC concentrations were estimated using component profiles to speciate PM<sub>10</sub> concentration estimates in to individual elements and compounds. For example, if total PM<sub>10</sub> at a given receptor was 0.1 micrograms per cubic meter (ug/m<sup>3</sup>) and a volatile TAC makes up one percent of total PM<sub>10</sub>, the concentration of that TAC at that receptor is assumed to be 0.001 ug/m<sup>3</sup>. In this case, this analysis assumes 100 percent of PM<sub>10</sub> emissions from on-site equipment was from diesel-fueled heavy-duty engines.

Cartesian receptor grids were used to represent adjacent and nearby sensitive land uses. The Cartesian receptor grids were placed at each sensitive use with a built in 10 meter spacing. All receptors were placed within the breathing zone at ground level, which is recommended by SCAQMD for AERMOD modeling. Elevations for both sources and receptors were provided by the U.S. Geological Survey (USGS) and included using the AERMOD terrain processor AERMAP. For modeling purposes, the on-site emissions from off-road construction equipment were analyzed in the AERMOD model as an area source located at the approximate location of the construction site with a release height of 1.5 meters.

#### 4.6 CANCER RISK AND HEALTH RISK CALCULATIONS

Cancer risk was calculated using CARB's HARP2 dispersion and risk assessment model. HARP2 incorporates the current guidance for conducting HRAs from the OEHHA. Exposure duration was assumed to be 30 years and based on default values provided by OEHHA and the HARP2 model. This analysis was based on guidance from OEHHA's Air Toxics Hot Spots Program Guidance Manual for Preparation of HRAs.

Carcinogenic compounds are not considered to have threshold levels, meaning any exposure will have some associated risk. Incremental health risks associated with exposure to carcinogenic compounds is defined as the probability of developing cancer as a result of exposure to a chemical at a given concentration. Under a deterministic approach, the cancer risk probability is determined by multiplying a chemical's annual concentration by its unit risk factor (URF). The URF is a measure of the carcinogenic potential of a chemical when a dose is received through the inhalation pathway. It is an upper bound estimate of the probability of contracting cancer from continuous exposure to an ambient concentration of one ug/m<sup>3</sup> over a 30-year lifetime. The URFs in the assessment and the corresponding cancer potency factors (CPF) were obtained from OEHHA guidance.

For the inhalation pathway, the cancer risk characterization procedure requires the incorporation of several discrete variables to quantify potential dose. Once determined, contaminant dose is multiplied by the CPF in units of inverse dose expressed in milligrams per kilogram per day (mg/kg/day)<sup>-1</sup> and other exposure factors to derive the cancer risk estimate.

As discussed earlier, any increased exposure to carcinogenic compounds will elevated human health risk. This risk is defined in terms of the probability of developing cancer

resulting from exposure of a chemical at a given concentration. Using a deterministic approach (i.e., point estimate methodology), the cancer risk probability is determined by multiplying the chemical's annual concentration by its unit risk factor (URF). The URF is a measure of the carcinogenic potential of a chemical when a dose is received through inhalation. It represents an upper bound estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter of a lifetime.

The equation to calculate potential excess cancer risk is:

$$\text{Risk}_i = C_i \times CP_i \times \text{DBR} \times \text{EVF}$$

Where:

Risk <sub>i</sub>	=	Lifetime excess cancer risk from exposure to chemical <sub>i</sub>
C <sub>i</sub>	=	Representative air concentration for chemical <sub>i</sub> (ug/m <sup>3</sup> )
CP <sub>i</sub>	=	Cancer potency <sub>i</sub> (mg/kg-day) <sup>-1</sup>
DBR	=	Daily breathing rate (L/kg body weight-day)
EVF	=	Exposure value factor (unitless)

An estimate of an individuals' incremental excess cancer risk from exposure to Project construction DPM emissions is calculated by summing the chemical-specific excess cancer risk. In this case, risk is focused on diesel particulate matter emissions.

#### 4.7 NON-CARCINOGENIC CHEMICAL RISK CALCULATIONS

The potential for chronic non-carcinogenic health effects is evaluated by estimating the total hazard index (HI) for the project's construction DPM emissions. The HI is the sum of the hazard quotients (HQ) for each project-related chemical, where a hazard quotient is the ratio of the concentration of the chemical to the chemical specific non-cancer REL. The non-cancer REL is the average daily exposure concentration at which no adverse health effects are anticipated.

The equations used to calculate the chemical-specific HQs and HIs are:

$$\begin{aligned} \text{HQ}_i &= C_i / \text{REL}_i \\ \text{HI} &= \sum \text{HQ}_i \end{aligned}$$

Where:

HQ <sub>i</sub>	=	Hazard quotient for chemical <sub>i</sub>
C <sub>i</sub>	=	Average daily air concentration for chemical <sub>i</sub> (ug/m <sup>3</sup> )
REL <sub>i</sub>	=	Noncancer reference exposure level for chemical <sub>i</sub> (ug/m <sup>3</sup> )
HI	=	Hazard index

#### 4.8 CONCLUSIONS

Health risk impacts (cancer risk) were estimated for residents living near the Project Site that would be exposed to off-road construction equipment combusting diesel fuel over the course of a 3 year construction period. As shown in Table 3 the cancer risk from TAC emissions from construction activities at the Project Site is estimated to be a maximum

carcinogenic risk of 6.2 per one million for the 30-year residential exposure scenario (Figure 1).

TABLE 3: CARCINOGENIC RISK FOR OFF-SITE SENSITIVE RECEPTORS	
Risk Scenario	Carcinogenic Risk per One Million (Diesel PM <sub>10</sub> )
Maximum Exposed Individual (MEI) Closest	6.2
Significance Threshold	10
Significant?	No
Source: DKA Planning, 2019.	

The worksheets in the attached Appendix provide documentation for these calculations. The Project Site's worst-case scenario would not expose sensitive receptors to cancer risk that exceeds the SCAQMD's recommended threshold of ten in one million. As a result, sensitive receptors near the Project Site would not be adversely impacted from proposed construction activities.

The maximum chronic risk of 0.003 occurs within this same area of sensitive receptors and would not exceed the chronic index of 1.0.

As a result, any impacts of toxic emissions to human health would be considered **less than significant**.

## 5.0 UNCERTAINTY ASSESSMENT

There are uncertainties with modeling carcinogenic pollutant concentrations. The modeling tools used to predict cancer and non-carcinogenic risk are conservative in nature and rely on input assumptions that are designed to prevent an underestimation of risk. These inputs assume the following:

- As a conservative measure, SCAQMD does not recognize indoor adjustments for residential uses. However, studies show that the typical person spends about 87 percent of their time indoors, five percent outdoors, and seven percent in vehicles. A DPM exposure assessment showed that an average indoor concentration was 2.0 ug/m<sup>3</sup>, compared with an outdoor concentration of 3.0 ug/m<sup>3</sup>.<sup>12</sup>
- OEHHA has a toxicity database that identifies URFs for TACS, including diesel particulates. URFs describe the cancer potency of a particular TAC in order to estimate cancer risk.<sup>13</sup> Because most URFs are gleaned from animal studies based on continuous exposure to that toxin, this method can have some significant uncertainties.
- The modeling assumes that a receptor is exposed to a continuous concentration of TACs over time. Realistically, receptors are exposed to constantly changing concentration levels that likely are lower than what is assumed in this modeling.
- The use of the SCAQMD meteorological data and conservative exposure assumptions (e.g., assumes a receptor would be located outside in the same location 24 hours per day for the entire construction duration) likely lead to overestimated risk.

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<sup>12</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, 2002.

<sup>13</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, 2002.

**HRA APPENDIX:  
HEALTH RISK ASSESSMENT  
WORKSHEETS**



\*\*AERMOD INPUT FILE CREATED BY HARP VERSION 19121

\*\*DATE CREATED: 6/20/2019 1:45:33 PM

\*\*

CO STARTING

TITLEONE HARP Southern California Flower Market

TITLETWO Construction Analysis

MODELOPT CONC FLAT

AVERTIME 1 PERIOD

POLLUTID OTHER

RUNORNOT RUN

ERRORFIL "\\Mac\Home\Desktop\HARP2\SOUTHERN CALIFORNIA FLOWER MARKET\SOUTHERN CALIFORNIA FLOWER  
MARKET\_AERMOD.ERR"

CO FINISHED

\*\*

\*\*SOURCES

SO STARTING

\*\*SOURCES LOCATIONS

LOCATION 1 AREA 384598.8 3767351 75

\*\*SOURCES PARAMETERS

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EMISFACT 1 HROFDY .00000704 .00000704 .00000704 .00000704 .00000704 0

EMISFACT 1 HROFDY 0 0 0 0 0 0

SRCGROUP 1 1

SO FINISHED

\*\*

\*\*RECEPTORS

RE STARTING

\*\*GRID RECEPTORS

GRIDCART 1a STA

XYINC 384613.5 20 10 3767377 20 10

GRIDCART 1a END

\*\*

\*\*SENSITIVE RECEPTORS

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DISCCART 384728.6 3767569

DISCCART 384589.3 3767584

DISCCART 384534.1 3767533

DISCCART 384492 3767488

DISCCART 384510.5 3767526

\*\*

\*\*CENSUS RECEPTORS

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DISCCART 385027.8 3767419

DISCCART 385103.4 3767362

DISCCART 385170.8 3767305

DISCCART 385078.7 3767675

DISCCART 384956.4 3767491

DISCCART 384828.9 3767848

DISCCART 384912.5 3767784

DISCCART 384987.6 3767723

DISCCART 384865.3 3767550

DISCCART 384788.3 3767619

DISCCART 384701.7 3767686

DISCCART 384386.9 3767701

DISCCART 384452.1 3767623

DISCCART 384301.8 3767466

DISCCART 384266.2 3767515

DISCCART 384254.7 3767573

DISCCART 384739.5 3767920

DISCCART 384605.5 3767769

DISCCART 384539.3 3767825

DISCCART 384497.3 3767865

DISCCART 384544.8 3767529

DISCCART 384631.3 3767442

DISCCART 384712 3767371

DISCCART 384780.7 3767291

DISCCART 384896.2 3767272

DISCCART 384970 3767208

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DISCCART 384785.3 3767147  
DISCCART 384699.8 3767162  
DISCCART 384609 3767113  
DISCCART 384544 3767197  
DISCCART 384484.2 3767254  
DISCCART 384455.9 3767302  
DISCCART 384409.4 3767343  
DISCCART 384351.4 3767409  
DISCCART 384343.2 3767136  
DISCCART 384681.2 3767010

\*\*

\*\*PROPERTY RECEPTORS

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DISCCART 384648 3767405  
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DISCCART 384637.9 3767394  
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DISCCART 384617.7 3767372  
DISCCART 384614.4 3767368  
DISCCART 384611 3767364  
DISCCART 384607.6 3767361  
DISCCART 384604.3 3767357  
DISCCART 384600.9 3767353

\*\*

RE FINISHED

\*\*

\*\*MET PATHWAY

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ME PROFFILE "W:\DKA\Air Quality\HRAs\Met Data\CELA\_v9.PFL"

ME SURFDATA 93134 2010

ME UAIRDATA 3190 2010

ME SITEDATA 99999 2010

ME PROFBASE 75

ME STARTEND 14 01 01 01 16 12 31 24

ME FINISHED

\*\*

\*\*OUTPUT PATHWAY

OU STARTING

RECTABLE ALLAVE 1ST

RECTABLE 1 1ST

PLOTFILE 1 1 1ST "\Mac\Home\Desktop\HARP2\SOUTHERN CALIFORNIA FLOWER MARKET\plt\MAX1HR1.PLT" 31

PLOTFILE PERIOD 1 "\Mac\Home\Desktop\HARP2\SOUTHERN CALIFORNIA FLOWER MARKET\plt\PERIOD1.PLT" 32

OU FINISHED

\*\*\* Message Summary For AERMOD Model Setup \*\*\*

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)  
A Total of 2 Warning Message(s)  
A Total of 0 Informational Message(s)

\*\*\*\*\* FATAL ERROR MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

ME W186 177 MEOpen: THRESH\_1MIN 1-min ASOS wind speed threshold used 0.50  
ME W187 177 MEOpen: ADJ\_U\* Option for Stable Low Winds used in AERMET

\*\*\*\*\*

\*\*\* SETUP Finishes Successfully \*\*\*

\*\*\*\*\*

\*\*\* AERMOD - VERSION 18081 \*\*\* HARP Southern California Flower Market \*\*\* 06/20/19  
\*\*\* AERMET - VERSION 16216 \*\*\* Construction Analysis \*\*\* 13:45:36

PAGE 1

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* MODEL SETUP OPTIONS SUMMARY \*\*\*

-----  
\*\*Model Is Setup For Calculation of Average CONCentration Values.

-- DEPOSITION LOGIC --

\*\*NO GAS DEPOSITION Data Provided.

\*\*NO PARTICLE DEPOSITION Data Provided.

\*\*Model Uses NO DRY DEPLETION. DRYDPLT = F

\*\*Model Uses NO WET DEPLETION. WETDPLT = F

\*\*Model Uses RURAL Dispersion Only.

\*\*Model Allows User-Specified Options:

1. Stack-tip Downwash.
2. Model Assumes Receptors on FLAT Terrain.
3. Use Calms Processing Routine.
4. Use Missing Data Processing Routine.
5. No Exponential Decay.
6. Full Conversion Assumed for NO2.

\*\*Other Options Specified:

ADJ\_U\* - Use ADJ\_U\* option for SBL in AERMET

TEMP\_Sub - Meteorological data includes TEMP substitutions

\*\*Model Assumes No FLAGPOLE Receptor Heights.

\*\*The User Specified a Pollutant Type of: OTHER

\*\*Model Calculates 1 Short Term Average(s) of: 1-HR  
and Calculates PERIOD Averages

\*\*This Run Includes: 1 Source(s); 1 Source Group(s); and 525 Receptor(s)

with: 0 POINT(s), including  
0 POINTCAP(s) and 0 POINTHOR(s)  
and: 0 VOLUME source(s)  
and: 1 AREA type source(s)  
and: 0 LINE source(s)  
and: 0 OPENPIT source(s)  
and: 0 BUOYANT LINE source(s) with 0 line(s)

\*\*Model Set To Continue RUNNING After the Setup Testing.

\*\*The AERMET Input Meteorological Data Version Date: 16216

\*\*Output Options Selected:

Model Outputs Tables of PERIOD Averages by Receptor

Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)

Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)

\*\*NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours

m for Missing Hours

b for Both Calm and Missing Hours

\*\*Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 75.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0

Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07

Output Units = MICROGRAMS/M\*\*3

\*\*Approximate Storage Requirements of Model = 3.6 MB of RAM.

\*\*Input Runstream File: aermod.inp

\*\*Output Print File: aermod.out

\*\*Detailed Error/Message File: \\Mac\Home\Desktop\HARP2\SOUTHERN CALIFORNIA FLOWER MARKET\SOUTHERN CALIFORNIA FLOWER MARKET\_AER

\*\*\* AERMOD - VERSION 18081 \*\*\* \*\*\* HARP Southern California Flower Market  
\*\*\* AERMET - VERSION 16216 \*\*\* \*\*\* Construction Analysis

\*\*\* 06/20/19  
\*\*\* 13:45:36

PAGE 2

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* AREA SOURCE DATA \*\*\*

NUMBER	EMISSION RATE	COORD (SW CORNER)	BASE	RELEASE	X-DIM	Y-DIM	ORIENT.	INIT.	URBAN			
EMISSION RATE	SOURCE	PART.	(GRAMS/SEC	X	Y	ELEV.	HEIGHT OF AREA	OF AREA	OF AREA	SZ	SOURCE	SCALAR
VARY	ID	CATS.	/METER**2)	(METERS)	(METERS)	(METERS)	(METERS)	(METERS)	(METERS)	(DEG.)	(METERS)	BY
1	0	0.70400E-04	384598.8	3767351.0	75.0	1.50	50.00	100.00	0.00	0.00	NO	HROFDY

\*\*\* AERMOD - VERSION 18081 \*\*\* \*\*\* HARP Southern California Flower Market  
\*\*\* AERMET - VERSION 16216 \*\*\* \*\*\* Construction Analysis  
PAGE 3  
\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* 06/20/19  
\*\*\* 13:45:36

\*\*\* SOURCE IDs DEFINING SOURCE GROUPS \*\*\*

SRCGROUP ID	SOURCE IDs
-----	-----

1	1	,
---	---	---

\*\*\* AERMOD - VERSION 18081 \*\*\* \*\*\* HARP Southern California Flower Market \*\*\* 06/20/19  
\*\*\* AERMET - VERSION 16216 \*\*\* \*\*\* Construction Analysis \*\*\* 13:45:36

PAGE 4

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY \*

-----  
HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR

SOURCE ID = 1 ; SOURCE TYPE = AREA :  
1 .00000E+00 2 .00000E+00 3 .00000E+00 4 .00000E+00 5 .00000E+00 6 .00000E+00  
7 .00000E+00 8 .00000E+00 9 .70400E-05 10 .70400E-05 11 .70400E-05 12 .70400E-05  
13 .70400E-05 14 .70400E-05 15 .70400E-05 16 .70400E-05 17 .70400E-05 18 .00000E+00  
19 .00000E+00 20 .00000E+00 21 .00000E+00 22 .00000E+00 23 .00000E+00 24 .00000E+00

\*\*\* AERMOD - VERSION 18081 \*\*\* \*\*\* HARP Southern California Flower Market  
\*\*\* AERMET - VERSION 16216 \*\*\* \*\*\* Construction Analysis

\*\*\* 06/20/19  
\*\*\* 13:45:36

PAGE 5

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* GRIDDED RECEPTOR NETWORK SUMMARY \*\*\*

\*\*\* NETWORK ID: 1A ; NETWORK TYPE: GRIDCART \*\*\*

\*\*\* X-COORDINATES OF GRID \*\*\*  
(METERS)

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384713.5, 384723.5, 384733.5, 384743.5, 384753.5, 384763.5, 384773.5, 384783.5, 384793.5, 384803.5,

\*\*\* Y-COORDINATES OF GRID \*\*\*  
(METERS)

3767377.0, 3767387.0, 3767397.0, 3767407.0, 3767417.0, 3767427.0, 3767437.0, 3767447.0, 3767457.0, 3767467.0,  
3767477.0, 3767487.0, 3767497.0, 3767507.0, 3767517.0, 3767527.0, 3767537.0, 3767547.0, 3767557.0, 3767567.0,

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* DISCRETE CARTESIAN RECEPTORS \*\*\*  
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)  
(METERS)

( 384511.7, 3767408.0,	75.0,	75.0,	0.0);	( 384728.6, 3767569.0,	75.0,	75.0,	0.0);
( 384589.3, 3767584.0,	75.0,	75.0,	0.0);	( 384534.1, 3767533.0,	75.0,	75.0,	0.0);
( 384492.0, 3767488.0,	75.0,	75.0,	0.0);	( 384510.5, 3767526.0,	75.0,	75.0,	0.0);
( 385171.8, 3767617.0,	75.0,	75.0,	0.0);	( 385027.8, 3767419.0,	75.0,	75.0,	0.0);
( 385103.4, 3767362.0,	75.0,	75.0,	0.0);	( 385170.8, 3767305.0,	75.0,	75.0,	0.0);
( 385078.7, 3767675.0,	75.0,	75.0,	0.0);	( 384956.4, 3767491.0,	75.0,	75.0,	0.0);
( 384828.9, 3767848.0,	75.0,	75.0,	0.0);	( 384912.5, 3767784.0,	75.0,	75.0,	0.0);
( 384987.6, 3767723.0,	75.0,	75.0,	0.0);	( 384865.3, 3767550.0,	75.0,	75.0,	0.0);
( 384788.3, 3767619.0,	75.0,	75.0,	0.0);	( 384701.7, 3767686.0,	75.0,	75.0,	0.0);
( 384386.9, 3767701.0,	75.0,	75.0,	0.0);	( 384452.1, 3767623.0,	75.0,	75.0,	0.0);
( 384301.8, 3767466.0,	75.0,	75.0,	0.0);	( 384266.2, 3767515.0,	75.0,	75.0,	0.0);
( 384254.7, 3767573.0,	75.0,	75.0,	0.0);	( 384739.5, 3767920.0,	75.0,	75.0,	0.0);
( 384605.5, 3767769.0,	75.0,	75.0,	0.0);	( 384539.3, 3767825.0,	75.0,	75.0,	0.0);
( 384497.3, 3767865.0,	75.0,	75.0,	0.0);	( 384544.8, 3767529.0,	75.0,	75.0,	0.0);
( 384631.3, 3767442.0,	75.0,	75.0,	0.0);	( 384712.0, 3767371.0,	75.0,	75.0,	0.0);
( 384780.7, 3767291.0,	75.0,	75.0,	0.0);	( 384896.2, 3767272.0,	75.0,	75.0,	0.0);
( 384970.0, 3767208.0,	75.0,	75.0,	0.0);	( 385040.4, 3767148.0,	75.0,	75.0,	0.0);
( 384856.0, 3767080.0,	75.0,	75.0,	0.0);	( 384785.3, 3767147.0,	75.0,	75.0,	0.0);
( 384699.8, 3767162.0,	75.0,	75.0,	0.0);	( 384609.0, 3767113.0,	75.0,	75.0,	0.0);
( 384544.0, 3767197.0,	75.0,	75.0,	0.0);	( 384484.2, 3767254.0,	75.0,	75.0,	0.0);
( 384455.9, 3767302.0,	75.0,	75.0,	0.0);	( 384409.4, 3767343.0,	75.0,	75.0,	0.0);
( 384351.4, 3767409.0,	75.0,	75.0,	0.0);	( 384343.2, 3767136.0,	75.0,	75.0,	0.0);
( 384681.2, 3767010.0,	75.0,	75.0,	0.0);	( 384543.0, 3767415.0,	75.0,	75.0,	0.0);
( 384546.6, 3767419.0,	75.0,	75.0,	0.0);	( 384550.2, 3767422.0,	75.0,	75.0,	0.0);
( 384553.8, 3767426.0,	75.0,	75.0,	0.0);	( 384557.4, 3767429.0,	75.0,	75.0,	0.0);
( 384560.9, 3767433.0,	75.0,	75.0,	0.0);	( 384564.5, 3767436.0,	75.0,	75.0,	0.0);
( 384568.1, 3767440.0,	75.0,	75.0,	0.0);	( 384571.7, 3767443.0,	75.0,	75.0,	0.0);
( 384575.3, 3767447.0,	75.0,	75.0,	0.0);	( 384578.8, 3767450.0,	75.0,	75.0,	0.0);
( 384582.4, 3767454.0,	75.0,	75.0,	0.0);	( 384586.0, 3767457.0,	75.0,	75.0,	0.0);
( 384589.6, 3767461.0,	75.0,	75.0,	0.0);	( 384593.2, 3767464.0,	75.0,	75.0,	0.0);
( 384596.7, 3767468.0,	75.0,	75.0,	0.0);	( 384600.3, 3767471.0,	75.0,	75.0,	0.0);
( 384603.9, 3767475.0,	75.0,	75.0,	0.0);	( 384607.5, 3767478.0,	75.0,	75.0,	0.0);
( 384611.1, 3767482.0,	75.0,	75.0,	0.0);	( 384614.6, 3767485.0,	75.0,	75.0,	0.0);
( 384618.2, 3767489.0,	75.0,	75.0,	0.0);	( 384621.8, 3767492.0,	75.0,	75.0,	0.0);
( 384625.4, 3767496.0,	75.0,	75.0,	0.0);	( 384628.9, 3767499.0,	75.0,	75.0,	0.0);
( 384632.5, 3767503.0,	75.0,	75.0,	0.0);	( 384636.1, 3767506.0,	75.0,	75.0,	0.0);
( 384639.7, 3767510.0,	75.0,	75.0,	0.0);	( 384643.3, 3767513.0,	75.0,	75.0,	0.0);
( 384646.8, 3767517.0,	75.0,	75.0,	0.0);	( 384650.4, 3767520.0,	75.0,	75.0,	0.0);
( 384653.2, 3767523.0,	75.0,	75.0,	0.0);	( 384656.9, 3767519.0,	75.0,	75.0,	0.0);
( 384660.5, 3767516.0,	75.0,	75.0,	0.0);	( 384664.2, 3767513.0,	75.0,	75.0,	0.0);
( 384667.9, 3767509.0,	75.0,	75.0,	0.0);	( 384671.6, 3767506.0,	75.0,	75.0,	0.0);
( 384675.2, 3767503.0,	75.0,	75.0,	0.0);	( 384678.9, 3767499.0,	75.0,	75.0,	0.0);
( 384682.6, 3767496.0,	75.0,	75.0,	0.0);	( 384686.3, 3767492.0,	75.0,	75.0,	0.0);
( 384689.9, 3767489.0,	75.0,	75.0,	0.0);	( 384693.6, 3767486.0,	75.0,	75.0,	0.0);
( 384697.3, 3767482.0,	75.0,	75.0,	0.0);	( 384700.9, 3767479.0,	75.0,	75.0,	0.0);

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* DISCRETE CARTESIAN RECEPTORS \*\*\*  
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)  
(METERS)

( 384704.6, 3767475.0,	75.0,	75.0,	0.0);	( 384708.3, 3767472.0,	75.0,	75.0,	0.0);
( 384708.5, 3767472.0,	75.0,	75.0,	0.0);	( 384705.2, 3767468.0,	75.0,	75.0,	0.0);
( 384701.8, 3767464.0,	75.0,	75.0,	0.0);	( 384698.4, 3767461.0,	75.0,	75.0,	0.0);
( 384695.1, 3767457.0,	75.0,	75.0,	0.0);	( 384691.7, 3767453.0,	75.0,	75.0,	0.0);
( 384688.3, 3767450.0,	75.0,	75.0,	0.0);	( 384685.0, 3767446.0,	75.0,	75.0,	0.0);
( 384681.6, 3767442.0,	75.0,	75.0,	0.0);	( 384678.3, 3767438.0,	75.0,	75.0,	0.0);
( 384674.9, 3767435.0,	75.0,	75.0,	0.0);	( 384671.5, 3767431.0,	75.0,	75.0,	0.0);
( 384668.2, 3767427.0,	75.0,	75.0,	0.0);	( 384664.8, 3767424.0,	75.0,	75.0,	0.0);
( 384661.4, 3767420.0,	75.0,	75.0,	0.0);	( 384658.1, 3767416.0,	75.0,	75.0,	0.0);
( 384654.7, 3767413.0,	75.0,	75.0,	0.0);	( 384651.4, 3767409.0,	75.0,	75.0,	0.0);
( 384648.0, 3767405.0,	75.0,	75.0,	0.0);	( 384644.6, 3767401.0,	75.0,	75.0,	0.0);
( 384641.3, 3767398.0,	75.0,	75.0,	0.0);	( 384637.9, 3767394.0,	75.0,	75.0,	0.0);
( 384634.5, 3767390.0,	75.0,	75.0,	0.0);	( 384631.2, 3767387.0,	75.0,	75.0,	0.0);
( 384627.8, 3767383.0,	75.0,	75.0,	0.0);	( 384624.4, 3767379.0,	75.0,	75.0,	0.0);
( 384621.1, 3767376.0,	75.0,	75.0,	0.0);	( 384617.7, 3767372.0,	75.0,	75.0,	0.0);
( 384614.4, 3767368.0,	75.0,	75.0,	0.0);	( 384611.0, 3767364.0,	75.0,	75.0,	0.0);
( 384607.6, 3767361.0,	75.0,	75.0,	0.0);	( 384604.3, 3767357.0,	75.0,	75.0,	0.0);
( 384600.9, 3767353.0,	75.0,	75.0,	0.0);				



\*\*\* AERMOD - VERSION 18081 \*\*\* \*\*\* HARP Southern California Flower Market \*\*\* 06/20/19  
 \*\*\* AERMET - VERSION 16216 \*\*\* \*\*\* Construction Analysis \*\*\* 13:45:36

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\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA \*\*\*

Surface file: W:\DKA\Air Quality\HRAs\Met Data\CELA\_v9.SFC Met Version: 16216  
 Profile file: W:\DKA\Air Quality\HRAs\Met Data\CELA\_v9.PFL  
 Surface format: FREE  
 Profile format: FREE  
 Surface station no.: 93134 Upper air station no.: 3190  
 Name: UNKNOWN Name: UNKNOWN  
 Year: 2010 Year: 2010

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
10	01	01	1	01	-33.0	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	38.	21.3	284.9	17.7			
10	01	01	1	02	-26.9	0.285	-9.000	-9.000	-999.	367.	89.6	0.56	0.86	1.00	2.70	38.	21.3	284.2	17.7			
10	01	01	1	03	-38.6	0.387	-9.000	-9.000	-999.	577.	164.6	0.56	0.86	1.00	3.60	35.	21.3	284.2	17.7			
10	01	01	1	04	-33.0	0.331	-9.000	-9.000	-999.	458.	120.2	0.56	0.86	1.00	3.10	34.	21.3	283.8	17.7			
10	01	01	1	05	-33.1	0.331	-9.000	-9.000	-999.	456.	120.2	0.56	0.86	1.00	3.10	37.	21.3	283.1	17.7			
10	01	01	1	06	-38.7	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	24.	21.3	283.1	17.7			
10	01	01	1	07	-38.6	0.387	-9.000	-9.000	-999.	577.	164.5	0.56	0.86	1.00	3.60	35.	21.3	283.8	17.7			
10	01	01	1	08	-29.6	0.435	-9.000	-9.000	-999.	688.	251.8	0.56	0.86	0.55	4.00	35.	21.3	283.8	17.7			
10	01	01	1	09	30.0	0.426	0.367	0.008	59.	666.	-232.0	0.56	0.86	0.32	3.60	38.	21.3	286.4	17.7			
10	01	01	1	10	72.3	0.359	0.629	0.008	124.	519.	-57.8	0.56	0.86	0.24	2.70	34.	21.3	290.4	17.7			
10	01	01	1	11	104.4	0.321	0.998	0.008	344.	437.	-28.6	0.56	0.86	0.21	2.20	43.	21.3	292.5	17.7			
10	01	01	1	12	115.1	0.283	1.156	0.008	484.	363.	-17.9	0.56	0.86	0.20	1.80	62.	21.3	295.9	17.7			
10	01	01	1	13	91.4	0.406	1.130	0.008	568.	622.	-66.2	0.56	0.86	0.20	3.10	263.	21.3	294.2	17.7			
10	01	01	1	14	89.3	0.316	1.168	0.008	642.	432.	-31.9	0.56	0.86	0.21	2.20	259.	21.3	294.9	17.7			
10	01	01	1	15	42.6	0.295	0.928	0.008	675.	384.	-54.0	0.56	0.86	0.25	2.20	267.	21.3	294.9	17.7			
10	01	01	1	16	12.0	0.359	0.609	0.008	680.	516.	-347.9	0.56	0.86	0.33	3.10	264.	21.3	292.5	17.7			
10	01	01	1	17	-15.7	0.231	-9.000	-9.000	-999.	276.	70.7	0.56	0.86	0.60	2.20	288.	21.3	290.9	17.7			
10	01	01	1	18	-6.1	0.135	-9.000	-9.000	-999.	124.	36.7	0.56	0.86	1.00	1.30	344.	21.3	289.2	17.7			
10	01	01	1	19	-11.4	0.184	-9.000	-9.000	-999.	190.	49.2	0.56	0.86	1.00	1.80	2.	21.3	288.8	17.7			
10	01	01	1	20	-17.4	0.229	-9.000	-9.000	-999.	263.	62.1	0.56	0.86	1.00	2.20	22.	21.3	288.1	17.7			
10	01	01	1	21	-17.4	0.229	-9.000	-9.000	-999.	263.	61.9	0.56	0.86	1.00	2.20	40.	21.3	287.0	17.7			
10	01	01	1	22	-11.5	0.184	-9.000	-9.000	-999.	190.	49.1	0.56	0.86	1.00	1.80	306.	21.3	287.0	17.7			
10	01	01	1	23	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	45.	21.3	286.4	17.7			
10	01	01	1	24	-11.5	0.184	-9.000	-9.000	-999.	190.	49.0	0.56	0.86	1.00	1.80	67.	21.3	286.4	17.7			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
10	01	01	01	17.7	0	-999.	-99.00	284.9	99.0	-99.00	-99.00
10	01	01	01	21.3	1	38.	3.10	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* THE PERIOD ( 26304 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 \*\*\*  
 INCLUDING SOURCE(S): 1 ,

\*\*\* NETWORK ID: 1A ; NETWORK TYPE: GRIDCART \*\*\*

\*\* CONC OF OTHER IN MICROGRAMS/M\*\*3 \*\*

Y-COORD (METERS)	384613.50	384623.50	384633.50	384643.50	384653.50	384663.50	384673.50	384683.50	384693.50
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3767567.00	0.00001	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002
3767557.00	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002
3767547.00	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002
3767537.00	0.00002	0.00002	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003
3767527.00	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003
3767517.00	0.00003	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004
3767507.00	0.00004	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00004
3767497.00	0.00006	0.00006	0.00007	0.00007	0.00007	0.00007	0.00006	0.00006	0.00005
3767487.00	0.00008	0.00009	0.00009	0.00010	0.00009	0.00009	0.00008	0.00007	0.00006
3767477.00	0.00011	0.00013	0.00014	0.00013	0.00013	0.00011	0.00010	0.00008	0.00007
3767467.00	0.00017	0.00020	0.00021	0.00021	0.00018	0.00015	0.00012	0.00010	0.00008
3767457.00	0.00034	0.00039	0.00040	0.00038	0.00029	0.00020	0.00015	0.00011	0.00009
3767447.00	0.00065	0.00072	0.00074	0.00069	0.00044	0.00025	0.00017	0.00013	0.00010
3767437.00	0.00073	0.00081	0.00083	0.00076	0.00049	0.00028	0.00019	0.00014	0.00010
3767427.00	0.00074	0.00083	0.00085	0.00078	0.00050	0.00029	0.00019	0.00014	0.00011
3767417.00	0.00075	0.00083	0.00085	0.00078	0.00050	0.00029	0.00019	0.00014	0.00010
3767407.00	0.00075	0.00083	0.00085	0.00077	0.00049	0.00028	0.00019	0.00013	0.00010
3767397.00	0.00074	0.00082	0.00083	0.00076	0.00048	0.00026	0.00017	0.00012	0.00009
3767387.00	0.00072	0.00079	0.00081	0.00073	0.00045	0.00025	0.00016	0.00011	0.00008
3767377.00	0.00069	0.00075	0.00076	0.00069	0.00042	0.00022	0.00014	0.00010	0.00007

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* THE PERIOD ( 26304 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 \*\*\*  
 INCLUDING SOURCE(S): 1 ,

\*\*\* NETWORK ID: 1A ; NETWORK TYPE: GRIDCART \*\*\*

\*\* CONC OF OTHER IN MICROGRAMS/M\*\*3 \*\*

Y-COORD (METERS)	X-COORD (METERS)								
	384703.50	384713.50	384723.50	384733.50	384743.50	384753.50	384763.50	384773.50	384783.50
3767567.00	0.00002	0.00002	0.00002	0.00002	0.00001	0.00001	0.00001	0.00001	0.00001
3767557.00	0.00002	0.00002	0.00002	0.00002	0.00002	0.00001	0.00001	0.00001	0.00001
3767547.00	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00001	0.00001
3767537.00	0.00003	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00001
3767527.00	0.00003	0.00003	0.00003	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002
3767517.00	0.00003	0.00003	0.00003	0.00003	0.00002	0.00002	0.00002	0.00002	0.00002
3767507.00	0.00004	0.00004	0.00003	0.00003	0.00003	0.00002	0.00002	0.00002	0.00002
3767497.00	0.00005	0.00004	0.00004	0.00003	0.00003	0.00003	0.00002	0.00002	0.00002
3767487.00	0.00005	0.00005	0.00004	0.00003	0.00003	0.00003	0.00002	0.00002	0.00002
3767477.00	0.00006	0.00005	0.00004	0.00004	0.00003	0.00003	0.00003	0.00002	0.00002
3767467.00	0.00007	0.00006	0.00005	0.00004	0.00004	0.00003	0.00003	0.00002	0.00002
3767457.00	0.00007	0.00006	0.00005	0.00004	0.00004	0.00003	0.00003	0.00002	0.00002
3767447.00	0.00008	0.00006	0.00005	0.00004	0.00004	0.00003	0.00003	0.00002	0.00002
3767437.00	0.00008	0.00007	0.00005	0.00004	0.00004	0.00003	0.00003	0.00002	0.00002
3767427.00	0.00008	0.00007	0.00005	0.00004	0.00004	0.00003	0.00003	0.00002	0.00002
3767417.00	0.00008	0.00006	0.00005	0.00004	0.00004	0.00003	0.00003	0.00002	0.00002
3767407.00	0.00008	0.00006	0.00005	0.00004	0.00003	0.00003	0.00002	0.00002	0.00002
3767397.00	0.00007	0.00006	0.00005	0.00004	0.00003	0.00003	0.00002	0.00002	0.00002
3767387.00	0.00006	0.00005	0.00004	0.00003	0.00003	0.00002	0.00002	0.00002	0.00002
3767377.00	0.00005	0.00004	0.00004	0.00003	0.00003	0.00002	0.00002	0.00002	0.00001

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* THE PERIOD ( 26304 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 \*\*\*  
INCLUDING SOURCE(S): 1 ,

\*\*\* NETWORK ID: 1A ; NETWORK TYPE: GRIDCART \*\*\*

\*\* CONC OF OTHER IN MICROGRAMS/M\*\*3 \*\*

Y-COORD I X-COORD (METERS)  
(METERS) I 384793.50 384803.50

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3767567.00 I	0.00001	0.00001
3767557.00 I	0.00001	0.00001
3767547.00 I	0.00001	0.00001
3767537.00 I	0.00001	0.00001
3767527.00 I	0.00001	0.00001
3767517.00 I	0.00002	0.00001
3767507.00 I	0.00002	0.00001
3767497.00 I	0.00002	0.00002
3767487.00 I	0.00002	0.00002
3767477.00 I	0.00002	0.00002
3767467.00 I	0.00002	0.00002
3767457.00 I	0.00002	0.00002
3767447.00 I	0.00002	0.00002
3767437.00 I	0.00002	0.00002
3767427.00 I	0.00002	0.00002
3767417.00 I	0.00002	0.00002
3767407.00 I	0.00002	0.00002
3767397.00 I	0.00002	0.00001
3767387.00 I	0.00001	0.00001
3767377.00 I	0.00001	0.00001

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* THE PERIOD ( 26304 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 \*\*\*  
 INCLUDING SOURCE(S): 1 ,

\*\*\* DISCRETE CARTESIAN RECEPTOR POINTS \*\*\*

\*\* CONC OF OTHER IN MICROGRAMS/M\*\*3 \*\*

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
384511.70	3767408.00	0.00001	384728.60	3767569.00	0.00002
384589.30	3767584.00	0.00001	384534.10	3767533.00	0.00001
384492.00	3767488.00	0.00000	384510.50	3767526.00	0.00000
385171.80	3767617.00	0.00000	385027.80	3767419.00	0.00000
385103.40	3767362.00	0.00000	385170.80	3767305.00	0.00000
385078.70	3767675.00	0.00000	384956.40	3767491.00	0.00001
384828.90	3767848.00	0.00000	384912.50	3767784.00	0.00000
384987.60	3767723.00	0.00000	384865.30	3767550.00	0.00001
384788.30	3767619.00	0.00001	384701.70	3767686.00	0.00001
384386.90	3767701.00	0.00000	384452.10	3767623.00	0.00000
384301.80	3767466.00	0.00000	384266.20	3767515.00	0.00000
384254.70	3767573.00	0.00000	384739.50	3767920.00	0.00000
384605.50	3767769.00	0.00000	384539.30	3767825.00	0.00000
384497.30	3767865.00	0.00000	384544.80	3767529.00	0.00001
384631.30	3767442.00	0.00080	384712.00	3767371.00	0.00004
384780.70	3767291.00	0.00000	384896.20	3767272.00	0.00000
384970.00	3767208.00	0.00000	385040.40	3767148.00	0.00000
384856.00	3767080.00	0.00000	384785.30	3767147.00	0.00000
384699.80	3767162.00	0.00000	384609.00	3767113.00	0.00000
384544.00	3767197.00	0.00000	384484.20	3767254.00	0.00000
384455.90	3767302.00	0.00000	384409.40	3767343.00	0.00000
384351.40	3767409.00	0.00000	384343.20	3767136.00	0.00000
384681.20	3767010.00	0.00000	384543.00	3767415.00	0.00002
384546.60	3767419.00	0.00002	384550.20	3767422.00	0.00003
384553.80	3767426.00	0.00003	384557.40	3767429.00	0.00003
384560.90	3767433.00	0.00003	384564.50	3767436.00	0.00004
384568.10	3767440.00	0.00004	384571.70	3767443.00	0.00005
384575.30	3767447.00	0.00006	384578.80	3767450.00	0.00007
384582.40	3767454.00	0.00007	384586.00	3767457.00	0.00009
384589.60	3767461.00	0.00009	384593.20	3767464.00	0.00010
384596.70	3767468.00	0.00010	384600.30	3767471.00	0.00010
384603.90	3767475.00	0.00009	384607.50	3767478.00	0.00009
384611.10	3767482.00	0.00009	384614.60	3767485.00	0.00008
384618.20	3767489.00	0.00008	384621.80	3767492.00	0.00007
384625.40	3767496.00	0.00007	384628.90	3767499.00	0.00006
384632.50	3767503.00	0.00006	384636.10	3767506.00	0.00005
384639.70	3767510.00	0.00005	384643.30	3767513.00	0.00005
384646.80	3767517.00	0.00004	384650.40	3767520.00	0.00004
384653.20	3767523.00	0.00004	384656.90	3767519.00	0.00004
384660.50	3767516.00	0.00004	384664.20	3767513.00	0.00005

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* THE PERIOD ( 26304 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 \*\*\*  
 INCLUDING SOURCE(S): 1 ,

\*\*\* DISCRETE CARTESIAN RECEPTOR POINTS \*\*\*

\*\* CONC OF OTHER IN MICROGRAMS/M\*\*3 \*\*

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
384667.90	3767509.00	0.00005	384671.60	3767506.00	0.00005
384675.20	3767503.00	0.00005	384678.90	3767499.00	0.00006
384682.60	3767496.00	0.00006	384686.30	3767492.00	0.00006
384689.90	3767489.00	0.00006	384693.60	3767486.00	0.00006
384697.30	3767482.00	0.00006	384700.90	3767479.00	0.00006
384704.60	3767475.00	0.00006	384708.30	3767472.00	0.00006
384708.50	3767472.00	0.00006	384705.20	3767468.00	0.00006
384701.80	3767464.00	0.00007	384698.40	3767461.00	0.00008
384695.10	3767457.00	0.00009	384691.70	3767453.00	0.00010
384688.30	3767450.00	0.00011	384685.00	3767446.00	0.00012
384681.60	3767442.00	0.00014	384678.30	3767438.00	0.00016
384674.90	3767435.00	0.00018	384671.50	3767431.00	0.00021
384668.20	3767427.00	0.00023	384664.80	3767424.00	0.00027
384661.40	3767420.00	0.00032	384658.10	3767416.00	0.00037
384654.70	3767413.00	0.00046	384651.40	3767409.00	0.00057
384648.00	3767405.00	0.00066	384644.60	3767401.00	0.00074
384641.30	3767398.00	0.00079	384637.90	3767394.00	0.00081
384634.50	3767390.00	0.00081	384631.20	3767387.00	0.00081
384627.80	3767383.00	0.00079	384624.40	3767379.00	0.00077
384621.10	3767376.00	0.00074	384617.70	3767372.00	0.00069
384614.40	3767368.00	0.00064	384611.00	3767364.00	0.00056
384607.60	3767361.00	0.00048	384604.30	3767357.00	0.00034
384600.90	3767353.00	0.00018			

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 \*\*\*  
 INCLUDING SOURCE(S): 1 ,

\*\*\* NETWORK ID: 1A ; NETWORK TYPE: GRIDCART \*\*\*

\*\* CONC OF OTHER IN MICROGRAMS/M\*\*3 \*\*

Y-COORD I (METERS)	X-COORD (METERS)				
384613.50	384623.50	384633.50	384643.50	384653.50	
3767567.0	0.00193 (15120417)	0.00210 (15120417)	0.00217 (15120417)	0.00211 (15120417)	0.00194 (15120417)
3767557.0	0.00211 (15120417)	0.00231 (15120417)	0.00237 (15120417)	0.00230 (15120417)	0.00209 (15120417)
3767547.0	0.00232 (15120417)	0.00255 (15120417)	0.00262 (15120417)	0.00251 (15120417)	0.00226 (15120417)
3767537.0	0.00258 (15120417)	0.00284 (15120417)	0.00291 (15120417)	0.00276 (15120417)	0.00245 (15120417)
3767527.0	0.00288 (15120417)	0.00320 (15120417)	0.00326 (15120417)	0.00306 (15120417)	0.00272 (16122617)
3767517.0	0.00326 (15120417)	0.00363 (15120417)	0.00369 (15120417)	0.00342 (15120417)	0.00308 (16122617)
3767507.0	0.00374 (15120417)	0.00419 (15120417)	0.00423 (15120417)	0.00386 (15120417)	0.00351 (16122617)
3767497.0	0.00435 (15120417)	0.00491 (15120417)	0.00493 (15120417)	0.00441 (15120417)	0.00404 (16122617)
3767487.0	0.00519 (15120417)	0.00589 (15120417)	0.00586 (15120417)	0.00513 (16122617)	0.00468 (16122617)
3767477.0	0.00640 (15120417)	0.00726 (15120417)	0.00718 (15120417)	0.00634 (16122617)	0.00549 (16122617)
3767467.0	0.00835 (15120417)	0.00936 (15120417)	0.00922 (15120417)	0.00821 (16122617)	0.00720 (16010917)
3767457.0	0.01210 (15120417)	0.01311 (15120417)	0.01296 (15120417)	0.01183 (16122617)	0.01101 (16010917)
3767447.0	0.01361 (15120417)	0.01458 (15120417)	0.01443 (15120417)	0.01461 (16010917)	0.01347 (16010917)
3767437.0	0.01321 (15120417)	0.01412 (15120417)	0.01397 (15120417)	0.01455 (16010917)	0.01333 (16010917)
3767427.0	0.01274 (15120417)	0.01359 (15120417)	0.01344 (15120417)	0.01442 (16010917)	0.01314 (16010917)
3767417.0	0.01218 (15120417)	0.01296 (15120417)	0.01281 (16122617)	0.01422 (16010917)	0.01284 (16010917)
3767407.0	0.01157 (15011117)	0.01220 (15120417)	0.01257 (16010917)	0.01389 (16010917)	0.01294 (16010117)
3767397.0	0.01211 (15010517)	0.01261 (15010517)	0.01229 (15010517)	0.01335 (16010917)	0.01298 (16010117)
3767387.0	0.01291 (15010517)	0.01350 (15010517)	0.01312 (15010517)	0.01306 (14120117)	0.01299 (16010117)
3767377.0	0.01358 (15010517)	0.01423 (15010517)	0.01382 (15010517)	0.01351 (14120117)	0.01297 (16010117)

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 \*\*\*  
 INCLUDING SOURCE(S): 1 ,

\*\*\* NETWORK ID: 1A ; NETWORK TYPE: GRIDCART \*\*\*

\*\* CONC OF OTHER IN MICROGRAMS/M\*\*3 \*\*

Y-COORD I (METERS)	X-COORD (METERS)				
384663.50	384673.50	384683.50	384693.50	384703.50	
3767567.0	0.00179 (16122617)	0.00175 (16122617)	0.00165 (16122617)	0.00151 (16122617)	0.00134 (16122617)
3767557.0	0.00196 (16122617)	0.00189 (16122617)	0.00175 (16122617)	0.00158 (16122617)	0.00138 (16122617)
3767547.0	0.00215 (16122617)	0.00204 (16122617)	0.00186 (16122617)	0.00164 (16122617)	0.00140 (16122617)
3767537.0	0.00236 (16122617)	0.00220 (16122617)	0.00197 (16122617)	0.00170 (16122617)	0.00166 (16010917)
3767527.0	0.00261 (16122617)	0.00238 (16122617)	0.00208 (16122617)	0.00183 (16010917)	0.00204 (16010917)
3767517.0	0.00289 (16122617)	0.00256 (16122617)	0.00217 (16122617)	0.00231 (16010917)	0.00247 (16010917)
3767507.0	0.00320 (16122617)	0.00275 (16122617)	0.00266 (16010917)	0.00285 (16010917)	0.00291 (16010917)
3767497.0	0.00354 (16122617)	0.00312 (16010917)	0.00337 (16010917)	0.00343 (16010917)	0.00334 (16010917)
3767487.0	0.00391 (16122617)	0.00410 (16010917)	0.00414 (16010917)	0.00397 (16010917)	0.00369 (16010917)
3767477.0	0.00523 (16010917)	0.00520 (16010917)	0.00487 (16010917)	0.00440 (16010917)	0.00390 (16010917)
3767467.0	0.00700 (16010917)	0.00624 (16010917)	0.00541 (16010917)	0.00463 (16010917)	0.00394 (16010917)
3767457.0	0.00866 (16010917)	0.00689 (16010917)	0.00561 (16010917)	0.00462 (16010917)	0.00389 (15011017)
3767447.0	0.00919 (16010917)	0.00695 (16010917)	0.00548 (16010917)	0.00459 (15011017)	0.00399 (15011017)
3767437.0	0.00901 (16010917)	0.00671 (16010917)	0.00548 (16011917)	0.00463 (16011917)	0.00398 (16011917)
3767427.0	0.00873 (16010917)	0.00660 (16011917)	0.00538 (16011917)	0.00450 (16011917)	0.00381 (16011917)
3767417.0	0.00892 (16010117)	0.00676 (16010117)	0.00539 (16010117)	0.00444 (16010117)	0.00373 (16010117)
3767407.0	0.00915 (16010117)	0.00708 (16010117)	0.00578 (16010117)	0.00486 (16010117)	0.00416 (16010117)
3767397.0	0.00923 (16010117)	0.00721 (16010117)	0.00596 (16010117)	0.00508 (16010117)	0.00441 (16010117)
3767387.0	0.00925 (16010117)	0.00725 (16010117)	0.00602 (16010117)	0.00517 (16010117)	0.00452 (16010117)
3767377.0	0.00923 (16010117)	0.00722 (16010117)	0.00599 (16010117)	0.00514 (16010117)	0.00451 (16010117)

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 \*\*\*  
INCLUDING SOURCE(S): 1 ,

\*\*\* NETWORK ID: 1A ; NETWORK TYPE: GRIDCART \*\*\*

\*\* CONC OF OTHER IN MICROGRAMS/M\*\*3 \*\*

Y-COORD I (METERS)	384713.50	384723.50	384733.50	384743.50	384753.50
3767567.0	0.00116 (16122617)	0.00114 (16010917)	0.00127 (16010917)	0.00137 (16010917)	0.00144 (16010917)
3767557.0	0.00123 (16010917)	0.00138 (16010917)	0.00150 (16010917)	0.00158 (16010917)	0.00162 (16010917)
3767547.0	0.00151 (16010917)	0.00165 (16010917)	0.00174 (16010917)	0.00178 (16010917)	0.00178 (16010917)
3767537.0	0.00182 (16010917)	0.00193 (16010917)	0.00198 (16010917)	0.00198 (16010917)	0.00193 (16010917)
3767527.0	0.00217 (16010917)	0.00223 (16010917)	0.00221 (16010917)	0.00215 (16010917)	0.00204 (16010917)
3767517.0	0.00253 (16010917)	0.00250 (16010917)	0.00241 (16010917)	0.00228 (16010917)	0.00211 (16010917)
3767507.0	0.00287 (16010917)	0.00274 (16010917)	0.00256 (16010917)	0.00235 (16010917)	0.00212 (16010917)
3767497.0	0.00315 (16010917)	0.00291 (16010917)	0.00263 (16010917)	0.00235 (16010917)	0.00208 (16010917)
3767487.0	0.00334 (16010917)	0.00298 (16010917)	0.00262 (16010917)	0.00228 (15011017)	0.00217 (15011017)
3767477.0	0.00341 (16010917)	0.00295 (16010917)	0.00262 (15011017)	0.00245 (15011017)	0.00227 (15011017)
3767467.0	0.00333 (16010917)	0.00302 (15011017)	0.00276 (15011017)	0.00252 (15011017)	0.00230 (15011017)
3767457.0	0.00348 (15011017)	0.00312 (15011017)	0.00279 (15011017)	0.00250 (15011017)	0.00225 (16011917)
3767447.0	0.00350 (16011917)	0.00309 (16011917)	0.00274 (16011917)	0.00244 (16011917)	0.00220 (14121817)
3767437.0	0.00344 (16011917)	0.00300 (16011917)	0.00265 (14121817)	0.00238 (14121817)	0.00214 (14121817)
3767427.0	0.00328 (14121817)	0.00288 (14121817)	0.00255 (14121817)	0.00226 (14121817)	0.00201 (14121817)
3767417.0	0.00318 (16010117)	0.00276 (16010117)	0.00241 (16010117)	0.00214 (16010117)	0.00190 (16010117)
3767407.0	0.00361 (16010117)	0.00316 (16010117)	0.00280 (16010117)	0.00249 (16010117)	0.00224 (16010117)
3767397.0	0.00388 (16010117)	0.00344 (16010117)	0.00307 (16010117)	0.00276 (16010117)	0.00249 (16010117)
3767387.0	0.00401 (16010117)	0.00359 (16010117)	0.00323 (16010117)	0.00293 (16010117)	0.00266 (16010117)
3767377.0	0.00401 (16010117)	0.00361 (16010117)	0.00327 (16010117)	0.00298 (16010117)	0.00273 (16010117)

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 \*\*\*  
 INCLUDING SOURCE(S): 1 ,

\*\*\* NETWORK ID: 1A ; NETWORK TYPE: GRIDCART \*\*\*

\*\* CONC OF OTHER IN MICROGRAMS/M\*\*3 \*\*

Y-COORD I (METERS)	X-COORD (METERS)				
384763.50	384773.50	384783.50	384793.50	384803.50	
3767567.0	0.00148 (16010917)	0.00148 (16010917)	0.00146 (16010917)	0.00142 (16010917)	0.00135 (16010917)
3767557.0	0.00162 (16010917)	0.00159 (16010917)	0.00154 (16010917)	0.00146 (16010917)	0.00138 (16010917)
3767547.0	0.00175 (16010917)	0.00168 (16010917)	0.00159 (16010917)	0.00149 (16010917)	0.00138 (16010917)
3767537.0	0.00185 (16010917)	0.00174 (16010917)	0.00161 (16010917)	0.00148 (16010917)	0.00135 (16010917)
3767527.0	0.00191 (16010917)	0.00176 (16010917)	0.00160 (16010917)	0.00144 (16010917)	0.00134 (15011017)
3767517.0	0.00193 (16010917)	0.00174 (16010917)	0.00155 (16010917)	0.00148 (15011017)	0.00144 (15011017)
3767507.0	0.00190 (16010917)	0.00171 (15011017)	0.00165 (15011017)	0.00158 (15011017)	0.00151 (15011017)
3767497.0	0.00192 (15011017)	0.00183 (15011017)	0.00174 (15011017)	0.00164 (15011017)	0.00154 (15011017)
3767487.0	0.00204 (15011017)	0.00191 (15011017)	0.00178 (15011017)	0.00165 (15011017)	0.00153 (15011017)
3767477.0	0.00210 (15011017)	0.00193 (15011017)	0.00177 (15011017)	0.00162 (15011017)	0.00149 (16011917)
3767467.0	0.00208 (15011017)	0.00189 (16011917)	0.00172 (16011917)	0.00158 (14121817)	0.00148 (14121817)
3767457.0	0.00203 (16011917)	0.00185 (14121817)	0.00171 (14121817)	0.00158 (14121817)	0.00146 (14121817)
3767447.0	0.00200 (14121817)	0.00183 (14121817)	0.00167 (14121817)	0.00153 (14121817)	0.00140 (14121817)
3767437.0	0.00193 (14121817)	0.00175 (14121817)	0.00158 (14121817)	0.00144 (14121817)	0.00131 (14121817)
3767427.0	0.00180 (14121817)	0.00161 (14121817)	0.00145 (14121817)	0.00131 (14121817)	0.00118 (14121817)
3767417.0	0.00171 (16010117)	0.00155 (16010117)	0.00141 (16010117)	0.00129 (16010117)	0.00118 (16010117)
3767407.0	0.00202 (16010117)	0.00183 (16010117)	0.00167 (16010117)	0.00153 (16010117)	0.00140 (16010117)
3767397.0	0.00226 (16010117)	0.00206 (16010117)	0.00189 (16010117)	0.00173 (16010117)	0.00160 (16010117)
3767387.0	0.00243 (16010117)	0.00223 (16010117)	0.00205 (16010117)	0.00189 (16010117)	0.00175 (16010117)
3767377.0	0.00251 (16010117)	0.00232 (16010117)	0.00214 (16010117)	0.00199 (16010117)	0.00185 (16010117)

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 \*\*\*  
 INCLUDING SOURCE(S): 1 ,

\*\*\* DISCRETE CARTESIAN RECEPTOR POINTS \*\*\*

\*\* CONC OF OTHER IN MICROGRAMS/M\*\*3 \*\*

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
384511.70	3767408.00	0.00274	(15112117)	384728.60	3767569.00	0.00117	(16010917)
384589.30	3767584.00	0.00123	(16011517)	384534.10	3767533.00	0.00105	(14110317)
384492.00	3767488.00	0.00143	(15122817)	384510.50	3767526.00	0.00123	(15122817)
385171.80	3767617.00	0.00034	(14121817)	385027.80	3767419.00	0.00035	(15120617)
385103.40	3767362.00	0.00045	(16010117)	385170.80	3767305.00	0.00045	(16010117)
385078.70	3767675.00	0.00043	(15011017)	384956.40	3767491.00	0.00062	(14121817)
384828.90	3767848.00	0.00031	(16122617)	384912.50	3767784.00	0.00035	(16010917)
384987.60	3767723.00	0.00053	(16010917)	384865.30	3767550.00	0.00100	(15011017)
384788.30	3767619.00	0.00091	(16010917)	384701.70	3767686.00	0.00081	(16122617)
384386.90	3767701.00	0.00028	(14110317)	384452.10	3767623.00	0.00046	(14110317)
384301.80	3767466.00	0.00044	(14112317)	384266.20	3767515.00	0.00033	(14112317)
384254.70	3767573.00	0.00027	(15122817)	384739.50	3767920.00	0.00034	(16122617)
384605.50	3767769.00	0.00059	(15120417)	384539.30	3767825.00	0.00036	(16011517)
384497.30	3767865.00	0.00026	(16011517)	384544.80	3767529.00	0.00107	(14110317)
384631.30	3767442.00	0.01434	(15120417)	384712.00	3767371.00	0.00401	(16010117)
384780.70	3767291.00	0.00126	(16121917)	384896.20	3767272.00	0.00053	(16010117)
384970.00	3767208.00	0.00031	(15012817)	385040.40	3767148.00	0.00021	(16121917)
384856.00	3767080.00	0.00058	(14120117)	384785.30	3767147.00	0.00089	(14120117)
384699.80	3767162.00	0.00078	(16112417)	384609.00	3767113.00	0.00104	(15010517)
384544.00	3767197.00	0.00134	(14120317)	384484.20	3767254.00	0.00167	(15011117)
384455.90	3767302.00	0.00116	(15121009)	384409.40	3767343.00	0.00102	(15112117)
384351.40	3767409.00	0.00093	(15112117)	384343.20	3767136.00	0.00068	(15011117)
384681.20	3767010.00	0.00084	(16012009)	384543.00	3767415.00	0.00372	(15112117)
384546.60	3767419.00	0.00378	(15112117)	384550.20	3767422.00	0.00387	(15112117)
384553.80	3767426.00	0.00390	(15112117)	384557.40	3767429.00	0.00397	(15112117)
384560.90	3767433.00	0.00395	(15112117)	384564.50	3767436.00	0.00398	(15112117)
384568.10	3767440.00	0.00411	(15122817)	384571.70	3767443.00	0.00448	(15122817)
384575.30	3767447.00	0.00487	(15122817)	384578.80	3767450.00	0.00523	(15122817)
384582.40	3767454.00	0.00547	(15122817)	384586.00	3767457.00	0.00559	(15122817)
384589.60	3767461.00	0.00524	(15122817)	384593.20	3767464.00	0.00481	(14110317)
384596.70	3767468.00	0.00469	(16011517)	384600.30	3767471.00	0.00497	(16011517)
384603.90	3767475.00	0.00506	(15120417)	384607.50	3767478.00	0.00537	(15120417)
384611.10	3767482.00	0.00544	(15120417)	384614.60	3767485.00	0.00551	(15120417)
384618.20	3767489.00	0.00539	(15120417)	384621.80	3767492.00	0.00529	(15120417)
384625.40	3767496.00	0.00504	(15120417)	384628.90	3767499.00	0.00483	(15120417)
384632.50	3767503.00	0.00451	(15120417)	384636.10	3767506.00	0.00423	(15120417)
384639.70	3767510.00	0.00389	(15120417)	384643.30	3767513.00	0.00360	(15120417)
384646.80	3767517.00	0.00327	(15120417)	384650.40	3767520.00	0.00300	(15120417)
384653.20	3767523.00	0.00286	(16122617)	384656.90	3767519.00	0.00296	(16122617)
384660.50	3767516.00	0.00300	(16122617)	384664.20	3767513.00	0.00299	(16122617)

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 \*\*\*  
 INCLUDING SOURCE(S): 1 ,

\*\*\* DISCRETE CARTESIAN RECEPTOR POINTS \*\*\*

\*\* CONC OF OTHER IN MICROGRAMS/M\*\*3 \*\*

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
384667.90	3767509.00	0.00296	(16122617)	384671.60	3767506.00	0.00286	(16122617)
384675.20	3767503.00	0.00272	(16122617)	384678.90	3767499.00	0.00312	(16010917)
384682.60	3767496.00	0.00343	(16010917)	384686.30	3767492.00	0.00376	(16010917)
384689.90	3767489.00	0.00393	(16010917)	384693.60	3767486.00	0.00402	(16010917)
384697.30	3767482.00	0.00406	(16010917)	384700.90	3767479.00	0.00399	(16010917)
384704.60	3767475.00	0.00387	(16010917)	384708.30	3767472.00	0.00367	(16010917)
384708.50	3767472.00	0.00366	(16010917)	384705.20	3767468.00	0.00384	(16010917)
384701.80	3767464.00	0.00404	(16010917)	384698.40	3767461.00	0.00426	(16010917)
384695.10	3767457.00	0.00448	(16010917)	384691.70	3767453.00	0.00472	(16010917)
384688.30	3767450.00	0.00500	(16010917)	384685.00	3767446.00	0.00528	(16010917)
384681.60	3767442.00	0.00563	(16011917)	384678.30	3767438.00	0.00603	(16011917)
384674.90	3767435.00	0.00647	(16011917)	384671.50	3767431.00	0.00695	(16011917)
384668.20	3767427.00	0.00749	(16011917)	384664.80	3767424.00	0.00824	(16010917)
384661.40	3767420.00	0.00943	(16010117)	384658.10	3767416.00	0.01077	(16010117)
384654.70	3767413.00	0.01233	(16010117)	384651.40	3767409.00	0.01368	(16010917)
384648.00	3767405.00	0.01415	(16010917)	384644.60	3767401.00	0.01370	(16010917)
384641.30	3767398.00	0.01319	(16010917)	384637.90	3767394.00	0.01260	(16010917)
384634.50	3767390.00	0.01279	(15010517)	384631.20	3767387.00	0.01331	(15010517)
384627.80	3767383.00	0.01375	(15010517)	384624.40	3767379.00	0.01410	(15010517)
384621.10	3767376.00	0.01424	(15010517)	384617.70	3767372.00	0.01431	(15010517)
384614.40	3767368.00	0.01421	(15010517)	384611.00	3767364.00	0.01388	(15122217)
384607.60	3767361.00	0.01412	(14120317)	384604.30	3767357.00	0.01430	(14120317)
384600.90	3767353.00	0.01438	(15011117)				

\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* THE SUMMARY OF MAXIMUM PERIOD ( 26304 HRS) RESULTS \*\*\*

\*\* CONC OF OTHER IN MICROGRAMS/M\*\*3 \*\*

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	NETWORK OF TYPE GRID-ID
1	1ST HIGHEST VALUE IS 0.00085 AT ( 384633.50, 3767417.00,	75.00, 75.00, 0.00)	GC 1A
	2ND HIGHEST VALUE IS 0.00085 AT ( 384633.50, 3767427.00,	75.00, 75.00, 0.00)	GC 1A
	3RD HIGHEST VALUE IS 0.00085 AT ( 384633.50, 3767407.00,	75.00, 75.00, 0.00)	GC 1A
	4TH HIGHEST VALUE IS 0.00083 AT ( 384623.50, 3767417.00,	75.00, 75.00, 0.00)	GC 1A
	5TH HIGHEST VALUE IS 0.00083 AT ( 384633.50, 3767397.00,	75.00, 75.00, 0.00)	GC 1A
	6TH HIGHEST VALUE IS 0.00083 AT ( 384623.50, 3767427.00,	75.00, 75.00, 0.00)	GC 1A
	7TH HIGHEST VALUE IS 0.00083 AT ( 384623.50, 3767407.00,	75.00, 75.00, 0.00)	GC 1A
	8TH HIGHEST VALUE IS 0.00083 AT ( 384633.50, 3767437.00,	75.00, 75.00, 0.00)	GC 1A
	9TH HIGHEST VALUE IS 0.00082 AT ( 384623.50, 3767397.00,	75.00, 75.00, 0.00)	GC 1A
	10TH HIGHEST VALUE IS 0.00081 AT ( 384634.50, 3767390.00,	75.00, 75.00, 0.00)	DC

\*\*\* RECEPTOR TYPES: GC = GRIDCART

GP = GRIDPOLR

DC = DISCCART

DP = DISCPOLR

\*\*\* AERMOD - VERSION 18081 \*\*\* \*\*\* HARP Southern California Flower Market \*\*\* 06/20/19  
\*\*\* AERMET - VERSION 16216 \*\*\* \*\*\* Construction Analysis \*\*\* 13:45:36

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\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* THE SUMMARY OF HIGHEST 1-HR RESULTS \*\*\*

\*\* CONC OF OTHER IN MICROGRAMS/M\*\*3 \*\*

GROUP ID	DATE	AVERAGE CONC	(YMMDDHH)	NETWORK	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	GRID-
ID							

-----  
1 HIGH 1ST HIGH VALUE IS 0.01461 ON 16010917: AT ( 384643.50, 3767447.00, 75.00, 75.00, 0.00) GC 1A

\*\*\* RECEPTOR TYPES: GC = GRIDCART

GP = GRIDPOLR

DC = DISCCART

DP = DISCPOLR

\*\*\* AERMOD - VERSION 18081 \*\*\* \*\* HARP Southern California Flower Market  
\*\*\* AERMET - VERSION 16216 \*\*\* \*\* Construction Analysis

\*\*\* 06/20/19  
\*\*\* 13:45:36

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\*\*\* MODELOPTs: NonDEFAULT CONC FLAT RURAL ADJ\_U\*

\*\*\* Message Summary : AERMOD Model Execution \*\*\*

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)

A Total of 4 Warning Message(s)

A Total of 808 Informational Message(s)

A Total of 26304 Hours Were Processed

A Total of 0 Calm Hours Identified

A Total of 377 Missing Hours Identified ( 1.43 Percent)

\*\*\*\*\* FATAL ERROR MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

ME W186 177 MEOPEN: THRESH\_1MIN 1-min ASOS wind speed threshold used 0.50

ME W187 177 MEOPEN: ADJ\_U\* Option for Stable Low Winds used in AERMET

MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101

MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

\*\*\*\*\*

\*\*\* AERMOD Finishes Successfully \*\*\*

\*\*\*\*\*

## EXHIBIT G

# Noah Tanski Technical Response to CREED Appeal

# Air Quality, Greenhouse Gases, Noise Analysis

noah tanski environmental consulting

email: noah@ntenvironmental.net  
call/text: 310-722-6346

**To:** Stacie Henderson, CAJA  
**From:** Noah Tanski  
**Date:** June 19, 2019  
**RE:** Responses to the CREED LA  
Comments Dated June 13, 2019.

This memo provides responses to comments from the Coalition for Responsible Equitable Economic Development (CREED LA) that relate to the noise and vibration analysis for the Southern California Flower Market Draft Environmental Impact Report.

**(1) The EIR Fails to Accurately Identify and Adequately Evaluate Noise Impacts on All Sensitive Receptors.**

The comment contends that the DEIR should have evaluated noise impacts for the following four residential buildings:

- Santee Village Lofts at 738 S. Los Angeles Street
- Garment Lofts at 217 E. 8<sup>th</sup> Street
- Textile Building Lofts at 315 E. 8<sup>th</sup> Street
- Santee Village Apartments at 738 Santee Street

The DEIR provided detailed construction noise impact analysis for the following noise-sensitive receptors:

- Santee Court Apartments at 716 S. Los Angeles Street
- Ballington Plaza Apartments at 622 Wall Street
- Jardin de la Infancia School at 307 E. 7<sup>th</sup> Street

As stated in Page 4.I-9 of the DEIR, these three receptors “were chosen specifically for detailed construction noise analysis given their potential sensitivities to noise and their proximity to the Project Site.” To that end, the DEIR focuses its detailed construction noise analysis on the three key receptors referenced above to reasonably demonstrate that the Project would not result in significant noise impacts. The following discussion is intended to supplement the findings of the DEIR’s noise impact analysis with respect to the four residential buildings highlighted by the comment.

Santee Village Lofts at 738 S. Los Angeles Street

Though the comment describes this building as being “located directly across from the Project Site” and at the “closest distance to the heavy construction activities for the south building of the Project,” neither characterization is accurate. Not only is Santee Village Lofts located two streets northwest of the Project (beyond both Maple Avenue and Santee Street), but it is also located approximately 300 feet northwest of the Project, about 60 feet further northwest than the Santee Court Apartments receptor that was

analyzed by DEIR (240 feet northwest from the Project). Furthermore, line of sight from the Project to Santee Village Lofts is nearly entirely obstructed by the building located at 743 Santee Street. As such, it can be reasonably deduced that any noise impacts at the 738 S. Los Angeles Street Santee Village Lofts building would not exceed the noise impacts that are projected to occur at other receptors located nearer to the Project and without the benefit of large intervening structures (i.e., the Santee Court Apartments and Jardin de la Infancia School receptors that are analyzed in the DEIR). It is also worth noting that Mitigation Measures I-1 and I-2, intended to reduce construction noise impacts at Santee Court Apartments, would also benefit Santee Village Lofts.

#### Garment Lofts at 217 E. 8<sup>th</sup> Street

This building is also located beyond both Maple Street and Santee Street, approximately 280 feet northwest of the Project. Not only is the Garment Lofts building 40 feet further northwest of the Project than the aforementioned Santee Court Apartments receptor that was analyzed in the DEIR, but its line of sight to the Project is also nearly entirely obstructed by multi-story buildings located at 305 E. 8<sup>th</sup> Street and 315 E. 8<sup>th</sup> Street. Thus, similar to the previously discussed Santee Village Lofts building, it can be reasonably deduced that any noise impacts at the Garment Lofts Building would not exceed the noise impacts that are projected to occur at Santee Court Apartments and Jardin de la Infancia School, which were both analyzed in the DEIR. Mitigation Measures I-1 and I-2, intended to reduce construction noise impacts at Santee Court Apartments, would also benefit the Garment Lofts building.

#### Textile Building Lofts at 315 E. 8<sup>th</sup> Street

Textile Building Lofts is located approximately 55 feet northwest of the Project, closer than the Santee Court Apartments receptor that was analyzed in the DEIR; However, unlike Santee Court Apartments, Textile Building Lofts is located in a high-noise environment at the intersection of Maple Avenue and 8<sup>th</sup> Street, whereas Santee Court Apartments is located over 130 feet from any roadway. As a result, despite its closer distance to the Project, the projected construction noise impact at Textile Building Lofts would not exceed the impact projected to occur at Santee Court Apartments. Off-site noise monitoring conducted for the DEIR measured a daytime ambient noise level of 64.8 dBA  $L_{eq}$  along Maple Street. Textile Building Lofts likely experiences greater noise levels due to its closer proximity to 8<sup>th</sup> Street, but the use of this Maple Street baseline noise level adds a layer of conservatism to the analysis. Even so, this baseline noise level is far greater than the 50.8 dBA  $L_{eq}$  noise level used to represent baseline conditions at the Santee Court Apartments receptor. Utilizing the same construction source and mitigation assumptions that were used for the Santee Court Apartments analysis, as Textile Building Lofts would benefit from the same mitigation measures intended to reduce construction noise impacts at Santee Court Apartments, Textile Building Lofts would be projected to experience a construction-related noise increase of just 1.3 dBA  $L_{eq}$ , similar to but less than the 1.6 dBA  $L_{eq}$  impact that would occur at Santee Court Apartments. The noise impact at Textile Building Lofts would not exceed the 5 dBA noise increase threshold; in fact, it would not exceed the 3 dBA  $L_{eq}$  threshold of perceptibility that represents when noise conditions may be noticeably louder. Furthermore, the noise impact at Textile Building Lofts would not exceed any other noise impact that has been previously disclosed by the DEIR.

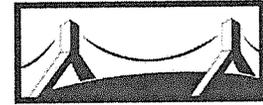
#### Santee Village Apartments at 738 Santee Street

This residential building is assumed to refer to the building located at 743 Santee Street. Given its similar distance and direction to the Project as the Santee Court Apartments receptor that was analyzed by the

DEIR, it can be reasonably deduced that the noise impact at Santee Village Apartments would be comparable to the less than significant impact that is projected to occur at Santee Court Apartments.

## EXHIBIT H

# Douglas Kim Technical Response to CREED Appeal



DOUGLASKIM+ASSOCIATES,LLC

**To: Stacie Henderson, CAJA**  
**From: Douglas Kim, AICP**  
**CC:**  
**Date: June 17, 2019**  
**Re: Responses to June 12, 2019 CREED**  
**Comments on Southern California**  
**Flower Market Air Quality Analysis**

This memo provides responses to new comments provided by CREED Technical Consultants on the air quality analysis for the Southern California Flower Market.

1. Page 5, Comment 2.

Comment: "The EIR Fails to Accurately Identify and Adequately Evaluate Air Quality Impacts on All Sensitive Receptors."

Response: The EIR accurately determines the significance of air quality impacts at all sensitive receptors and is not required to identify every sensitive receptor in the vicinity of the Project Site. Rather, the EIR discloses the location of a number of representative sensitive receptors near the Project Site, including three residential uses (Santee Court Apartments, Ballington Plaza Apartments and Star Apartments) and non-residential uses such as the kingergarden-1<sup>st</sup> grade school nearby. Almost all of the other residential uses identified by the commentor are at the same distance from the Project site as the Santee Court Apartments (i.e., the Santee Village Apartments) or even a further distance away from the Project site (i.e., the Garment Lofts are 40 feet further away than the Santee Court Apartments and the Santee Village Lofts are 60 feet further away than the Santee Court Apartments). Moreover, compliance with SCAQMD's thresholds of significance will avoid any significant impact to any of these sensitive receptors and the EIR demonstrates that mitigated construction emissions would be less than all the SCAQMD's thresholds of significance. (Refer to Draft EIR, pages 4.C-19 through 23.) This conclusion would apply regardless of the location of any receptor pursuant to SCAQMD guidance.