

evidence in the record, in the Draft EIR dated September 20, 2018, the Final EIR, dated April 12, 2019, and the Appeal and CPC Staff Recommendation Reports, both dated August 8, 2019. However, for the record, provided below is a summary of the respective Appellants’ appeal points and staff’s responses.

APPELLANT 1: CREEDLA

Appeal Statement 1-1a

The EIR fails to provide a complete project description and analyze the impacts of the entire Project.

The Appellant asserts that the EIR failed to include the North Parking Addition in the project description, and incorrectly characterizes it as a simple renovation without describing the proposed land uses anticipated with the new structure.

Staff Response 1-1

This appeal point was previously responded to in the Appeal Report to the CPC dated August 8, 2019; and no new substantial evidence has been submitted into the record since the City’s previous response. As previously described, the EIR includes both text and multiple Figures describing the entire scope of improvements for the North Building. Specifically, what the Appellant refers to as the “North Building Addition” is shown in Figures 2-3 (First Floor Plan), 2-5 (Second Floor Plan), 2-7 (Third Floor Plan), 2-9 (Fourth Floor Plan) and 2-11 (Fifth Floor Plan) of the Draft EIR (Pages 2-11, 2-13, 2-15, 2-17, 2-19 and 2-21 through 2-23, respectively). Additionally, Figures 2-13 (East Elevation), 2-14 (West Elevation), and 2-15 (Section 1) reference the “[New] North Building over [Existing] Loading Area”, and depict the building mass, volume and proposed uses within. In addition, the total square footage of non-commercial floor area contained within the Project, including the North Building Addition improvements, was properly disclosed and analyzed, as shown in Table 2-1 of the Draft EIR (Page 2-2) below. ¹

**Table 2-1
 Project Overview**

Use	Size
Wholesale retail/storage/cooler	63,785 square feet ¹
Office/art production	64,363 square feet ²
Retail	4,385 square feet
Food and Beverage	13,420 square feet
Event space/lobbies/other	10,226 square feet ³
Total Commercial Square Footage	180,071 square feet
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Apartments	323 units
Total Residential Square Footage	476,279 square feet⁴
¹ Includes a 200-square-foot market entry alcove. ² Includes a 5,497-square-foot outdoor garden and deck. ³ Includes a 1,040-square-foot event deck. ⁴ Includes 54,400 square feet of private balconies. Source: Brooks + Scarpa Architects, 2018.	

The EIR provided greater detail for activities involving the South Building given that construction on that building would be more considerable with demolition, subterranean excavation, and the construction of a new tower; however, an Erratum No. 3 to the EIR, dated October 18, 2019, further clarifies for the record the additional activities which are proposed for the North Building.

¹ It should be noted that the square footage of the event space was later clarified in Erratum No. 1 (July 2016).

Therefore, the EIR properly describes and analyzes the Project in its entirety, including the North Building Addition.

Appeal Statement 1-1b

The EIR failed to disclose and analyze potential geology and soils impacts from construction of the North Parking Addition.

The Appellant states that the July 2016 Geotechnical Investigation Report is outdated as it did not analyze the full scope of work in the North Building.

Staff Response 1-1b

As described in the Draft EIR (Pages 1-6, 2-1 and 2-3), the North Building Addition was added to the Project in order to comply with the Parking Demand Study, before the Draft EIR was circulated (September 2018), but following the preparing of the Geotechnical Investigation Report (July 2016) (2016 Geotechnical Investigation). The ground floor commercial and office uses were added in order to comply with the Downtown Design Guidelines. It should be noted that the 2016 Geotechnical Investigation included as Appendix G to the Draft EIR included a site reconnaissance, field exploration, laboratory testing, and engineering analysis for the *entirety* of the Project Site, including the area pertaining to the North Building Addition along 7th Street. The 2016 Geotechnical Report focused on geology and soil impacts on the southern portion of the Project Site, where subterranean parking is proposed. As the North Building Addition is an entirely above-ground building and does not propose any significant excavation or earthwork activities, it is clear that the Addition would not significantly alter the existing geological and soil conditions on the site. The North Building Addition would also be subject to standard Code requirements for seismic and foundation design. In addition, the 2016 Geotechnical Investigation stated that the existing loading dock and parking area where the North Building Addition is proposed “may be used for an undetermined future development” and “detailed recommendations for future development can be provided under separate cover when information on the proposed development is available.”

The Draft EIR appropriately concluded that the construction and operation of the Project would result in less than significant impacts based on implementation of Mitigation Measure E-1 (compliance with the Geotechnical Report recommendations) and compliance with existing regulations. As part of regulatory compliance, building and grading permits are reviewed by the Department of Building and Safety. The Los Angeles Municipal Code (LAMC) includes specific requirements addressing seismic design, grading, foundation design, geologic investigations and reports, soil and rock testing, and groundwater. Specifically, Chapter IX LAMC Div. 18, Sec. 91.1803, requires that a Final Geotechnical Report with final design recommendations prepared by a California-registered geotechnical engineer and submitted to the LADBS for review prior to issuance of a grading permit. Final foundation design recommendations must be developed during final Project design, and other deep foundation systems that may be suitable would be addressed in the Final Geotechnical Report. All earthwork (i.e., excavation, site preparation, any fill backfill placement, etc.) must be conducted with engineering control under observation and testing by the Geotechnical Engineer and in accordance by the LADBS. As stated in the Draft EIR, adherence to these grading permit requirements and preliminary recommendations from the Geotechnical Report would ensure that the Project’s potential impacts related to geology and soils would be less than significant. Furthermore, the existing structure will be maintained and renovated, with new construction of an addition, which does not change the existing geological conditions.

The Appellant has failed to present any evidence that this analysis is insufficient or that these mitigation and regulatory measures, which are applicable to the entirety of the site, would be inadequate. Furthermore, the Appellant has not presented any evidence to contradict the

conclusions of the EIR or any evidence that the Project would exacerbate existing environmental conditions that could cause any geological or soils hazards.

Nonetheless, consistent with the recommendations in the 2016 Geotechnical Investigation, an updated Geotechnical Investigation Report was prepared by Geocon West, Inc., dated September 2019, which includes the proposed uses on the northern portion of the site. While the 2019 Geotechnical Investigation (2019 Geotechnical Investigation) provides updated recommendations for the Project, including those specific to the proposed parking structure on the north portion of the Site, the majority of the recommendations provided in the 2019 Geotechnical Investigation remain unchanged from the 2016 Geotechnical Investigation, as described in the Erratum No. 3 to the EIR, dated October 18, 2019. Last, 2019 Geotechnical Investigation has been reviewed and approved by the Department of Building and Safety – Grading Division, as of October 17, 2019. Therefore, the supplemental Geotechnical Investigation supports the same conclusions of the Draft EIR that the Project would not result in any significant impacts in terms of geological and soil hazards.

Appeal Statement 1-1c

The EIR must be recirculated because of significant new information regarding the North Parking Addition.

The Appellant asserts that because the EIR failed to consider the geology and soils impacts of the North Building Addition, the public was denied an opportunity to meaningfully review and comment on this additional analysis. As a result, the EIR must be recirculated as it failed adequately to describe the proposed construction and operational activities concerning the North Building.

Staff Response 1-1c

The North Building Addition is an entirely above-ground building and does not propose any significant excavation or earthwork activities. The North Building Addition would also be subject to standard Code requirements for seismic and foundation design. It is therefore clear that the Addition would not significantly alter the existing geological and soil conditions on the site and would not result in any significant geological hazards or impacts. As the North Building Addition includes minimal soil work, and the geological impacts of the proposed excavation activities and subterranean parking for the South Building were fully disclosed and analyzed in the EIR, the Appellant has failed to show how the public has been denied an opportunity to comment on the geological impacts of the Project. In addition, as described in the Erratum No. 3 to the EIR, dated October 18, 2019, the appended analysis provided in the 2019 Geotechnical Investigation does not significantly change the conclusions or recommendations of the original 2016 Geotechnical Investigation. The Erratum further concludes that this information does not constitute significant new information, result in new significant impacts, or result in a substantial increase in an impact already identified in the Draft EIR, nor does the Erratum disclose a feasible alternative or mitigation measure that the Applicant has declined to adopt. Therefore, recirculation of the EIR is not required.

Appeal Statement 1-2a

The EIR's air quality analysis relies on unsubstantiated input parameters used to estimate air quality emissions.

The Appellant asserts that the air quality analysis relies on unsubstantiated input parameters to estimate air quality emissions because the distances to landfills are incorrect, and trips to and from haul trucks' home bases are not counted.

Staff Response 1-2a

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 the Manning Pit landfill in the City of Irwindale, and others would go to the Chiquita Canyon landfill near Castaic; however, because the Manning Pit has now closed, all 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 of publication of the Draft EIR (September 2018). As the Manning Pit closed at the end of 2018, prior to the publication of the Final EIR (April 2019), an Erratum No. 3 to the EIR, dated October 18, 2019, includes an updated analysis wherein all haul route exports are redirected to the Chiquita Canyon landfill rather than the closed Manning Pit. As discussed here, and detailed in Response to Comment AFE-17 in the Supplemental Response to Final EIR Comment Letter (Exhibit E of the Appeal Report), while this change would incur an incremental increase in criteria pollutant emissions due to its farther distance from the Project Site, 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 impacts 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. Both the Draft and Final EIRs were distributed to SCAQMD; however, they did not provide any additional comments on the EIR, beyond their initial comment during the Notice of Preparation period offering guidance on how to perform Air Quality analyses for the Project, to indicate that they took issue with the methodology or analysis.

Regarding the count for the haul truck trips to and from their home bases, haul truck impacts are evaluated based on the locations of the Project Site and the landfill site(s). It is not known where the haul truck home bases are located, and any analysis in that regard would be speculative. As noted in the CEQA Guidelines, California Code of Regulations Section 15064(d)(3), evaluation of speculative impacts is not required under CEQA.

Appeal Statement 1-2b

The EIR's Tier 4 mitigation measure for off-road construction equipment is unenforceable.

The Appellant asserts that Mitigation Measure C-1 does not comply with CEQA because the EIR fails to demonstrate that the use of Tier 4 equipment is feasible and fails to contain enforceable terms requiring the actual procurement of Tier 4 construction equipment for use during Project construction.

Staff Response 1-2b

Mitigation Measure (MM) C-1 requires that all off-road construction equipment greater than 50 horsepower (hp) meet USEPA Tier 4 emission standards. As noted in Final EIR Response to Comment No. B11-33, and the Response to Comment No. AFE-19 in the Supplemental Response to Final EIR Comment Letter (Exhibit E of the Appeal Report), Tier 4 engines have been phased in for all engine types nationwide since 2008 in order to achieve emissions standards by US Environmental Protection Agency (EPA). While some manufacturers were given limited flexibility to phase in compliant engines under the Transition Program for Equipment Manufacturers (TPEM), Tier 4 equipment is now commercially available from all manufacturers, especially for common types of equipment to be used during the construction phases for this Project.

Pursuant to the Mitigation Monitoring Plan (MMP) for the Project, the Los Angeles Department of Building and Safety (LADBS) would act as the enforcement agency for MM C-1. In addition, the MMP requires a Construction Monitor to oversee and document the implementation of the MMP's mitigation measures during construction. In the unlikely event that contractors are not able to

secure acceptable equipment, the Applicant is required to demonstrate that an alternative that meets or exceeds Tier 4 standards exists. In addition, should this necessitate any revisions to the MMP, the appropriate environmental clearance would be required. As such, this Mitigation Measure C-1 is an enforceable mitigation measure, required as mandated and fully complies with CEQA.

Appeal Statement 1-2c

The EIR fails to evaluate cancer risk impacts resulting from construction and operational DPM emissions.

The Appellant asserts that the EIR fails to include a health risk analysis to disclose adverse health impacts from increased cancer risk that will be caused by exposure to toxic air contaminants (TACs) from the Project's construction and operational emissions; specifically that the Health Risk Analysis (HRA), prepared subsequent to the June 13 Appeal, concluded that the cancer risk would be less than significant from construction emissions, but did not include operational emissions. As a result, the EIR's finding that the Project will not have any significant health risk impacts from TAC emissions is not supported by substantial evidence, and the DEIR must be revised and recirculated to include a legally adequate analysis of the health risks posed by the Project's construction emissions.

Staff Response 1-2c

This appeal point was previously and adequately responded to in the Appeal Report to the CPC dated August 8, 2019; and no new substantial evidence has been submitted into the record since the City's previous response. As detailed in the Response to Comment AFE-22 in the Supplemental Response to Final EIR Comment Letter (Exhibit E of Appeal Report), 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. Both the Draft and Final EIRs were distributed to SCAQMD; however, they did not provide any additional comments on the EIR to indicate that they took issue with the methodology or analysis. 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. Further, the SCAQMD has adopted numerous rules that specifically address TAC emissions, which have resulted in, and will continue to result in, substantial Air Basin-wide TAC emissions reductions.

Regarding operational emissions, and as further noted in the Response to Comment AFE-22, the Project would not result in significant operational emissions as it does not qualify as a "facility" subject to AB 2588 (i.e. truck stops or warehouse distribution facilities), which applies to industrial uses that emit substantial diesel particulate matter (DPM) and therefore require SCAQMD permits to operate. Even if it did qualify, 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 Health Risk Assessment (HRA). Therefore, an HRA was not required to evaluate the operational impacts of the Project.

Furthermore, as seen in Table 4.C-9 of the Draft EIR, the Air Quality analysis indicated that regional emissions of fine particulate matter (PM_{2.5}) during the operation of the Project would be substantially below the threshold for PM_{2.5} as a criteria pollutant. While PM_{2.5} is not synonymous with the TACs that form the basis of an HRA, it does correlate with them, as both are largely the result of emissions by heavy-duty diesel engines, such as by trucks. The PM_{2.5} emissions are well below the criteria pollutant significance threshold and therefore this demonstrates that operational diesel emissions by the Project are not excessive, which supports the City's decision as Lead Agency to consider this project below the screening threshold for an operational HRA.

Although an HRA is not required per the L.A. CEQA Thresholds Guide or SCAQMD guidance, in response to public comments and to provide additional supporting evidence that construction of the Project would result in a less-than-significant health risk impact, an HRA was prepared for informational purposes only (Exhibit F of the Appeal Report). Pursuant to SCAQMD Guidance on the preparation of HRAs, the analysis 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's finding that the Project will not have any significant health risk impacts from TAC emissions is supported by substantial evidence.

Appeal Statement 1-3

The EIR fails to adequately disclose and mitigate construction noise impacts on sensitive receptors.

The Appellant asserts that the EIR fails to adequately mitigate the significant construction noise impacts to Santee Court Apartments and the Textile Lofts Building; and that the mitigation measures proposed, specifically equipment mufflers and sound barriers, are ineffective, per an analysis prepared by Derek L. Watry of Wilson Ihrig Acoustics, Noise & Vibration (Watry Letter). As a result, the EIR should be revised to adequately disclose and mitigate construction noise impacts on the Santee Court Apartments and the Textile Lofts Building.

Staff Response 1-3

This appeal point disputes the construction noise impact analyses conducted at two nearby residential buildings. The noise analysis included in Section 4.1 Noise of the Draft EIR (Pages 4.1-1 through 4.1-23), relies on the Project's Noise Technical Memo (Appendix I), prepared by noise modeler Noah Tanski. The Draft EIR analysis described the existing noise environment in vicinity of the Project Site and estimated future noise levels, at a variety of surrounding sensitive receptors that would result from construction and operation of the Project.

Contrary to the Appellant's statement, as shown on Page 4.1-9 of the Draft EIR, the Santee Court Apartments, located at 716 South Los Angeles Street, were identified as a sensitive receptor and Project construction and operation noise impacts to this sensitive receptor were disclosed.

The Textile Building Lofts, located at 315 East 8th Street, were not identified as a sensitive receptor in the Draft EIR, as the location's baseline noise is higher than that of other nearby sensitive receptors that are equal in distance or closer to the Project Site. In response to the first Tract Map appeal, a Supplemental Noise Technical Memo, also prepared by Noah Tanski, dated June 19, 2019, (Appeal Report-Exhibit G) included an analysis of Project construction noise impacts at the Textile Building Lofts. It should be noted that methodology applied in the Supplemental Noise Technical Memo mirrors the methodology used in the Draft EIR. Both the original and supplemental analyses concluded that Project construction-related noise impacts at both sensitive receptors would be less than significant with mitigation. The threshold of significance for a construction-related noise increase is 5-dBA L_{eq} . The DEIR concluded on Page 4.1-22 that, at the Santee Court Apartments, the construction-related noise increase would be 1.6 decibels (dBA

L_{eq}) with mitigation. Similarly, the Supplemental Noise Technical Memo concluded on Page 2 that, at the Textile Building Lofts, the construction-related noise increase would be 1.3 dBA L_{eq} with mitigation. Thus, construction-related noise increase at both locations fall below the threshold criteria.

As noted in the Supplemental Noise Technical Memo, exhaust mufflers, required by Mitigation Measure I-1, and temporary sound barriers capable of achieving sound attenuation of at least 15 dBA, required by Mitigation Measure I-2, represent standard “best practices” for the reduction of construction noise. As evidenced in the Supplemental Noise Technical Memo, the second paragraph under “Construction Noise” on page 4.I-22 of the Draft EIR, and Table 4.I-12 of the Draft EIR, impacts to sensitive receptors would be reduced to less than significant levels following implementation of both mitigation measures. Mitigation Measure I-1 ensures that the exhaust systems of all diesel-powered construction vehicles are properly muffled and corresponds to a reduction in construction noise levels of 3 dBA, making it an effective mitigation measure. Mitigation Measure I-2 establishes a performance-based mitigation standard of 15 dBA of sound attenuation, and thus does not limit sound barriers to stationary barriers erected at the construction site perimeter or of limited height. As noted in the Supplemental Noise Technical Memo, there are numerous free-standing temporary noise barrier systems available up to 24 feet in height that may be positioned and angled manually or by vehicles such as forklifts and/or loaders to achieve the necessary performance degree of sound attenuation along direct lines of sight to the Textile Building Lofts and/or Santee Court Apartments residences. The level topography of the South Building and single sub-grade level would allow for the positioning and movement of these barriers to shield construction activities, regardless of where they occur on-site.

Therefore, the analysis of construction noise at the Textile Building Lofts and Santee Court Apartments are valid and the proposed mitigation measures, in conjunction with the use of current technology and best practices, would effectively mitigate any significant construction noise impacts.

Appeal Statement 1-4a

The Planning Commission’s approval of the VTTM violated the Subdivision Map Act.

The Appellant claims that the VTTM should have been denied because the current Project description is inconsistent with what was analyzed under CEQA. The VTTM reflects the old Project description, which does not include any description or visual depiction of the North Building Addition, and is instead shown as a surface parking lot without any additional structures or parking above-grade, while the EIR includes the North Building Addition.

Staff Response 1-4a

As noted in the Technical Modifications, dated October 24, 2019, the Letter of Determination (LOD) for VTT-74568, dated June 3, 2019, referenced a Vesting Tentative Tract (VTT) map stamped-approved July 11, 2018. However, a map stamp-dated October 15, 2016 (October VTT Map) was inadvertently attached to the LOD as the approved Exhibit A, and carried forward as part of the Exhibit C in the Appeal Report to the CPC dated August 8, 2019. The correct map is actually dated February 9, 2018, with a Tentative Approval by the Department of Building & Safety Grading Division date-stamp of July 11, 2018. The Technical Modification recommends that any reference to the July 11, 2018 date be replaced by February 9, 2018 (February VTT Map); and that the updated VTT map replace the existing Exhibit A wherever referenced. It should also be noted that the February VTT Map is recorded in the City’s Project Document Imaging System (PDIS) as the most recent map distributed to the Advisory Agency.

The previous October VTT Map depicts a total of 12 Lots, including airspace Lots 5 (Below Existing Loading Dock Area) and 8 (Existing Loading Dock Area) within the area the Appellant

refers to as the “North Building Addition”, each airspace lot totaling an area 32,542 square feet. The February VTT Map was revised to include a total of 16 lots, where what was previously identified as Airspace Lot 8 (Existing Loading Dock Area) is now comprised of Airspace Lots 8 (Existing Loading Dock Area), 13 (Commercial), 14 (Commercial), 15 (Office) and 16 (Parking). The new Airspace Lots 13-16, containing the added uses for commercial, office and parking use, are carved out the original footprint previously dedicated only for the existing loading dock area. In total, the existing loading dock area and the new uses comprise the same area of 32,542 square feet.

Provided that the VTT LOD referenced the correct map, and said map was also documented as the most updated version, in conjunction with the Technical Modification, the Project description provided in VTT Map is consistent with what was analyzed under CEQA.

Appeal Statement 1-4b

The Planning Commission failed to make the required denial findings under the Map Act, Government Code, Section 66474, Subdivisions (a) – (g).

The Appellant claims that the CPC should have denied the VTTM because there is substantial evidence in the record demonstrating that the Project has significant environmental and public health impacts that are likely to cause environmental damage or injure the public health; and that the City failed to determine whether the Revised Project is consistent with applicable general plans, specific plans and local codes governing development density.

Staff Response 1-4b

As explained in Staff Responses 1-2 and 1-3, the Appellant’s claims that the Project has significant environmental and public health impacts are unsubstantiated. The analysis of the EIR was conducted in compliance with CEQA and the EIR did not identify any areas where impacts would result in significant and unavoidable impacts. The Appellant has also failed to present any evidence to dispute these conclusions.

Furthermore, the Project analyzed in the VTT LOD includes both the correct description of the February Map, as well as the full Project description as detailed in Finding (a). However, the Technical Modifications, dated October 24, 2019, provides additional information pertaining to the North Building.

APPELLANT 2: Aids Healthcare Foundation (AHF)

Case No. CPC-2016-3990-GPA-VZC-HD-MCUP-SPR and VTT-74568-1A

Appeal Statement 2-1

The Project fails to comply with the City’s Affordable Housing Requirements.

AHF asserts that they are aggrieved by the Project because their clients, patients and members who live, work and recreate in the area and would be negatively impacted by the Project’s environmental impacts. AHF also makes multiple references to a Supplemental Environmental Impact Report (SEIR), and last, claims that the Project fails to comply with the City’s affordable housing requires per Los Angeles Municipal Code (LAMC) Section 11.5.11, also known as “Measure JJJ”, further stating the Project does not state what portion of the Project will be sold or for rent.

Staff Response 2-1

AHF does not provide any specific examples or supporting substantial evidence regarding specific environmental impacts the Project would have on their clients, patients and members. In addition, no SEIR was prepared for this Project.

With regards to compliance with Measure JJJ, while the proposed Project includes a General Plan Amendment, Vesting Zone Change and Height District Change, the Vesting Zone Change and related Vesting Tentative Map applications were both deemed complete by the Department of City Planning on November 1, 2016, prior to the effective date of Measure JJJ regulations. Therefore, Measure JJJ is not applicable to this Project.

It should be noted that the at the time the application was deemed complete, the entitlement requests did not include the Height District Change; however, the omission of the Height District Change was a technical error which has since been corrected, and the scope of the Proposed Project has not changed from when the application was deemed complete. The Project's proposed height and FAR included in the Project Description has not changed and was properly analyzed under CEQA. While there is no nexus to require the inclusion of affordable housing, it should be noted that the Project is volunteering to provide 32 units of restricted Moderate Income units.

Last, the related subdivision case is for the merger and re-subdivision of a 3.86-net-acre site into three ground lots and 13 airspace lots and does not include any condominium units. Therefore, it was never anticipated that these would be for-sale units. Further, whether the units are sold or rented, does not constitute an environmental impact. No comments specific to the VTT approval were otherwise noted in the appeal.

CONCLUSION

Upon careful consideration of the appeals, staff has determined the Appellants' objections lack merit and do not demonstrate that the City erred or abused its discretion in certifying the EIR and approving the Project. In addition, no new substantial evidence was presented that the City has erred in its actions relative to the EIR, including Errata dated July 26, 2019 and August 7, 2019, and the associated entitlements; nor was any new information to dispute the Findings of the EIR or the CPC's actions on this matter.

Therefore, staff recommends that the appeals be denied in part, in order to deny the appeals of the decisions of the City Planning Commission to sustain the Advisory Agency's approval of Case No. VTT-74568, and approve Case No. CPC-2016-3990-GPA-VZC-HD-MCUP-SPR; and granted in part, in order to include Erratum No. 3, dated October 18, 2019, and the modified Mitigation Monitoring Program (October 2019) as part of the certification of the Southern California Flower Market EIR, and to make the corrections outlined in the Technical Modifications, dated October 24, 2019, to revise the Exhibit A and Findings for Case No. VTT-74568, Conditions of Approval for Case No. CPC-2016-3990-GPA-VZC-HD-MCUP-SPR, and the Project Description for both cases.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning

 for:
Mindy Nguyen
City Planner

VPB:LW:MN
Enclosures

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_x and PM_{2.5} 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.

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 42 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., September 2019 (included as Attachment No. 1 to Erratum No. 3), 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.