

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY

City of Los Angeles

COUNCIL DISTRICT

CD 14 - JOSE HUIZAR

PROJECT TITLE

Broadway Sign District

CASE NO.

ENV-2014-2712-MND

PROJECT LOCATION

951 S BROADWAY

PROJECT DESCRIPTION

The proposed Broadway Signage Supplemental Use District (Proposed Project) would establish a Supplemental Use District (SUD) permitting and regulating signage. Additionally, the Project includes related amendments to the Broadway Community Design Overlay (CDO) and zoning [Q] Conditions to ensure consistency in signage controls and expansion of the Broadway Streetscape Master Plan to include the addition of one block on the north from 1st Street to 2nd Street and two blocks on the south from Olympic Boulevard to 12th Street. The Project would establish permitted and prohibited sign types based on the historic context of the neighborhood. The Proposed Project would also regulate permitted signage including: design, placement, materials, operation, electronic/digital displays, illuminated sign intensity and hours of operation, permitted sign area, off-site content, number of signs, and dimension.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**FINDING:**

The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM

BRYAN ECK

TITLE

City Planning Associate

TELEPHONE NUMBER

(213) 978-1304

ADDRESS200 N. SPRING STREET, 7th FLOOR
LOS ANGELES, CA. 90012**SIGNATURE (Official)****DATE**

08/10/2015

MITIGATION MEASURES

AESTHETICS

- MM 1D-1 All illuminated signs shall be designed, located, and/or screened so as to minimize light travel onto the exterior wall of residential units and any window of commercial building both on and off-site.
- MM 1D-2 Electronic/Digital Marquee signs shall only be operated between the hours of 7:00 a.m. and 2:00 a.m.
- MM 1D-3 All illuminated signs shall have a nighttime brightness no greater than 300 candelas per square meter and a daytime brightness no greater than 5,000 candelas.
- MM 1D-4 The brightness of any sign that includes neon, neon-like, or LED elements shall be controlled by a timer which shall be maintained in good working order.
- MM 1D-5 Pursuant to Section 14.4.4.E of the LAMC, no sign shall be arranged and illuminated in such a manner as to produce a light intensity of greater than three footcandles above ambient lighting, as measured at the property line of the nearest residentially zoned property.
- MM 1D-6 An Electronic/Digital Marquee and Open Panel Roof sign display shall transition smoothly at a consistent rate from the permitted daytime brightness to the permitted nighttime brightness levels, beginning 45 minutes prior to sunset and concluding 45 minutes after sunset.
- MM 1D-7 Full motion displays are prohibited for Electronic/Digital Marquee signs.
- MM 1D-8 Signage shall not use highly reflective materials such as mirrored glass.
- MM 1D-9 Each illuminated sign shall be fully dimmable and shall be controlled by a programmable timer so that the luminance levels may be adjusted according to the time of day.
- MM 1D-10 All displays shall have a maximum total lumen output of no more than 20 lumen per square foot.
- MM 1D-11 All light emitting diodes used within any digital display shall have a horizontal beam spread of maximum 165 degrees wide and 65 degrees vertically. All light emitting diodes shall be generally oriented downwards to the street, rather than up towards the sky.

BIOLOGICAL RESOURCES

- MM 4A-1 Trees on the project site that will be removed shall be inspected for bird nests prior to removal. Prior to the typical breeding/nesting season for birds (February 1 through September 1) trees to be removed from within the project site will be netted to prevent birds from inhabiting the trees prior to tree removal and construction.

CULTURAL RESOURCES

- MM 5A-1 The Secretary of the Interior's Standards shall be followed in the implementation of the design for signage on or adjacent to any registered historic building. In order to demonstrate compliance, the signage design should not detract from or overwhelm the historic building.
- MM 5A-2 Signage shall only be permitted by the Director on or adjacent to historic buildings with advice from a qualified architectural historian, that the signage will not damage the building or diminish the building's historical significance.
- MM 5A-3 Terrazzo features on the project site's sidewalk shall be repaired in the following ways:
- Cracking that does not appear severe shall not require repair or treatment;
 - Water boxes, plate covers, electrical meters, and other infrastructure shall be removed from terrazzo and patched using marble chips of the exact same color and size to exactly match the existing conditions;
 - Inappropriate patching shall be removed and a new terrazzo patch shall be applied using marble chips of the exact same color and size to exactly match the rest of the existing terrazzo; and

- Terrazzo panels that have suffered severe deterioration shall be carefully removed and replaced in kind to exactly match the original, including the color and size of the marble chips.

MM 5A-4	Based on the amount of damage to the sidewalk vault light panels, the sidewalk vault light panels shall be repaired in the following ways: <ul style="list-style-type: none"> • Leaking sidewalk vault light panels shall be waterproofed with sealant; • Individual sidewalk vault lights shall be replaced and shall be waterproofed around glass and panels to rehabilitate panels with broken or leaking glass; • Sidewalk vault light panels shall be accurately reconstructed based on visual inspection of the existing panels. Special attention shall be paid to accurate reconstruction of replacement sidewalk vault lights; and • Where sidewalk vault light panels cannot be reconstructed in a functional manner, a recessed concrete slab with waterproofing shall be constructed with new nonfunctional sidewalk vault light panels on top of the recessed concrete at the sidewalk level.
MM 5A-5	Before repairing sidewalk vault light panels, close examination of precise construction, including determining how the glass is set and a detailed assessment of the particular failures, shall be performed in order to more fully understand the assemblies and how to avoid failures in future work.
MM 5A-6	Any new structural work on basement ceilings shall be placed in a location that will not interfere with sidewalk vault lights panels.
MM 5B-1	In the event that cultural materials (Native American or historic artifacts) are encountered during construction, work should stop in the vicinity of the find until a qualified archaeologist can assess the material. Design of a treatment plan and consultation with the State Historic Preservation Officer may be required to appropriately mitigate any unanticipated discoveries. Treatment measures typically include collection, development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs, such as excavation or detailed documentation, or other mitigation measures, following standard archaeological procedures. If a remnant of the former rail trolley line is encountered, the rail line shall be documented with detailed photographs and a written narrative that shall be available digitally on the Bringing Back Broadway website, and physically stored at the Los Angeles Public Library. At least one sign shall provide interpretation of the previous rail line and describe materials found in construction of the roadway. Construction activities in that area may commence once the uncovered resources are collected by a qualified archaeologist and properly processed.
MM 5D-1	In the event that human remains are discovered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC) within 24 hours, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

GEOLOGY AND SOILS

MM 6B-1	The applicant shall implement construction and excavation Best Management Practices (BMPs) as set forth by the City. Such BMPs include using plastic coverings to prevent erosion of any unprotected area, such as mounds of dirt or dumpsters, along with devices designed to intercept and safely divert runoff.
MM 6B-2	To the extent feasible, grading shall be scheduled for completion prior to the start of the rainy season (between November and April).
MM 6B-3	During inclement periods of the year, when rain is threatening (between November and April), an erosion control plan that identifies BMPs shall be implemented to the satisfaction of the City's Department of Building and Safety to minimize potential erosion during construction. The erosion control plan shall be a condition prior to issuance of any grading permit.

NOISE

- MM 12-A1 All heavy construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.
- MM 12-A2 Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than metal-tracked equipment).
- MM 12-A3 The construction contractor shall locate construction staging areas away from noise sensitive uses.
- MM 12-A4 The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.
- MM 12-A5 The Proposed Project shall comply with the City of Los Angeles Noise Ordinance such that construction activities shall be performed in accordance with the applicable City noise standards. The construction contract shall specify that noise intensive construction or repair work shall be prohibited between the hours of 9:00 p.m. and 7:00 a.m. the following day. In addition, no construction or repair work can be performed within 500 feet before 8:00 a.m. or after 6:00 p.m. on any Sunday or on a federal holiday, or at any time on any Sunday.
- MM 12-A6 A sign, legible at a distance of 50 feet shall also be posted at the construction site that indicates the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.
- MM 12-A7 A “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved.

PUBLIC SERVICES

- MM 13A-1 The material, construction, mounting and adhesive methods of all proposed signage shall be subject to the approval of the Fire Department and the Department of Building and Safety.

TRANSPORTATION/TRAFFIC

- MM 16-1A The applicant shall work with the Los Angeles Department of Transportation to expand the scope of the Integrated Mobility Hubs project by accommodating several satellite hubs along the Broadway Corridor and near the Hill Street and 1st Street intersection. Potential satellite hubs along Broadway could provide bicycle amenities, such as a bike stand or parking spaces for shared bikes; or car sharing services with parking spaces for shared cars. The satellite mobility hubs along Broadway would support the larger mobility hub concept being implemented by the City of Los Angeles at other locations in Downtown Los Angeles.
- MM 16-2A The applicant shall implement pedestrian wayfinding signage on Hill Street, Broadway, 5th Street, and 1st Street, directing pedestrians to and from the Proposed Project corridor and the Metro Red and Purple Lines’ Pershing Square and Civic Center stations.
- MM 16-3A The applicant shall work with Metro to provide additional information regarding bus transit service routes, service frequency, “next bus” signs, and transfer information at all bus stops and bus shelters implemented in the Proposed Project corridor.

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ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles		COUNCIL DISTRICT: CD 14 - JOSE HUIZAR	DATE:
RESPONSIBLE AGENCIES: Department of City Planning			
ENVIRONMENTAL CASE: ENV-2014-2712-MND		RELATED CASES:	
PREVIOUS ACTIONS CASE NO.:		<input checked="checked" type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: ESTABLISHMENT OF THE BROADWAY SIGNAGE SUPPLEMENTAL USE DISTRICT AND RELATED MODIFICATIONS TO THE EXISTING BROADWAY COMMUNITY DESIGN OVERLAY (CDO)			
ENV PROJECT DESCRIPTION: The proposed Broadway Signage Supplemental Use District (Proposed Project) would establish a Supplemental Use District (SUD) permitting and regulating signage. Additionally, the Project includes related amendments to the Broadway Community Design Overlay (CDO) and zoning [Q] Conditions to ensure consistency in signage controls and expansion of the Broadway Streetscape Master Plan to include the addition of one block on the north from 1st Street to 2nd Street and two blocks on the south from Olympic Boulevard to 12th Street. The Project would establish permitted and prohibited sign types based on the historic context of the neighborhood. The Proposed Project would also regulate permitted signage including: design, placement, materials, operation, electronic/digital displays, illuminated sign intensity and hours of operation, permitted sign area, off-site content, number of signs, and dimension.			
ENVIRONMENTAL SETTINGS: The Project Site encompasses the parcels that front along South Broadway between 1st Street to the North to 12th Street to the South. The Project is located within the Central City Community Plan area in Downtown Los Angeles. The project site includes to an area with many historic theatres and multi-use buildings of ten- to twenty-stories tall.			
PROJECT LOCATION: 951 S BROADWAY			
COMMUNITY PLAN AREA: CENTRAL CITY STATUS: <input type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan		AREA PLANNING COMMISSION: CENTRAL	CERTIFIED NEIGHBORHOOD COUNCIL: DOWNTOWN LOS ANGELES
EXISTING ZONING: [Q]C2-4D-CDO		MAX. DENSITY/INTENSITY ALLOWED BY ZONING:	LA River Adjacent:
GENERAL PLAN LAND USE: REGIONAL CENTER COMMERCIAL		MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:	
		PROPOSED PROJECT DENSITY:	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

City Planning Associate

Title

(213) 978-1304

Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC <input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

<i>Background</i>	
PROPONENT NAME:	PHONE NUMBER: (213) 978-1304
APPLICANT ADDRESS:	
AGENCY REQUIRING CHECKLIST: Department of City Planning	DATE SUBMITTED: 07/25/2014
PROPOSAL NAME (if Applicable): Historic Broadway Sign District	

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS

a.	Have a substantial adverse effect on a scenic vista?				✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓		

II. AGRICULTURE AND FOREST RESOURCES

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

III. AIR QUALITY

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 non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?			✓	
e.	Create objectionable odors affecting a substantial number of people?			✓	

IV. BIOLOGICAL RESOURCES

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d.	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.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

V. CULTURAL RESOURCES

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?		✓		
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓		
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?		✓		

VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?		✓		
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			✓	
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?			✓	
e.	Result in substantial soil erosion or the loss of topsoil?		✓		
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard 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 included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
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IX. HYDROLOGY AND WATER QUALITY

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 (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
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 off-site?				✓
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?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓

X. LAND USE AND PLANNING

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 (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

XI. MINERAL RESOURCES

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?				✓
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?				✓

XII. NOISE

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 project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial population 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?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?			✓	
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓
XVI. TRANSPORTATION/TRAFFIC					
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?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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?			✓	
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 supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓

XVII. UTILITIES AND SERVICE SYSTEMS

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 or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				✓
e.	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.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				✓
g.	Comply with federal, state, and local statutes and regulations related to solid waste?				✓

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✓

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2014-2712-MND** and the associated case(s), **CPC-2014-2711-CDO-SN-ZC**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
BRYAN ECK	City Planning Associate	(213) 978-1304	08/12/2015

Environmental Impact Analysis

I. AESTHETICS

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. A significant impact would occur if the Proposed Project were to introduce incompatible visual elements within a field of view containing a scenic vista, or substantially block a scenic vista. Implementation of the Proposed Project would allow new signage to be introduced on the façades of buildings and structures that already exist, are under construction, or are entitled within the boundaries of the Proposed Project. As such, the Proposed Project would not have the potential to block or alter an existing scenic vista and no impact would occur.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?

No Impact. The Project Site is located within the vicinity of the Pasadena/Harbor Freeway (I-110/SR 110), San Bernardino/Santa Monica Freeway (I-10), Hollywood Freeway (US-101), Golden State/Santa Ana Freeway (I-5), and Pomona Freeway (SR-60). The portions of these roadways that are within the vicinity of the Proposed Project are not State-designated scenic highways. The portion of the Pasadena/Harbor Freeway (I-110) is delineated on the Central City Community Plan Map as a Scenic Freeway. However, the Project site is roughly 2500 feet from the freeway and views of the Project Area are largely obstructed by buildings on the western edge of Downtown. Furthermore, the signage elements introduced by the Proposed Project that would potentially be visible from the I-110 Scenic Freeway contain controlling provisions that would ensure that the design, placement, and operation of signs would not detract from or obscure the character-defining features of historic buildings.

The project site does not contain existing rock outcroppings, or locally designated significant tree species. However, the Project does contain the Broadway Theater and Commercial District which is a National Register Historic District containing a substantial number of historic buildings. As further discussed under Checklist Question 5(a), the regulations set forth under the Proposed Project would ensure that all new visual features introduced to the Project Site would not detract from the significance of these historic structures. Therefore, the Proposed Project would not have an adverse effect on these historic resources and no impact would occur.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project introduces visual elements that would be incompatible with the character of the Project Site or the surrounding area. The Project Site is located in the Historic Core of Downtown Los Angeles. The district is defined by a collection of historic buildings, active ground floor retail establishments, and, most significantly, 12 historic movie palace theaters. Broadway is flanked by Hill Street to the west and Spring Street to the east, both of which are characterized by historic buildings and active ground level uses. The buildings range from 2 to 12 stories in height, but are predominantly 150' feet in height, the height limit in place when the majority of the buildings were constructed.

The Proposed Project would create new regulations that control the type, quantity, height, total area, placement, and design of new signage. In general, these regulations are more restrictive than what is currently allowed by the Los Angeles Municipal Code. Where these regulations allow for signage that is otherwise not allowed by the LAMC, the specific provisions are tailored to only allow signage that is compatible with the type, size, and design of historic signs found in the district and that would not detract from the character-defining features of the Historic District.

Further, the Proposed Project would improve the Broadway corridor streetscape and enhance the pedestrian environment, improve public transit access and service, and revitalize a portion of Downtown Los Angeles while preserving the corridor's historic characteristics (including historic theatres located in the corridor). The proposed streetscape improvements include: enhancing street design through the implementation of curb extensions, sidewalk widening, traffic lane reductions, landscaping, restoration of historic streetlights, and transit stop amenities. While the project site is located within the National Register of Historic Place's Broadway Theatre and Commercial historic district (historic district), all improvements would adhere to the Secretary's Standards where applicable, and not change the historic context or character of Broadway.

See *Mitigation Measures MM1D-1 through MM1D-11 below.*

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project introduces new sources of light which increase ambient illumination levels or spillover into adjacent communities interfering with certain functions such as vision, sleep, privacy, and general enjoyment of nighttime conditions. Land uses that are specifically sensitive to light impacts include residential, some commercial and institutional uses, and natural areas. The degree of impact depends on the type of land use affected, the intensity of the light source, and the existing ambient light environment.

The Proposed Project would allow methods of sign illumination including electric lamps (such as neon or cathode ray tubes, fiber optic, light-emitting diode (LED) or incandescent lamps), which would slightly increase daytime glare and nighttime illumination generated at the project site. Although the Project Site is fully urbanized with high levels of nighttime illumination, ambient nighttime light levels could spill over into adjacent residential and mixed-use areas, creating a potentially significant impact unless mitigated.

Specifically, Blade, Open Panel Roof, Illuminated/Projected Art Display, and Marquee Theater signs permitted under the Proposed Project would introduce new sources of light which could potentially affect nighttime views beyond the immediate area. To address the issue, the Proposed Project include controls which regulate the timing and allowable brightness for those sign types. For instance, all illuminated signs would be required to have a nighttime brightness no greater than 300 candelas per square meter to reduce the potential cumulative brightness of new signage.

The combination of restrictions on the quantity, operation, and location of electronic, animated, and illuminated signage would reduce adverse effects to residential and commercial uses by limiting the intensity of light permitted within and allowed to exit the Project Site. These restrictions are identified in the mitigation measures listed below. Furthermore, through the control mechanisms of the proposed Sign District and the corresponding mitigation measures that would be adopted in conjunction with the adoption of the proposed Initial Study and Mitigated Negative Declaration, the City Planning Department would be enabled to regulate and enforce the conditions within the district to ensure glare-related hazards are avoided and/or corrected should any occur during the life of the Proposed Project.

As conceived of as part of the Broadway Streetscape Master Plan portion of the Proposed Project, the existing street light locations on Broadway would be retained. The historic bases of these existing street lights would also be retained, while poles and lights will be replaced with replicas of the historic version that were installed in the 1950s. Proposed infill street lights would be added to sidewalks midway between existing streetlights. The new street lights would be placed at 60-foot intervals to allow for higher quality and more consistent lighting for pedestrians and roadways. In addition, the Light Emitting Diode (LED) technology proposed will create a more even, consistent distribution of light to offer a more complete illumination pattern for pedestrian walkways.

The project also would incorporate exterior lighting that would be architecturally integrated with the streetscape improvement design, materials, and colors. All proposed furnishings including transit shelters, benches, bollards, seat walls, tree grates, bike racks, trash receptacles, and kiosks will be made out of steel and powder-coated in black. Daytime glare generated from the Proposed Project is not anticipated to affect adjacent land uses or drivers along the adjacent roadways because the proposed furnishings do not have reflective properties. The Proposed Project would not create a new source of substantial light or glare.

Overall, the additional lighting and glare introduced to the Project Site would be similar to that of adjacent land uses and consistent with the objectives identified in the Central City Community Plan. With the incorporation of the mitigation measures identified below, impacts would be less than significant.

Mitigation Measures

- | | |
|---------|--|
| MM 1D-1 | All illuminated signs shall be designed, located, and/or screened so as to minimize light travel onto the exterior wall of residential units and any window of commercial building both on and off-site. |
| MM 1D-2 | Electronic/Digital Marquee signs shall only be operated between the hours of 7:00 a.m. and 2:00 a.m. |

MM 1D-3	All illuminated signs shall have a nighttime brightness no greater than 300 candelas per square meter and a daytime brightness no greater than 5,000 candelas.
MM 1D-4	The brightness of any sign that includes neon, neon-like, or LED elements shall be controlled by a timer which shall be maintained in good working order.
MM 1D-5	Pursuant to Section 14.4.4.E of the LAMC, no sign shall be arranged and illuminated in such a manner as to produce a light intensity of greater than three footcandles above ambient lighting, as measured at the property line of the nearest residentially zoned property.
MM 1D-6	An Electronic/Digital Marquee and Open Panel Roof sign display shall transition smoothly at a consistent rate from the permitted daytime brightness to the permitted nighttime brightness levels, beginning 45 minutes prior to sunset and concluding 45 minutes after sunset.
MM 1D-7	Full motion displays are prohibited for Electronic/Digital Marquee signs.
MM 1D-8	Signage shall not use highly reflective materials such as mirrored glass.
MM 1D-9	Each illuminated sign shall be fully dimmable and shall be controlled by a programmable timer so that the luminance levels may be adjusted according to the time of day.
MM 1D-10	All displays shall have a maximum total lumen output of no more than 20 lumen per square foot.
MM 1D-11	All light emitting diodes used within any digital display shall have a horizontal beam spread of maximum 165 degrees wide and 65 degrees vertically. All light emitting diodes shall be generally oriented downwards to the street, rather than up towards the sky.

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

a) Would the project Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

[a – e] No Impact. A significant impact may occur if a project directly or indirectly results in the conversion of State-designated Farmland, land zoned for agriculture use, or land under a Williamson Act contract to a non-agricultural use, or conversion of forest land to a non-forest use. The Project Site and surrounding area are located in a highly urbanized area in Downtown Los Angeles and do not contain any State-designated Farmland,¹ forest land, land zoned for agricultural use, or land under a Williamson Act contract.² Therefore, the Proposed Project would not result in the conversion of any Farmland or forest land to a non-agricultural or non-forest use and no impact would occur.

¹ See web-based GIS map for Prime Farmland, Unique Farmland, and Farmland of Statewide Importance (and more): <http://maps.conservation.ca.gov/ciff/ciff.html>

² There are no Williamson Act contracts in LA County
http://www.conservation.ca.gov/dlrp/lca/stats_reports/Documents/2012%20WA%20Status%20Report.pdf

III. AIR QUALITY

The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan (the South Coast Air Quality Management District plans)?

Less Than Significant. A significant impact would occur if the Proposed Project would conflict with or obstruct implementation of the applicable air quality plan. The applicable air quality plan for the project site is the 2007 Air Quality Management Plan (AQMP), developed by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG). One of the goals of the AQMP is to reduce regional mobile source air emissions. The Proposed Project would prioritize pedestrian and transit users over the private automobile by enhancing transit accessibility and creating a more hospitable street experience by reconfiguring Broadway and creating a cohesive design aesthetic. It is anticipated that the proposed improvements will improve transit use and reduce automobile vehicle miles traveled and associated air emissions in the project area, which would be consistent with the goals of the AQMP. Therefore, the Proposed Project would result in a less than significant impact.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant. A significant impact would occur if the Proposed Project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Construction of the Proposed Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the project site. Construction emissions can vary substantially from day to day, depending on the level of activity and the specific type of activity. Emissions of carbon monoxide (CO), nitrogen oxide (NOX), sulfur oxide (SOX), particulate matter 2.5 microns or smaller in size (PM2.5), and particulate matter 10 microns or smaller in size (PM10) would primarily result from the use of construction equipment.

In accordance with SCAQMD guidance, an analysis was completed for regional and localized construction emissions. These emissions were then compared to the SCAQMD thresholds to determine the level of significance. Regional emissions include all project-related emissions whether they occur on the project site or on the regional roadway network (e.g., truck trips). Localized emissions only include emissions that occur on the project site such as equipment exhaust. The estimate of emissions assumed that four pieces of heavy-duty construction equipment would operate simultaneously for ten hours per day. The analysis also assumed 10 worker vehicles and 25 heavy-duty truck trips per day. Equipment emissions were obtained from the OFFROAD2007 model. Truck and automobile emissions were obtained from the EMFAC2007 model. The localized air quality analysis was based on the Localized Significance Thresholds (LST) Methodology required by the SCAQMD. Localized on-site emissions were calculated using similar methodology to the regional emission calculations. LSTs are project specific and are based on the size of the project area, the ambient air quality, and the distance from the emissions source to the sensitive receptor.

Construction emissions would not exceed the SCAQMD significance thresholds and, consequently, would not lead to a violation of any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, the Proposed Project would result in a less-than-significant impact related to regional and localized construction emissions.

It is mandatory for all construction projects in the South Coast Air Basin to comply with SCAQMD Rule 403 for fugitive dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce fugitive dust emissions associated with construction activities by approximately 61 percent.

The operational emissions analysis includes a CO hotspot evaluation and a discussion of regional emissions. The Proposed Project would divert trips from Broadway to adjacent streets potentially resulting in increased localized pollutant concentrations. This potential increase was addressed in a localized CO hotspot analysis. The SCAQMD recommends a CO hotspot evaluation of potential localized CO impacts when volume to capacity ratios are increased by two percent at intersections with a Level of Service (LOS) of D or worse, or when an intersection decreases in LOS by one level beginning when LOS changes from C to D. The traffic analysis completed for the Proposed Project studied the reconfiguration of Broadway and the redistribution of traffic to the surrounding roadway network. The

results of the analysis found that the Hill/1st Street intersection would decrease from an LOS C to D in the 2013 future with project condition.

Based on the traffic analysis, the Hill/1st Street intersection requires a CO hotspot analysis for the future with project condition. The USEPA CAL3QHC micro-scale dispersion model was used to calculate the CO concentrations. The one-hour Proposed Project CO concentration at the Hill/1st Street intersection would be 3 parts per million (ppm). The eight-hour CO concentration would be 2.5 ppm. The State one- and eight-hour standards of 20 and 9.0 ppm, respectively, would not be exceeded at the analyzed intersection. Therefore, the Proposed Project will result in a less than-significant impact related to CO hotspots.

With regard to regional operational emissions, the Proposed Project would not generate new vehicle trips. Trip diversions associated with the reconfiguration of Broadway would not increase regional emissions. The diverted trips are a part of the existing transportation system and would not constitute new vehicle miles traveled and associated emissions. The Proposed Project is designed to encourage public transit which would decrease passenger vehicle trips on the roadway network. As a result, the Proposed Project would not generate regional operational emissions and, consequently, would not lead to a violation of any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, the Proposed Project would result in a less-than-significant impact.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Less Than Significant. A significant impact would occur if the Proposed Project resulted in a cumulative net increase in any criteria pollutant above threshold standards. The SCAQMD's approach for assessing cumulative air quality impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal Clean Air Act (CAA) and State of California CAA. The SCAQMD has set forth regional significance thresholds designed to assist in the attainment of ambient air quality standards. As previously presented, the Proposed Project would not result in significant construction or operational emissions. Therefore, impacts would be less than significant.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant. A significant impact would occur if the Proposed Project exposed sensitive receptors to substantial pollutant concentrations. 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 particulate matter emissions. The Proposed Project would not generate new vehicle trips or substantially increase existing buses powered by diesel engines. For example, the Los Angeles County Metropolitan Transportation Authority operates buses powered by compressed natural gas. Compressed natural gas does not emit diesel particulate matter during the combustion process. Based on the limited sources of emissions, the Proposed Project would not warrant the need for a health risk assessment. Therefore, impacts would be less than significant.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant. A significant impact would occur if the Proposed Project created objectionable odors during either construction or operational activity. Odors generated by construction activity (e.g., equipment exhaust) would be localized and generally confined to the project site. The Proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites. Additionally, the odors would be temporary, and construction activity associated with the Proposed Project would be required to comply with SCAQMD Rule 402 which prohibits the discharge of nuisance emissions.

According to the SCAQMD CEQA Air Quality Handbook, land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Proposed Project would not include any of these uses. The Proposed Project includes transit improvements and does not include any land use with the potential to generate odors.

The Broadway Streetscape Master Plan does include landscaping and bioswales that would be designed to capture and use water runoff. Any excess runoff would be diverted to the existing stormdrain system. While stormdrain filters could become clogged with vegetation and/or debris, thus not allowing the system to properly drain, with proper landscaping maintenance, drain clogs would be regularly removed. Therefore, the Proposed Project would result in a less-than-significant impact.

IV. BIOLOGICAL RESOURCES

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Unless Mitigation Incorporated. A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in an urbanized area of Downtown Los Angeles and is currently developed with an asphalt roadway, sidewalks, basements, and a few ornamental/landscaping trees. According to the City of Los Angeles CEQA Thresholds Guide, the project site is not located in a Biological Resource Area.⁷

However, the potential exists for birds to nest in the existing approximately 20 mature street trees. All nesting birds are covered under the Migratory Bird Treaty Act (MBTA) (16 USC Sections 703–711) which includes provisions for the protection of migratory birds, including the non-permitted take of migratory birds, under the authority of the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG). To ensure no significant impact would occur to nesting birds, Mitigation Measure BR1 is required. With implementation of Mitigation Measure **MM 4A-1**, impacts would be less than significant.

Mitigation Measure

MM 4A-1 Trees on the project site that will be removed shall be inspected for bird nests prior to removal. Prior to the typical breeding/nesting season for birds (February 1 through September 1) trees to be removed from within the project site will be netted to prevent birds from inhabiting the trees prior to tree removal and construction.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

[b – c] No Impact. A significant impact would occur if the Proposed Project were to have a substantial adverse effect on any of the following: any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the State or federal regulatory agencies cited, through direct impacts or habitat modifications; riparian habitat or any other sensitive natural community identified locally, regionally, or by the State and federal regulatory agencies cited; federally protected wetlands as defined by Section 404 of the Clean Water Act.

The Project Site is located in a highly urbanized area of Downtown Los Angeles. The 2006 L.A. CEQA Thresholds Guide does not identify any substantial areas of natural habitat for plants or animals or any Significant Ecological Areas in the Central Los Angeles Planning Subregion, in which the Proposed Project is located. The Los Angeles River is approximately 1 mile away at its nearest point, but throughout the Central City area it is a vertical-walled, concrete-lined waterway. The Project Site and surrounding area are not known to support candidate, sensitive, or special status species habitat, riparian habitat, federally protected wetlands, migratory wildlife corridors, or native wildlife nursery sites. In addition, no undeveloped open space containing native vegetation, natural water source, nor natural buffer area is present on or adjoins the Project Site. Therefore, the Proposed Project will have no impact.

d) Would the project 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?

Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if the Proposed Project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. The project site and surrounding area is highly urbanized, and is not likely to function as a wildlife corridor. However, street trees are present on the project site and will be removed or relocated for demolition and construction purposes. The Proposed Project would add several trees along Broadway. Therefore, it is necessary to ensure that potential special-status avian species and raptors would not be disturbed by the Proposed Project. With implementation of Mitigation Measure **MM 4A-1** above, impacts would be less than significant.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant. A significant impact would occur if the Proposed Project were inconsistent with local regulations pertaining to biological resources. As noted in the responses above, the Project Site and the surrounding area are not in conflict with a conservation plan and no species or habitats of concern are known to inhabit the area. The vegetation within the Project Site consists of urban street trees. The Project Site does not contain any oak trees or other protected trees;³ thus, the Project Site would not affect any local policies or ordinances protecting or preserving trees. Any potential tree replacement would be in accordance with the provisions of the Los Angeles Municipal Code (LAMC) and the recommendations of the Department of Public Works, Street Tree Division. Therefore, a less-than-significant impact would occur.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Site and immediate vicinity do not include land regulated under a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the Proposed Project will have no impact.

³ Per L.A. Municipal Code, Chapter 1, Article 7, Section 17.02, Protected Trees are: Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus dumosa*); Southern California Black Walnut (*Juglans californica* var. *californica*); Western Sycamore (*Platanus racemosa*); California Bay (*Umbellularia californica*).

V. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Potentially Significant Unless Mitigation Incorporated. Section 15064.5 of the State CEQA Guidelines defines historical resources as: 1) a resource listed in or determined to be eligible by State Historical Resources Commission, for listing in the California Register of Historical Resources; 2) a resource listed in a local register or historical resources or identified as significant in a historical resource survey, meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record. A Project-related significant adverse effect would occur if the Proposed Project were to adversely affect a historical resource meeting one of the above definitions.

The Project Site largely overlaps with the National Register Broadway Theater and Commercial District which encompasses approximately seven blocks along South Broadway between just north of 3rd Street and just south of 9th Street. The Project Area also contains a substantial number of historically designated buildings and City-recognized Historic Cultural Monuments. Included in the collection of historical buildings are 12 movie palace theaters that characterize the district, including the Million Dollar Theater at 307 S. Broadway, the Roxie Theater at 518 S. Broadway, the Cameo Theater at 528 S. Broadway, the Arcade Theater at 534 S. Broadway the Los Angeles Theater at 615 S. Broadway, the Palace Theater at 630 S. Broadway, the State Theater at 703 S. Broadway, the Globe Theater at 744 S. Broadway, the Tower Theater at 802 S. Broadway, the Rialto Theater at 812 S. Broadway, the Orpheum Theater at 842 S. Broadway, and the United Artist Theater at 933 S. Broadway.

The Proposed Project would allow signage on or adjacent to the historic theaters and other historic buildings, subject to certain regulatory features. Specifically, the proposed Broadway Sign District contains provisions that signage on historic buildings would not be permitted to: cover or detract from the Character-Defining Features or Historic Signage of the building; alter or destroy the Historic Signage on the building or adjacent Historic Buildings, including Historic Signage on which the message has been replaced due to deterioration; interfere with street views of Character-Defining Features of the Historic Building on which the signage is located or any adjacent Historic Building; permanently alter the Character-Defining Features of the building by affixing or removing signage. Any signage placed on or adjacent to historic buildings is also subject to the architectural design guidelines and standards included in the ordinance, which are intended to respect the historic context of the district. Furthermore, advice from a qualified architectural historian must be sought for any signage on or adjacent to a historic building to ensure that the building will not be damaged, historical significance will remain intact, and compatibility maintained.

The historic district contains two contributing sidewalk features: terrazzo and sidewalk vault lights. Terrazzo is formed from a mixture of marble chips (generally at least 70 percent) and Portland cement (no more than 30 percent) over a concrete base. Colored pigment is sometimes added to the white Portland cement. Other chips have also been used, including onyx, travertine, and serpentine. Divider strips, often made of brass, are used to localize cracking. Examples of terrazzo along Broadway vary from a utilitarian "mat" in front of a storefront, to an ornamental "tongue" extending out from a building foyer, to a highly decorative area spanning the full width of a building from the façade to the curb. The most prevalent form of deterioration among the terrazzo is localized cracking. Some areas of terrazzo exhibit more severe deterioration in the form of spalling, whereby chips are missing and sections are crumbling. Other common problems are inappropriate patching and intrusion of water boxes, plate covers, electrical meters and other infrastructure, which would be removed as a part of the Proposed Project and placed on the proposed sidewalk extensions on the west side of the street or on a portion of the sidewalk where there is no contributing feature. In order to conform with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Secretary's Standards) with regard to the terrazzo sidewalks, Mitigation Measure **MM 5A-3**, below, is required.

Subterranean basements extend below the sidewalks in 14 locations along Broadway. In many cases, the basements contain sidewalk vault lights, which are made with reinforced concrete frames. Glass of the sidewalk vault lights was typically clear prismatic lenses that focused the light into the space below. Many of the sidewalk vault light panels have not been maintained over the years and contain broken glass and leaky assemblies. Due primarily to moisture penetration, basement roofs under the sidewalks are severely deteriorated and have corroded structural beams, which has caused sidewalks to crack and cave in. Some areas of sidewalk vault lights have been overlaid by asphalt to waterproof the basements or to correct differential settlement. Many panels have been covered in whole or part in asphalt, which has caused inconsistent paving patterns.

As part of the Proposed Project, basement vault ceilings would be structurally upgraded from below to prevent further collapse. The basement ceiling upgrades would be concentrated in subterranean basements and would not be visible

from the street. Structural work in basements conforms to the Secretary's Standards. Under Standard 2, structural upgrade of subterranean basements would allow for continued safe use of the sidewalks while retaining and preserving the historic character of the streetscape. Under Standard 6, although the severity of deterioration requires structural upgrade, work would not destroy distinctive features. In addition, the National Park Service has published a Preservation Tech Note entitled, "Repair and Rehabilitation of Historic Sidewalk Vault Lights," which recommends a range of options to repair sidewalk vault light panels such as waterproofing the sidewalk vault lights with a sealant, rehabilitating the panels, or reconstructing the panels. In addition, where water boxes, plate covers, electrical meters, and other infrastructure have been installed on contributing features, these pieces of infrastructure would be removed and placed in the proposed sidewalk extensions on the west side of the street or on a portion of the sidewalk where there is no contributing feature.

Existing streetlights consist of metal bases, which are ornamented with stylized leaves and flowers, a fluted metal pole and an arched arm with a fixture overhanging the street. The Proposed Project would reconstruct the existing streetlights reusing existing bases with new poles and fixtures based on photographs of the streetlights along Broadway dating from the 1920s through the 1950s. The new streetlights would be shorter to eliminate the need for a second set of pedestrian lights and would be located 60 feet from each other, instead of the existing 120 feet. On the west side of the street, new light fixtures would be placed in a linear fashion so as to line up with the location of existing street light bases. None of the new light fixtures would be placed on contributing sidewalk features. All streetlights would use LED lights contained behind a frosted globe to maintain a historic quality of light and to create a more even distribution of light. In conformance with the Secretary's Standards 1 and 4, the proposed reconstructed light fixtures would accurately duplicate of historic features and depict non-surviving portions of the streetscape based on documentary evidence. In conformance with the Secretary's Standard 3, the light fixtures would retain historic bases, preserving any remaining historic materials, features, and spatial relationships. In addition, the proposed light fixtures conform to the Secretary's Standard 1, as increased light will increase safety, and the Secretary's Standard 2, as the additional light fixtures would retain and preserve the historic character of the streetscape. In conformance with the Secretary's Standard 9, the new light fixtures would not destroy historic materials or spatial relationships. Therefore, the reuse of existing street light bases and supplementing them with additional light fixtures conforms to the Secretary's Standards.

The provisions of the Project would not allow features that would cover, alter, or destroy any character-defining features of historic signage associated with the Broadway Theater and Commercial District or any historic buildings within the Project area. The regulations found within the proposed Sign District limit the type, size, proportion, location, and design of signs in a manner consistent with the historical context of the Project area. With implementation of Mitigation Measures **MM 5A-1** through **MM 5A-6**, the Proposed Project would conform to the Secretary's Standards, and the Proposed Project would result in a less-than-significant impact.

Mitigation Measures

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| MM 5A-1 | The Secretary of the Interior's Standards shall be followed in the implementation of the design for signage on or adjacent to any registered historic building. In order to demonstrate compliance, the signage design should not detract from or overwhelm the historic building. |
| MM 5A-2 | Signage shall only be permitted by the Director on or adjacent to historic buildings with advice from a qualified architectural historian, that the signage will not damage the building or diminish the building's historical significance. |
| MM 5A-3 | <p>Terrazzo features on the project site's sidewalk shall be repaired in the following ways:</p> <ul style="list-style-type: none"> • Cracking that does not appear severe shall not require repair or treatment; • Water boxes, plate covers, electrical meters, and other infrastructure shall be removed from terrazzo and patched using marble chips of the exact same color and size to exactly match the existing conditions; • Inappropriate patching shall be removed and a new terrazzo patch shall be applied using marble chips of the exact same color and size to exactly match the rest of the existing terrazzo; and • Terrazzo panels that have suffered severe deterioration shall be carefully removed and replaced in kind to exactly match the original, including the color and size of the marble chips. |
| MM 5A-4 | <p>Based on the amount of damage to the sidewalk vault light panels, the sidewalk vault light panels shall be repaired in the following ways:</p> <ul style="list-style-type: none"> • Leaking sidewalk vault light panels shall be waterproofed with sealant; |

- Individual sidewalk vault lights shall be replaced and shall be waterproofed around glass and panels to rehabilitate panels with broken or leaking glass;
- Sidewalk vault light panels shall be accurately reconstructed based on visual inspection of the existing panels. Special attention shall be paid to accurate reconstruction of replacement sidewalk vault lights; and
- Where sidewalk vault light panels cannot be reconstructed in a functional manner, a recessed concrete slab with waterproofing shall be constructed with new nonfunctional sidewalk vault light panels on top of the recessed concrete at the sidewalk level.

MM 5A-5 Before repairing sidewalk vault light panels, close examination of precise construction, including determining how the glass is set and a detailed assessment of the particular failures, shall be performed in order to more fully understand the assemblies and how to avoid failures in future work.

MM 5A-6 Any new structural work on basement ceilings shall be placed in a location that will not interfere with sidewalk vault lights panels.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if a known or unknown archaeological resource were removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources, or resources which constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

The project site includes building facades, sidewalks, and roadway improvements. Therefore, the likelihood of finding intact significant archeological resources is low. However, as discussed above, it is unknown if any remnants of the rail trolley line that functioned from the early twentieth century to the 1950s, or any other features from an earlier period, still exist under the roadway. If any features from an earlier period are found during construction, they would be removed as their retention would cause differential settlement. Additionally, since unknown resources could be altered or destroyed by site excavation or other construction activities, discovery of archeological resources during construction shall be treated in accordance with applicable federal, State, and local guidelines. Therefore, with implementation of Mitigation Measure **MM 5B-1**, impacts would be less than significant.

Mitigation Measure

MM 5B-1 In the event that cultural materials (Native American or historic artifacts) are encountered during construction, work should stop in the vicinity of the find until a qualified archaeologist can assess the material. Design of a treatment plan and consultation with the State Historic Preservation Officer may be required to appropriately mitigate any unanticipated discoveries. Treatment measures typically include collection, development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs, such as excavation or detailed documentation, or other mitigation measures, following standard archaeological procedures. If a remnant of the former rail trolley line is encountered, the rail line shall be documented with detailed photographs and a written narrative that shall be available digitally on the Bringing Back Broadway website, and physically stored at the Los Angeles Public Library. At least one sign shall provide interpretation of the previous rail line and describe materials found in construction of the roadway. Construction activities in that area may commence once the uncovered resources are collected by a qualified archaeologist and properly processed.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-Than-Significant Impact. A significant impact would occur if excavation or construction activities associated with the Proposed Project would disturb paleontological or unique geological features. Because the project site has been developed previously, any surficial paleontological resources that may have been present at one time have likely been disturbed. The Proposed Project will remove the existing roadway down to only one foot below the roadbed. Therefore, impacts would be less than significant.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if previously interred human remains were disturbed during excavation of the project site. The project site is not part of a formal cemetery and, therefore, it is unlikely that human remains exist on-site or in the vicinity. Within the project area, any traditional buried resources, which include archeological sites, burial sites, ceremonial areas, gathering areas, or any other natural area important to a culture for religious or heritage reasons, would likely be associated with the Native American group known as the Gabrielino. Any discovery of such resources would be treated in accordance with federal, State, and local guidelines for disclosure, recovery, preservation, and curation, as appropriate. In the event that human remains are encountered during construction activities (e.g., excavation, grading, etc.), Mitigation Measure **MM-5D-1** will be implemented. Therefore, impacts would be less than significant.

Mitigation Measure

MM 5D-1	In the event that human remains are discovered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC) within 24 hours, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.
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VI. GEOLOGIC HAZARDS

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.⁴

(ii) Strong seismic ground shaking?

(iii) Seismic-related ground failure, including liquefaction?

(iv) Landslides?

Less Than Significant. A significant impact may occur if the Proposed Project would expose people or property to substantial seismic risks due to: location within a State-designated Alquist-Priolo Earthquake Fault Zone or other designated fault zone, seismically-induced ground shaking, seismic-related ground failure (including liquefaction), and/or seismically-induced landslides, and appropriate building practices are not employed. The Proposed Project would allow the placement of new signage mounted on structures. Construction of framework and mounting of the signs would comply with current Los Angeles Building Code (LABC) and Uniform Building Code (UBC) requirements and would not affect foundations or result in other structural or engineering modifications that could increase exposure of people or structures to substantial seismic risks. The proposed project would be required to comply with the requirements of Title 24 of the California Code of Regulations. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, a less-than-significant impact would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if construction activities or future uses resulted in substantial soil erosion or loss of topsoil. Erosion could occur during the grading phase of the Proposed Project. All grading and excavation activities would require grading permits from the City of Los Angeles Department of Building and Safety. During the construction phase of the Proposed Project, activities are subject to requirements of the National Pollutant Discharge Elimination System (NPDES) Construction Permit. Compliance with the NPDES permit includes the implementation of Best Management Practices (BMPs), some of which are specifically implemented to reduce soil erosion or loss of topsoil. BMPs must be put into practice at the time of demolition of the existing roadway and sidewalk and will remain in place until a Safe Sidewalk Certificate has been issued by the Bureau of Street Services. In addition to the NPDES permit, grading activities require a local Storm Water Pollution Prevention Plan (SWPPP) and a Wet Weather Erosion Control Plan (WWECP) to be developed for the Proposed Project. The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. No continued erosion potential would exist after completion of construction. With implementation of Mitigation Measures MM 6B-1 through MM 6B-3, impacts would be less than significant.

Mitigation Measures

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| MM 6B-1 | The applicant shall implement construction and excavation Best Management Practices (BMPs) as set forth by the City. Such BMPs include using plastic coverings to prevent erosion of any unprotected area, such as mounds of dirt or dumpsters, along with devices designed to intercept and safely divert runoff. |
| MM 6B-2 | To the extent feasible, grading shall be scheduled for completion prior to the start of the rainy season (between November and April). |
| MM 6B-3 | During inclement periods of the year, when rain is threatening (between November and April), an erosion control plan that identifies BMPs shall be implemented to the satisfaction of the City's Department of Building and Safety to minimize potential erosion during construction. The erosion control plan shall be a condition prior to issuance of any grading permit. |

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

⁴ Division of Mines and Geology Special Publication 42 (2007): <ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sp/Sp42.pdf>
Find maps here: <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>

d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

[c – d] Less Than Significant. A significant impact may occur if the Proposed Project were built in an area with unstable or expansive soils without proper site preparation and/or adequate foundations for project buildings, thus posing a hazard to life and property. As stated under Checklist Questions VI(a) and (b) above, the Proposed Project would not introduce any additional buildings or persons to the Project Site. The project site is currently developed with five travel lanes, curbs, sidewalks, and sparsely located street trees and trash receptacles. The proposed project would reduce the lanes of travel from five lanes to three and would increase the width of the sidewalk, stabilize basements under the sidewalks, add street trees and furniture, and create eight-foot wide curb extensions at mid-block locations and intersections. The project site is located in a relatively flat urbanized area, with a Hanford fine sandy loam soil type. Hanford soils consist of very deep, well drained soil found on alluvial fans. Construction activities would adhere to City policies, and consequently, the requirements of the Department of Building and Safety. Therefore, to assess potential geophysical hazards, especially regarding basement improvements, a geological report shall be prepared if deemed necessary by the Department of Building and Safety. Consistency with City policies would ensure that impacts would be less than significant.

e) Would the project 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?

No Impact. A significant impact may occur if the Proposed Project is located in an area not served by an existing sewer system. The Proposed Project would not require septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

VII. GREENHOUSE GAS EMISSIONS

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant. A significant impact would occur if the proposed project would generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. The Proposed Project would not generate new vehicle trips. In fact, the Proposed Project is designed to encourage and support public transit that would decrease passenger vehicle trips on the roadway network. As a result, the proposed project would not increase mobile source GHG emissions. Construction activity associated with the implementation of the streetscape plan would generate approximately 612 metric tons of GHG emissions annually. Based on SCAQMD guidance, these emissions should be amortized over a 30-year span to assess significance. The amortized emissions of 20 metric tons represent less than 0.0000006 percent of the most recent State of California GHG emissions inventory prepared by the California Air Resources Board. This negligible increase in emissions is not considered substantial. Therefore, impacts would be less than significant.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. A significant impact would occur if the proposed project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. In response to growing scientific and political concern with global climate change, California has adopted a series of laws to reduce emissions of GHGs into the atmosphere from commercial and private activities within the State. In September 2006, former Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB 32, into law. AB 32 focuses on reducing GHG emissions in California, and requires the California Air Resources Board to adopt rules and regulations that would achieve GHG emissions equivalent to Statewide levels in 1990 by 2020. To achieve this goal, State, regional, and local agencies have adopted GHG reduction and climate action plans. For example, the City of Los Angeles has issued guidance promoting green building to reduce GHG emissions. The goal of the Green LA Action Plan is to reduce greenhouse gas emissions 35 percent below 1990 levels by 2030. The Green LA Action Plan lists various focus areas in which to implement GHG reduction strategies. Focus areas include energy, water, transportation, land use, waste, port, airport, and ensuring that changes to the local climate are incorporated into planning and building decisions.

While the Proposed Project is largely about the design and operation of signage and does incentivize sign illumination using lower emission LED technology, the Streetscape component is designed to prioritize transit services over private vehicles and to make the project area more pedestrian friendly. Increasing the percentage of people reaching their destination by transit or walking over private vehicles would decrease GHG emissions from existing conditions. In addition, the proposed project would include environmentally-friendly solutions to urban greenscaping, such as low-energy and alternative energy to power street lighting, biofiltration plants to cleanse rain and other wastewater before reaching storm drains, drought tolerant plantings, and furnishing made from recycled content. The absence of new GHG emissions and the commitment to various sustainability features would ensure that the proposed project would be consistent with adopted GHG reduction plans. Therefore, impacts would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant. A significant impact would occur if the proposed project required the routine transfer, use, or disposal of hazardous materials. Construction of the proposed project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handles in compliance with applicable standards and regulations. The proposed project includes basement, sidewalk, and street improvements. These improvements would not involve the routine transport, use, or disposal of hazardous substances other than minor amounts of herbicides or pesticides that would be used for landscaping. Therefore, impacts would be less than significant.

b) Would the project 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?

Less Than Significant. A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The proposed project includes basement, sidewalk, and street improvements. These improvements would not likely involve hazardous materials that could result in an upset or accident condition. Therefore, impacts would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

[c – d] No Impact. A significant impact may occur if the Proposed Project would have the potential to adversely affect sensitive receptors due to the location within one quarter mile of an existing or proposed school, or identification on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5. The Proposed Project would not use or manage hazardous or explosive substances. While the Project Site is located within the vicinity of several sensitive receptors (e.g. Ninth Street Elementary School located at 835 Stanford Ave approximately 0.6 miles southeast of the Broadway Corridor Project Site, Metro Charter School located at 1401 S. Grand Ave approximately 0.4 miles southwest of the Project Site, and many multi-family residential buildings), the Proposed Project would not have the potential to expose any existing hazardous sites nor introduce new hazards or people to the area such that a risk is posed to sensitive receptors. Therefore, no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

[e – f] No Impact. A significant impact may occur if the Proposed Project is located within a public airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. As none of these conditions apply to the Project Site, no impact would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if the Proposed Project impaired the implementation of an emergency response or evacuation plan or blockage of an emergency route. Broadway is classified as a Disaster Route for emergencies but is not defined as an Evacuation Route. Although an emergency may warrant a road be used as both a Disaster and Evacuation Route, they are different. An Evacuation Route is used to move the affected population out of an impacted area, while a disaster route is utilized to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property and minimize impact to the environment. During a disaster, these routes have priority for clearing, repairing and restoration over all other roads.

A traffic study prepared by IBI Group in November 2011 was prepared for the Broadway Streetscape Master Plan. A subsequent study was completed by the Los Angeles Department of Transportation in 2014 to assess the additional blocks added as part of the Proposed Project. These traffic studies found that all study intersections would operate at an acceptable level of service in existing and future conditions with the Proposed Project. However, the Broadway/3rd Street and Hill/1st Streets intersections would result in a significant traffic impact from the Proposed Project during the AM and PM peak hours, respectively. This impact does not result in an unacceptable level of service at the intersections, but does result in a volume to capacity ratio (V/C ratio) that exceeds the Los Angeles Department of Transportation (LADOT) standards. Consequently, the Proposed Project would implement mitigation measures to reduce impacts to less-than-significant at these intersections (See Section XVI, Transportation/Traffic, below.) The Proposed Project would alter street patterns associated with Broadway as a Disaster Route; however, Mitigation Measures MM 16-1A through MM 16-1C would reduce this impact to less than significant.

Mitigation Measures

See MMs related to Transportation – 16-1A through 16-1C

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

[h] No Impact. A significant impact could occur if the Proposed Project were located in proximity to wildland areas and posed a potential fire hazard. The Project Site is located in a highly urbanized area of Downtown Los Angeles. The Project Site and surrounding area do not contain any wildlands and are not located in a designated Brush Fire Hazard Area.⁵ Therefore, implementation of the Proposed Project would not have the potential to expose people or structures to wildland fires and no impact would occur.

⁵ City of Los Angeles Department of City Planning, Very High Fire Hazard Severity Zone (VHFHSZ) Map, 2011:

<http://lafd.org/images/stories/brush/fire-zone-vhfhsz.pdf>. More info: <http://lafd.org/brush/zone.htm>.

<http://planning.lacity.org/DRU/HOMEDRU.cfm>

City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, Brush Fire Hazard Areas in the City of Los Angeles, 1996. ⁵ <http://dpw.lacounty.gov/wmd/floodzone/>

IX. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant. A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems. A significant impact would also occur if the proposed project would not comply with all applicable regulations with regard to surface water quality as governed by the Regional Water Quality Control Board (RWQCB).

Construction activities such as minor earth moving, maintenance/operation of construction equipment and handling/storage/disposal of materials could contribute to the pollutant loading in storm water runoff. However, construction contractors disturbing greater than one acre of soil would be required to obtain coverage under the NPDES General Construction Activity Permit. In accordance with the requirements of the permit, a site-specific SWPPP would be prepared and implemented. The SWPPP would specify BMPs to be used during construction; these would include, but not be limited to, erosion control, sediment control, non-storm water management, and materials management.

In accordance with NPDES requirements, a Storm Water Management Plan would be implemented. BMPs to address water quality in storm water runoff would be incorporated into the design of the proposed streetscape plan elements. BMPs would include source and treatment control. Source control BMPs would be used to prevent pollutants from entering into the storm water discharges and may include effective site maintenance of treatment control BMPs. Treatment BMPs remove pollutants from storm water discharges and would include the use of biofiltration planters. The project proposed the use of biofiltration planters whereby storm water and urban runoff would be captured and filtered through planters in curb extensions, as well as new tree wells, and cleansed by the plant materials before discharging back into the storm drain system.

With conformance to the NPDES permit and implementation of source control and treatment BMPs such as those described above, the proposed project would reduce or eliminate the discharge of potential pollutants from storm water runoff to the maximum extent practicable. Therefore, operation of the proposed project would not result in a violation of water quality standards or discharge requirements. Impacts would be less than significant.

b) Would the project 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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. A significant impact would occur if the proposed project substantially depletes groundwater or interferes with groundwater recharge. The proposed project includes basement, sidewalk, and street improvements and would not require the use of groundwater. Therefore, the proposed project would not require direct additions or withdrawals of groundwater. The project site is currently developed with a paved asphalt street, sidewalks, and a few planters. Consequently, the existing conditions at the project site minimally, if at all, contribute to groundwater recharge activities. Under existing conditions, storm water flows through the project site rapidly and does not remain on-site long enough to recharge groundwater. The proposed project would not increase the amount of impervious surface at the project site over existing conditions. Therefore, no impacts would occur.

c) Would the project 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 off-site?

No Impact. A significant impact would occur if the proposed project substantially altered the drainage pattern of an existing stream or river so that erosion or siltation would result. The project site is located in a highly developed area of Downtown Los Angeles and this segment of Broadway crosses no surface streams or rivers. As a part of the proposed streetscape project, the storm drains would be relocated eight feet towards the center of Broadway. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that currently receive surface water runoff. Since the existing project site is largely impermeable and the proposed project would also develop the site with largely impermeable surfaces, the proposed project would not measurably change the volume of storm water runoff. The new areas of landscaping and proposed filtration would allow some percolation and reduction of runoff. Consequently, alterations to existing drainage patterns within the site and surrounding area that could result in substantial on- or off-site erosion or siltation would not occur. Construction activities for the proposed streetscape project will include appropriate storm drain connections and implementation of BMPs. Therefore, no impacts to drainage patterns from the implementation of the proposed project would occur.

d) Would the project 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?

Less Than Significant. A significant impact would occur if the proposed project substantially altered the drainage pattern of an existing stream or river such that flooding would result. As discussed above, the project site is located in a highly developed area of Los Angeles and is not adjacent to a stream or river. The surrounding area has an existing curb and gutter system that would be relocated eight-feet towards the center of Broadway. Any alteration of flows on-site would be controlled and then conveyed to existing off-site regional storm drain facilities by temporary flood control improvements. As a result, street surface flow would remain the same and the proposed project would not result in flooding on- or off-site. Impacts would be less than significant.

e) Would the project 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) Would the project otherwise substantially degrade water quality?

[e – f] No Impact. A significant impact would occur if runoff water exceeded the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. The proposed streetscape project would result in the removal of asphalt paving from the roadway, increase the sidewalk widths eight-feet towards the Broadway centerline, make basement improvements, and add street furniture and occasional landscaping. As a result, storm flows on the project site could be slowed across the site due to a slight increase in permeable surfaces (landscaping, etc.). In general, this would reduce the amount of storm water that would be conveyed to the existing storm drain system compared to existing conditions. Therefore, the proposed project would not contribute runoff to storm drains that could exceed their capacity, and no impact would occur.

g) Would the project 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) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

i) Would the project 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?

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

[g – j] No Impact. A significant impact may occur if the Proposed Project would place housing within a 100-year flood zone, or would place structures within a 100-year flood zone which would impede or redirect flood flows. A significant impact may also occur if the Proposed Project had the potential to expose people or structures to a significant risk of loss, injury, or death due to location in an area where a dam or levee could fail near the ocean or other water body, potentially subject to seismically-induced tidal phenomena (seiche and tsunami), or adjacent to a hillside area with soil characteristics indicating potential susceptibility to mudslides or mudflows. The Proposed Project is not within a FEMA-defined flood zone, nor is it vulnerable to a levee or dam failure, seiche, tsunami, or mudflow. Therefore, no impact would occur.

X. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if the Proposed Project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. As the Proposed Project would not introduce any new buildings to the Project Site, it would not have the potential to physically divide the surrounding community. The Proposed Project is specifically intended to be compatible with the historical and pedestrian-oriented aesthetics of the Broadway corridor. The streetscape plan proposes several street and pedestrian improvements along Broadway. In addition, the proposed project would improve transit flow through the project site. The project does not propose any development that could divide an established community. To the contrary, the curb extensions enhance pedestrian street crossing and accessibility. Therefore, no impact would occur. Thus, no impact would occur.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. A significant impact may occur if the Proposed Project were inconsistent with the General Plan or zoning designations currently applicable to the Project Site and would cause adverse environmental effects which the General Plan and zoning ordinance are designed to avoid or mitigate. Because the Project Site is located within the State of California it is subject to the Outdoor Advertising Act. The Project Site is also located within the jurisdiction of a number of local land use plans which include the following: City of Los Angeles' Municipal Code, General Plan, Central City Community Plan, and Broadway Community Design Overlay.

Each of these plans generally regulates the development of and activities that may take place at the Project Site. In addition, the Municipal Code, Central City Community Plan, Broadway Community Design Overlay, and the Broadway Streetscape Master Plan specifically address the aesthetics of the Broadway area and the larger community in which the Project Site is located.

Outdoor Advertising Act

If an advertising display is placed within 660 feet from an interstate highway and the advertising is visible from that highway, a permit is required from the California Department of Transportation to demonstrate compliance with the Outdoor Advertising Act in the California Business and Professions Code, Section 5200 et seq. This Act includes provisions which regulate aesthetics such as limits on where applicable signage can be placed (such as within a business district and not within 500 feet of an interchange), limits on the size of the displays and sign structures, limits on the intensity and illumination, and restrictions on the use of flashing lights or intermittent lights. The Project Site is not readily visible from nearby highways, is located over 1500 feet to the south of the 101 (Hollywood) Freeway and over 2500 feet from the 110 (Pasadena) Freeway. As such, these regulations do not apply to the Proposed Project.

City of Los Angeles Municipal Code

The Project Site is located within the City of Los Angeles and is therefore subject to the Los Angeles Municipal Code. Section 13.11 sets forth procedures, guidelines and standards for the establishment of Sign Districts in areas of the City. As stated in Section 13.11(B), Sign Districts are limited to commercial and industrial zones, and in R5 zones that are designated on an adopted community plan as a "Regional Center" or within any redevelopment project area. The Project Site is currently zoned C2-4D-CDO, C4-4D-CDO, C5-4D-CDO, and C2-4D-O. Therefore, the existing zoning permits the establishment of a sign district.

City of Los Angeles General Plan

The City of Los Angeles General Plan is a document which consists of seven State mandated elements and five optional elements, as well as the land use plan for each of the 35 communities located within the City. The thirteen elements which comprise the General Plan are: (a) Citywide General Plan Framework, (b) Land Use, (c) Air Quality, (d) Transportation, (e) Housing, (f) Infrastructure Systems, (g) Open Space, (h) Conservation, (i) Noise, (j) Public Facilities and Services, (k) Historic Preservation (l) Safety, and (m) Urban Form and Neighborhood Design. Land use is part of the General Plan, however, land use planning and policy is delegated to the community plan level. The Project Site falls within the Central City Community Plan and is therefore subject to land use policies thereof, as described below.

Central City Community Plan

The Project Site is located within the boundaries of the Central City and subject to the Central City Community Plan. The Community Plan's goals and objectives generally relate to providing organized growth and a Central City identity in the Downtown Los Angeles area. Chapter V of the Community Plan provides urban design guidelines to prescribe

the orderly development of streets and open spaces in the Central City area. The objectives are as follows: (1) To create a series of street types, unique to Downtown [and] Define individual building criteria which would address bulk, profile, placement and street walls, (2) To develop parking design criteria, whether applied to garages, open air lots, or integrally within other buildings, that create places that provide safety, comfort and convenience for the pedestrian, (3) To develop streetscape and landscape criteria that reinforce the pedestrian quality of Downtown's streets and public open spaces that takes advantage of the great local climate; and that promotes the use and enjoyment of the outdoors, and (4) To improve the pedestrian environment. While the Community Plan does not specifically regulate signage, it does recommend the installation of a wayfinding signage program for parking, transit, and pedestrian facilities.

Moreover, the Community Plan identifies Broadway as an entertainment, cultural, and retail district and encourages initiatives to "preserve and attract active and viable uses [...] through ordinance, specific plan and/or other regulatory tools" and "promote the development of the night-time entertainment uses in the historic Broadway theater district." The Proposed Project would help to further the Central City Community Plan's objectives in a number of ways as identified in the Proposed Project's objectives. Specifically, the Proposed Project seeks to reinforce the historic entertainment and retail character of the Project Site by allowing and encouraging signs throughout the district that support retail and entertainment uses such as pedestrian-oriented and scaled signs and Marquee Theater signs.

Broadway Community Design Overlay & Broadway Theater and Entertainment District Design Guide

The Project Area overlaps with the Broadway Theater and Entertainment District Design Guide area, which "provides guidelines and standards for development projects along Broadway between 2nd Street and Olympic Boulevard in Downtown Los Angeles." While the Design Guide contains provisions related to signage, the Project would supplant those regulations. However, the Design Guide recognizes the Broadway Sign Supplemental Use District as a future effort corollary to and in conformance with the existing document. The Project will require amendments to both the Broadway Community Overlay document and to the associated zoning [Q] Conditions to ensure consistency with the Proposed Project.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A significant adverse effect could occur if the Project Site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Question IV(f), the Project Site and surrounding area are not regulated under a habitat conservation plan. As such, no impact would occur.

XI. MINERAL RESOURCES

a) Would the project 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?

b) Would the project 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?

[a – b] No Impact. A significant impact may occur if the Proposed Project were located in an area used or available for extraction of a regionally- or locally-important mineral resource and converted such existing or potential future use to another use, or if the Proposed Project affected access to an area used or available for regionally- or locally-important mineral resource extraction. The Project Site and surrounding area are located in a highly urbanized area of Downtown Los Angeles and do not contain any known potential for mineral extraction activities.⁶ The Proposed Project would not introduce any new development that would obstruct access to future mineral resource extraction in the area. As such, no impact would occur.

⁶ City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, Areas Containing Significant Mineral Deposits in the City of Los Angeles, 1996.

XII. NOISE

a) Would the project result in 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?

Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if the Proposed Project would expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. This noise analysis discusses sound levels in terms of Equivalent Noise Level (L_{eq}). L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise that has the same energy content as the fluctuating noise level.

The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses. Regarding construction, the LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. the following day, since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence. No person, other than an individual homeowner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 a.m. or after 6:00 p.m. on any Saturday or on a federal holiday, or at any time on any Sunday. Under certain conditions, the City may grant a waiver to allow limited construction activities to occur outside of the limits described above.

The LAMC also specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise-reduction device or techniques during the operation of equipment. Noise barrier mitigation measures are not practical as they would interfere with access to buildings and impede pedestrian activity. With implementation of Mitigation Measures MM 12-A1 through MM12-A7, noise would be reduced by the greatest extent feasible and, therefore, a less-than significant impact would occur.

Mitigation Measures

MM 12-A1	All heavy construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.
MM 12-A2	Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than metal-tracked equipment).
MM 12-A3	The construction contractor shall locate construction staging areas away from noise sensitive uses.
MM 12-A4	The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.
MM 12-A5	The Proposed Project shall comply with the City of Los Angeles Noise Ordinance such that construction activities shall be performed in accordance with the applicable City noise standards. The construction contract shall specify that noise intensive construction or repair work shall be prohibited between the hours of 9:00 p.m. and 7:00 a.m. the following day. In addition, no construction or repair work can be performed within 500 feet before 8:00 a.m. or after 6:00 p.m. on any Sunday or on a federal holiday, or at any time on any Sunday.
MM 12-A6	A sign, legible at a distance of 50 feet shall also be posted at the construction site that indicates the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.
MM 12-A7	A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant. A significant impact would occur if the Proposed Project would cause excessive vibration or noise levels. High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that may affect concentration or disturb sleep. In addition, high levels of vibration may damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes).

Construction Vibration

Construction activity can result in varying degrees of vibration, depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. The Federal Transit Administration has indicated that reinforced concrete, steel, or timber buildings can be exposed to vibration levels up to 0.5 inches per second without experiencing damage. Use of heavy equipment (e.g., a large bulldozer) generates vibration levels of 0.089 inches per second at a distance of 25 feet. The nearest residential structures to the project site would be approximately 50 feet from heavy-duty equipment activity and could experience vibration levels of 0.03 inches per second. Project-related vibration levels not exceed the building damage threshold of 0.5 inches per second at any receptor. Therefore, the Proposed Project would result in a less-than-significant impact related to construction vibration.

Operational Vibration

The Proposed Project would not include significant stationary sources of ground-borne vibration, such as heavy equipment activity. Operational ground-borne vibration would be generated by vehicular travel on the local roadways. However, similar to existing conditions, project-related traffic vibration levels would not be perceptible by sensitive receptors. Therefore, the Proposed Project would result in a less-than-significant impact.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant. A significant impact would occur if the Proposed Project would cause a substantial permanent increase in noise levels above existing ambient levels. The Proposed Project would result in a noise impact. However, the noise generated from construction activity is temporary; thus, the Proposed Project would not permanently increase ambient noise levels. Therefore, the Proposed Project would result in a less-than-significant impact.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if the Proposed Project would result in a substantial temporary or periodic increase in ambient noise levels. Temporary and intermittent noise from construction equipment may increase the ambient noise levels in the vicinity. With implementation of Mitigation Measures 12-A1 through 12-A7, construction noise would be reduced by the greatest extent feasible and, therefore, a less-than significant impact would occur.

Mitigation Measures

See Mitigation Measures MM 12-A1 through 12-A7

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

[e – f] No Impact. A significant impact would occur if the Proposed Project were located within an airport land use plan, within two miles of a public airport, or in the vicinity of a private airstrip and would subject area residents and workers to excessive noise levels. It could also have a significant impact if it resulted in an increase in train noise or in a noise-sensitive land use being located near a railroad line. None of these conditions apply to the Project Site and as such, no impact would occur.

XIII. POPULATION AND HOUSING

a) Would the project induce substantial population 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)?

No Impact. A significant impact may occur if a project were to locate new development such as homes, businesses or infrastructure, with the effect of substantially inducing growth that would otherwise not have occurred as rapidly or in as great a magnitude. The Proposed Project does not include housing, businesses, or other infrastructure with the potential to induce population growth either directly or indirectly. Therefore, no impact would occur.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

[b – c] No Impact. A significant impact may occur if a project would result in displacement of substantial numbers of existing housing units or persons, necessitating construction of replacement housing elsewhere. The Proposed Project does not have the potential to directly or indirectly result in the displacement of housing or persons. Therefore, no impact would occur.

XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?

Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if the City of Los Angeles Fire Department could not adequately serve the Proposed Project, necessitating a new or physically altered station. Fire Station #9, located at 430 East 7th Street, Los Angeles, would be the first respondent to the project site in the event of an emergency. Fire Station #9 is located 0.60 miles east of the project site and can provide a response time of five to six minutes. This station is staffed with five persons and provides fire engine and paramedic rescue response services. The secondary responder would be Fire Station #3, located at 108 North Fremont Avenue, Los Angeles. This station is located approximately 0.60 miles west of the project site and is staffed with twelve persons, providing fire engine response services. It would have a response time of five to six minutes as well.

Broadway will continue to operate at an acceptable level of service with the proposed streetscape improvements and would not generate new vehicle trips. Implementation of Mitigation Measures **MM 16-1A** through **MM 16-3A** (from Section XVI, Transportation/Traffic, below) would provide the necessary traffic mitigation to not interfere with Los Angeles Fire Department's ability to serve the project site. Therefore, with implementation of Mitigation Measures **MM 16-1A** through **MM 16-3A** below, impacts would be less than significant.

Mitigation Measures

MM 13A-1 The material, construction, mounting and adhesive methods of all proposed signage shall be subject to the approval of the Fire Department and the Department of Building and Safety.

In addition, see Mitigation Measures MM 16-1A through MM 16-3A

ii) Police protection?

Less Than Significant. A significant impact would occur if the City of Los Angeles Police Department could not adequately serve the proposed project, necessitating a new or physically altered station. Two stations serve the Broadway Streetscape project area, the Central Community Substation, located at 251 East 6th Street, approximately 0.30 miles east of the project site, and the Rampart Community Police Station, located at 1401 West 6th Street, approximately 1.15 miles west of the project site. The project site is located within the Central Community Service Area. The project does not propose any residential uses and would not increase the residential population and employees on the project site. Therefore, demand for police protection services would not increase. In addition, no new police stations would need to be constructed or expanded to maintain level of service. The proposed streetscape plan will prioritize pedestrian and transit users over the private automobile by enhancing transit accessibility and creating a safer pedestrian-friendly environment. The proposed curb extensions would allow buses to more safely pick up/drop off passengers without blocking street traffic, which would help to improve internal circulation. The proposed street lighting throughout the project would ensure the safety of the community by emphasizing on pedestrian oriented street lighting. In addition, the proposed project will shorten pedestrian crossing distances, calm traffic, and create protected parking and loading zones on both sides of Broadway. The inclusion of these security and safety measures in the proposed project are anticipated to reduce any potential increase in number of calls for service, the need to deploy additional police officers, and/or increased patrols within the vicinity of the project site. Therefore, impacts would be less than significant.

iii) Schools?

iv) Parks?

[iii-iv] No Impact. A significant impact may occur if a project creates the need for new or physically altered school or park facilities in order to maintain acceptable classroom sizes, parkland-to-population ratios, or other performance objectives, the construction of which could cause significant environmental impacts. The Proposed Project would not introduce new persons or buildings to the Project Site, thus, there would be no additional demand on schools or parks. Furthermore, the Proposed Project would be constructed in accordance with applicable requirements of the Los Angeles Department of Building and Safety, the Bureau of Engineering, and any other relevant local agency. As such, no impact would occur.

v) Other public facilities?

Less Than Significant. A significant impact would occur if the proposed project includes substantial employment or population growth that could generate a demand for other public facilities including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. As stated above, the proposed project does not include the construction or expansion of public facilities, nor would the project contribute to a need that would necessitate the development for additional public facilities including libraries. The proposed project would not develop any residential uses and would not generate a demand for public facilities. The existing public facilities would be adequate to serve the proposed project and the construction of new facilities would not be required. Therefore, impacts would be less than significant.

XV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

[a – b] No Impact. A significant impact may occur if a project includes substantial population growth which generates a demand for parks or recreational facilities that exceeds the capacity of and causes the premature deterioration of existing parks or recreational facilities, or if a project includes the construction or expansion of park facilities that could have a significant adverse effect on the environment. The Proposed Project does not include any parks or recreational facilities. As discussed under Checklist Question XIII(a), the Proposed Project does not include housing or businesses, thus there is no potential to induce population growth nor a subsequent demand for parks or recreational facilities. Therefore, no impact would occur.

XVI. TRANSPORTATION/TRAFFIC

a) Would the project 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?

Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if the Proposed Project increased traffic above the existing traffic load of the street system. A traffic study was prepared for the Broadway Streetscape Master Plan that analyzed intersections using the City of Los Angeles' impact criteria. A total of 41 study intersections in the vicinity of the project site were identified for evaluation for potential to experience significant traffic impacts due to the Proposed Project. The study intersections provide local access to the study area and define the extent of the boundaries for the traffic study.

Traffic analysis, including the 2011 initial traffic study and a subsequent 2014 LADOT study, indicates that the reconfiguration of Broadway from five travel lanes to three will have no significant impact on vehicular level of service, except at the intersections of Broadway/3rd Street and Hill/1st Streets. These impacts can be mitigated with a six percent reduction in traffic. As identified in the traffic study, a combination of project design features and implementation of mitigation measures would be expected to reduce traffic by seven percent.

Project design features that will help reduce traffic include enhancing pedestrian sidewalks, providing additional bicycle amenities, and improving the aesthetics of the corridor. These improvements are intended to encourage alternative modes of travel, enhance pedestrian connections, and improve access to the existing transit services. The proposed streetscape improvements are consistent with the criteria set by the LADOT Traffic Study guidelines to mitigate significant impacts.

With the implementation of Mitigation Measures **MM 16-1A** through **MM 16-3A**, impacts would be reduced to less than significant.

Mitigation Measures

MM16-1A	The applicant shall work with the Los Angeles Department of Transportation to expand the scope of the Integrated Mobility Hubs project by accommodating several satellite hubs along the Broadway Corridor and near the Hill Street and 1st Street intersection. Potential satellite hubs along Broadway could provide bicycle amenities, such as a bike stand or parking spaces for shared bikes; or car sharing services with parking spaces for shared cars. The satellite mobility hubs along Broadway would support the larger mobility hub concept being implemented by the City of Los Angeles at other locations in Downtown Los Angeles.
MM16-2A	The applicant shall implement pedestrian wayfinding signage on Hill Street, Broadway, 5th Street, and 1 st Street, directing pedestrians to and from the Proposed Project corridor and the Metro Red and Purple Lines' Pershing Square and Civic Center stations.
MM16-3A	The applicant shall work with Metro to provide additional information regarding bus transit service routes, service frequency, "next bus" signs, and transfer information at all bus stops and bus shelters implemented in the Proposed Project corridor.

b) Would the project 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?

Less Than Significant. A significant impact would occur if the Proposed Project individually or cumulatively exceeded the service standards of the Metropolitan Transportation Authority's (MTA) Congestion Management Plan (CMP). The CMP is a State-mandated program designed to address the impact urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project (STIP). The CMP guidelines specify that all CMP arterial monitoring intersections, including freeway on and off-ramp intersections, where a project could add 50 or more trips during either the AM or PM peak hours be evaluated. Also, mainline freeway-monitoring stations where a project could add 150 or more trips in each direction during the peak hours must be evaluated.

The Proposed Project would not add 50 or more trips at the identified CMP intersections during either the weekday AM peak hour or the PM peak hour. Based on the Proposed Project's trip generation potential, trip distribution and trip assignment, the Proposed Project would not add 150 or more trips at the identified CMP freeway locations during either the weekday AM peak hour or the PM peak hour. Therefore, a CMP intersection traffic impact analysis is not required. Impacts would be less than significant.

c) Would the project 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?

No Impact. A significant impact may occur if the Project Site was in or near an aviation-related use. The Proposed Project is not in or near an airport or airstrip and will not result in any aviation-related changes. Therefore, no impact would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project includes a new roadway design or introduces a new land use or project features into an area with specific transportation requirements, characteristics, project access or other features designed in such a way as to create hazardous conditions. The Project would allow for the introduction of new off-site signage and new illuminated/digital displays. The proposed signs would be visible to motorists and pedestrians along Broadway. Studies addressing the relationship between digital signage and the potential for driver distraction that leads to traffic accidents are inconclusive. However, there are various restrictions identified that reduce safety concerns. The Proposed Project includes regulations to minimize the potential for traffic hazards and would comply with regulations that are consistent with factors identified as reducing safety concerns. Such Project Design Features include regulating placement of certain signs to minimize visibility from roadways, restricting allowable placement of signs, shielding of lights, and limiting illumination levels and the control refresh rates of digital signs to lessen the potential for driver distraction to occur.

Due to recent roadway changes along Broadway which have reduced the number of lanes and narrowed the roadbed, the speed of traffic on Broadway is generally lower than the adjacent streets in Downtown Los Angeles. This configuration would continue through the expansion of the Broadway Streetscape Master plan as part of the Proposed Project. Illumination Project Design Features include a requirement that all illuminated LED signs are equipped with sensors that modify the brightness of the sign in response to the ambient lighting conditions, thus ensuring that brightness of displays at various time of day and night would not present a traffic hazard. In addition, provisions of the project include requirements that Electronic/Digital Theater Marquee signs, the only allowable digital readily viewable from the roadway, would not include full motion displays and would also include a controlled refresh of no more than one refresh event every 8 seconds.

Regulatory requirements would ensure that the Proposed Project would not present a safety hazard. The Los Angeles Municipal Code establishes controls on the size, height, and spacing of signs to protect the visual environment and regulates the design, construction, and maintenance of outdoor advertising signs to ensure that signs do not interfere with transportation safety or otherwise endanger public safety. Any signs that are determined by the Department of Building and Safety to have the potential of creating a safety risk are sent to LADOT for review. If LADOT determines that the signs would be a safety hazard, a permit will not be issued.

While the Streetscape Master Plan would decrease a southbound travel lane along Broadway, it would not create or increase the hazards to a design feature, or include the use of incompatible uses. In addition, the proposed project has been reviewed and approved by LADOT.

Mitigation Measures

See MMs related to Light and Glare MM 1D-1 through 1D-11

e) Would the project result in inadequate emergency access?

Less Than Significant Impact. A significant impact would occur if the design of the Proposed Project would not satisfy emergency access requirements of the City of Los Angeles Fire Department (LAFD). The Proposed Project shall comply with all fire department requirements. In addition, the Proposed Project would not result in inadequate emergency access, because all traffic impacts would be reduced to less-than significant through implementation of Mitigation Measures **MM 16-1A** through **16-3A** above. Impacts would be less than significant.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. A significant impact may occur if a project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The Proposed Project would not remove or block access to existing bus stops, bicycle racks, or other alternative transportation facilities, nor introduce new structures or persons to the area. The streetscape plan will prioritize pedestrian and transit users over the private automobile by enhancing transit accessibility and creating a more hospitable street experience. Therefore, the Proposed Project would not conflict with alternative transportation policies, plans or programs and no impact would occur.

XVII. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. A significant impact would occur if the proposed project exceeded wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). The proposed project includes basement, sidewalk, and roadway improvements and would not connect to the public sewer system. Therefore, no impact would occur.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant. A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The proposed streetscape plan would result in a slight increase in water use for plant irrigation. However, the proposed landscaping includes native and drought tolerant vegetation, which would counteract the increase in water use. As discussed above, the proposed project would not connect to a wastewater system. Therefore, no impact would occur.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. A significant impact would occur if the proposed project increased surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. As discussed above in Section IX, Hydrology and Water Quality, the proposed streetscape plan would include drainage controls and implementation of BMPs in accordance with City requirements. Furthermore, water runoff volume from the proposed project is not expected to increase from existing conditions due to an increase in permeable surfaces (bioswales, etc.). In general, this would reduce the amount of storm water that would be conveyed to the existing storm drain system compared to existing conditions. The proposed project would not require, or result in, the construction of new storm water drainage facilities. Therefore, no impact would occur.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant. A significant impact would occur if a project were to increase water consumption to such a degree that new water sources would need to be identified or that existing resources would be consumed at a greater pace than planned by purveyors, distributors, and service providers. Potable water for the proposed streetscape project would be supplied by Los Angeles Department of Water and Power (LADWP), which gets its water from the Los Angeles Aqueduct (LAA), local groundwater, purchased water from the Metropolitan Water District (MWD), and recycled water. The proposed streetscape plan would result in a slight increase of water usage during project construction (for dust abatement) and operation (for plant irrigation). According to LADWP's 2010 Urban Water Management Plan, LADWP projects they will have a water demand of 710,760 acre-feet per year and plans to have excess supply by 2030 under average weather conditions. The proposed project's increase represents a small fraction of LADWP's projected water demand and supply, and the water demand generated by the proposed project is accounted for in LADWP's future projections. Therefore, water demand of the proposed project could be accommodated by planned LADWP supplies. Impacts would be less than significant.

e) Would the project 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?

No Impact. A significant impact would occur if the proposed project would increase wastewater generation to the degree that the capacity of facilities currently serving the project site would be exceeded. As stated in the answer to Section XVII a), Utilities and Service Systems, above, the proposed project would not generate wastewater or connect to the wastewater system and, therefore, no impact would occur.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant. A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The project site currently contains trash receptacles and planted trees and is served by solid waste collection. The proposed streetscape project would make improvements to some basements

along Broadway (including reconstruction or minor fixes) and would add street furniture (including trash receptacles) and plantings. Since the project site currently contains plants (which create greenwaste) and trash receptacles, it is anticipated that operational solid waste generation would remain similar to existing conditions.

The City of Los Angeles is served by seven Class III landfills which have a total daily intake capacity of 41,300 tons per day and a remaining capacity of 147 million tons. Since there is no anticipated shortfall in disposal capacity for inert waste within the County, any construction related activities that could occur as a result of the proposed project would not have an adverse impact on solid waste disposal. The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs. Therefore, impacts would be less than significant.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. A significant impact would occur if the proposed project were in non-compliance with any federal, State, or local statutes related to solid waste. Solid waste management is guided by the California Integrated Waste Management Act of 1989 that emphasizes resource conservation through reduction, recycling, and reuse of solid waste. All local, State, and federal guidelines regarding solid waste will be complied with during project construction and operation, including Assembly Bill 1327, which requires that adequate areas for collecting and loading recyclable materials be provided. Therefore, no impact would occur.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Unless Mitigation Incorporated. The preceding analyses conclude that no significant unmitigated impacts to the environment would occur. The project site contains minimal landscaping and does not likely support sensitive species. The Proposed Project does not have the potential to substantially reduce the habitat of a fish species, cause a fish population to drop below self-sustaining levels, eliminate a plant or fish community, or reduce the number or restrict the range of a rare or endangered plant. It is possible that the Proposed Project could restrict the habitat corridors of special-status avian species and condors. This impact would be mitigated through Mitigation Measure **MM 4A-1** listed above in Section IV, Biological Resources. As discussed above in Section V, Cultural Resources, with implementation of Mitigation Measures **MM 5A-1** through **MM 5A-6**, the Proposed Project would comply with the Secretary's Standards for the treatment of historic properties. Also, Mitigation Measures **MM 5A-1** through **MM 5A-6** would ensure that the Proposed Project would not eliminate important examples of major periods of California history or prehistory. With implementation of these mitigation measures, impacts would be less than significant.

Mitigation Measures

See Mitigation Measures MM 4A-1, and MM 5A-1 through MM 5A-6.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. A significant impact may occur if a project, in conjunction with other related projects in the area, would result in impacts that are less than significant when viewed separately, but significant when viewed together. As concluded in this environmental impact analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology/seismic hazards, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use, mineral resources, noise, population/housing, public services, recreation, transportation, and utilities would be less than significant. As such, the Proposed Project's contribution to cumulative impacts would be less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.

BROADWAY STREETSCAPE MASTER PLAN EXPANSION - LOS ANGELES DEPARTMENT OF TRANSPORTATION ANALYSIS

CPC-2014-2711-CDO-SN-ZC

For consideration by the City Planning Commission

August 13, 2015

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Broadway Streetscape
DOT Case No. CEN 10-5505

Date: December 18, 2014

To: Broadway Streetscape File

From:  Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **BROADWAY STREETSCAPE PLAN SOUTHERLY EXTENSION**

LADOT conducted an internal study to evaluate the potential traffic impacts of the proposed extension of the Broadway Streetscape Master Plan to include Broadway between 11th Street and Pico Boulevard. In order to evaluate the effects of the project's extension on the affected intersections, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to LADOT's established threshold standards to assess project-related traffic impacts. Based on DOT's traffic impact criteria¹, the proposed project is not expected to result in any significant traffic impacts at the three intersections that were identified for detailed analysis. The results of the traffic impact analysis are summarized in the attached level of service table.

DISCUSSION AND FINDINGS

The analysis evaluated three intersections (Broadway/11th, Broadway/12th and Broadway/Pico) and determined that the extension of the streetscape plan would not result in significant traffic impacts. The analysis utilized traffic volume data that was collected for the Broadway Lofts Project Traffic Impact Analysis reviewed by LADOT in 2014. The LADOT analysis assumed that the lane configurations on the north leg of the Broadway and Pico Boulevard intersection would not change. Therefore, the streetscape plan would transition north of this intersection to match current striping (otherwise, there would be a significant impact at Broadway and Pico Boulevard). A horizon year of 2015 was assumed for completion of the streetscape plan extension.

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¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to the project, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

Broadway Streetscape Project - Proposed Extension from 11th Street to Pico Boulevard
Traffic Impact Analysis

Level of Service Summary

Intersection	Peak Hour	Existing (2013)		Future (2015) W/O Project		Future (2015) W/ Project		
		V/C	LOS	V/C	LOS	V/C	LOS	Sig Impact?
Broadway / 11th	AM	0.239	A	0.255	A	0.342	A	No
	PM	0.378	A	0.401	A	0.638	B	No
Broadway / 12th	AM	0.306	A	0.325	A	0.331	A	No
	PM	0.342	A	0.351	A	0.520	A	No
Broadway / Pico	AM	0.575	A	0.608	B	0.608	B	No
	PM	0.583	A	0.616	B	0.616	B	No

MITIGATION MONITORING PROGRAM

CPC-2014-2711-CDO-SN-ZC

For consideration by the City Planning Commission
August 13, 2015

Historic Broadway Sign Supplemental Use District

Mitigation Monitoring Program

The Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires adoption of an MMP for projects in which the Lead Agency has required changes or adopted mitigations to avoid significant environmental impacts. Additionally, this MMP was prepared in compliance with Section 15097 of the CEQA Guidelines, which provides additional direction on mitigation monitoring and reporting. The City of Los Angeles Department of City Planning is the Lead Agency for the proposed Historic Broadway Sign Supplement Use District (Sign District) thus minimizing identified environmental effects.

Although the proposed Sign District could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A Mitigated Negative Declaration (MND) has been prepared, and the purpose of the MMP is to ensure that the mitigation measures identified in the Final MND Assessment for the Broadway Sign District are implemented.

The MMP includes identification of each required mitigation measure for the proposed Sign District, categorized by impact area, and accompanied by discussion of the following:

- The phase of the proposed project during which the Mitigation Measure should be implemented
- The enforcement/monitoring/reporting agency
- The procedure for monitoring

**HISTORIC BROADWAY SIGN SUPPLEMENTAL USE DISTRICT
MITIGATION MONITORING PROGRAM**

Mitigation Measures	Mitigation Monitoring		
	Implementation Period	Implementing Agency	Enforcement & Monitoring Agency
AESTHETICS			
A significant impact may occur if the proposed Sign District introduces visual elements that would be incompatible with the character of the Project Site of the surrounding area.			
The Proposed Sign District would create new regulations that control the type, quantity, height, total area, placement, and design of new signage. In general, these regulations are more prescriptive than what is currently allowed by the Los Angeles Municipal Code, and are intended to only allow signage that is compatible with the character-defining features of the Historic District.			
1D-1: All illuminated signs shall be designed, located, and/or screened so as to minimize light travel into the exterior wall of residential units and any window of commercial building both on and off-site.	Prior to permit approval; Ongoing through project operation	Los Angeles Department of City Planning (DCP); Los Angeles Department of Building and Safety (LADBS)	LADBS
1d-2: Electronic/Digital Marquee signs shall only be operated between the hours of 7:00 am and 2:00 am.	Ongoing throughout project operation	DCP; LADBS	LADBS
1D-3: All illuminated signs shall have a nighttime brightness no greater than 300 candelas per square meter and a daytime brightness no greater than 5,000 candelas.	Ongoing throughout project operation	DCP; LADBS	LADBS
1D-4: The brightness of any sign that includes neon, neon-like, or LED elements shall be controlled by a timer which shall be maintained in good working order.	Prior to permit approval; Ongoing throughout project operation	DCP; LADBS	LADBS
1D-5: Pursuant to 14.4.4.E of the LAMC, no sign shall be arranged and illuminated in such a manner as to produce a light intensity of greater than three footcandles above ambient lighting, as measured at the property line or the nearest residentially zoned property.	Prior to permit approval; Ongoing throughout project operation	LADBS	LADBS
1D-6: An Electronic/Digital marquee and Open Panel Roof sign display shall transition smoothly at a consistent rate from the permitted daytime brightness levels, beginning 45 minutes prior to	Prior to permit approval; Ongoing through project operation	DCP; LADBS	LADBS

sunset and concluding 45 minutes after sunset.			
1D-7: Full motion displays are prohibited for Electronic/Digital marquee signs.	Prior to permit approval	DCP; LADBS	LADBS
1D-8: Signage shall not use highly reflective materials such as mirrored glass.	Prior to permit approval	LADBS	LADBS
1D-9: Each illuminated sign shall be fully dimmable and shall be controlled by a programmable timer so that the luminance levels may not adjusted according to the time of day.	Prior to permit approval; Ongoing through project operation	LADBS	LADBS
1D-10: All displays shall have a maximum total lumen output of no more than 20 lumen per square foot.	Prior to permit approval; Ongoing through project operation	LADBS	LADBS
1D-11: All light emitting diodes used within any digital display shall have a horizontal beam spread of maximum 165 degrees vertically. All light emitting diodes shall be generally oriented downwards to the street, rather than up towards the sky.	Prior to permit approval; Ongoing through project operation	LADBS	LADBS

CULTURAL RESOURCES

Section 15064.5 of the State CEQA Guidelines defines historical resources as: 1) a resource listed in or determined to be eligible by State Historical Resources Commission, for listing in the California Register of Historical Resources; 2) a resource listed in a local register or historical resources or identified as significant in a historical resource survey, meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record. A Project-related significant adverse effect would occur if the Proposed Project were to adversely affect a historical resource meeting one of the above definitions.

The Project Site largely overlaps with the National Register Broadway Theater and Commercial District which encompasses approximately seven blocks along South Broadway between just north of 3rd Street and just south of 9th Street. The Project Area also contains a substantial number of historically designated buildings and City-recognized Historic Cultural Monuments. Included in the collection of historical buildings are 12 movie palace theaters that characterize the district, including the Million Dollar Theater at 307 S. Broadway, the Roxie Theater at 518 S. Broadway, the Cameo Theater at 528 S. Broadway, the Arcade Theater at 534 S. Broadway the Los Angeles Theater at 615 S. Broadway, the Palace Theater at 630 S. Broadway, the State Theater at 703 S. Broadway, the Globe Theater at 744 S. Broadway, the Tower Theater at 802 S. Broadway, the Rialto Theater at 812 S. Broadway, the Orpheum Theater at 842 S. Broadway, and the United Artist Theater at 933 S. Broadway.

The Proposed Project would allow signage on or adjacent to the historic theaters and other historic buildings, subject to certain regulatory features. Specifically, the proposed

Broadway Sign District contains provisions that signage on historic buildings would not be permitted to: cover or detract from the Character-Defining Features or Historic Signage of the building; alter or destroy the Historic Signage on the building or adjacent Historic Buildings, including Historic Signage on which the message has been replaced due to deterioration; interfere with street views of Character-Defining Features of the Historic Building on which the signage is located or any adjacent Historic Building; permanently alter the Character-Defining Features of the building by affixing or removing signage. Any signage placed on or adjacent to historic buildings is also subject to the architectural design guidelines and standards included in the ordinance, which are intended to respect the historic context of the district. Furthermore, advice from a qualified architectural historian must be sought for any signage on or adjacent to a historic building to ensure that the building will not be damaged, historical significance will remain intact, and compatibility maintained.

The provisions of the Project would not allow signage that would cover, alter, or destroy any character-defining features of historic signage associated with the Broadway Theater and Commercial District or any historic buildings within the Project area. The regulations found within the proposed Sign District limit the type, size, proportion, location, and design of signs in a manner consistent with the historical context of the Project area.

5A-1: The Secretary of the Interior's Standards shall be followed in the implementation of the design for signage on or adjacent to any registered historic building. In order to demonstrate compliance, the signage design should not detract from or overwhelm the historic building.	Prior to permit approval; Ongoing throughout project operation	DCP; LADBS	LADBS
5A-2: Signage shall only be permitted by the Director on or adjacent to historic buildings with advice from a qualified architectural historian, that the signage will not damage the building or diminish the building's historical significance.	Prior to permit approval; Ongoing throughout project operation	DCP; LADBS	LADBS

PUBLIC SERVICES

13A-1: The material, construction, mounting and adhesive methods of all proposed signage shall be subject to the approval of the Fire Department of Building and Safety.	Prior to receiving permits; during construction	DCP; LADBS ; Fire Department	LADBS
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TRANSPORTATION/TRAFFIC

A significant impact may occur if a project includes a new roadway design or introduces a new land use or project features into an area with specific transportation requirements, characteristics, project access or other features designed in such a way as to create hazardous conditions. The Project would allow for the introduction of new off-site signage

and new illuminated/digital displays. The proposed signs would be visible to motorists and pedestrians along Broadway. Studies addressing the relationship between digital signage and the potential for driver distraction that leads to traffic accidents are inconclusive. However, there are various restrictions identified that reduce safety concerns. The proposed Project includes regulations to minimize the potential for traffic hazards and would comply with regulations that are consistent with factors identified as reducing safety concerns. Such Project Design Features include regulating placement of certain signs to minimize visibility from roadways, restricting allowable placement of signs, shielding of lights, and limiting illumination levels and the control refresh rates of digital signs to lessen the potential for driver distraction to occur.

Due to recent roadway changes along Broadway which have reduced the number of lanes and narrowed the roadbed, the speed of traffic on Broadway is generally lower than the adjacent streets in Downtown Los Angeles. Illumination Project Design Features include a requirement that all illuminated LED signs are equipped with sensors that modify the brightness of the sign in response to the ambient lighting conditions, thus ensuring that brightness of displays at various time of day and night would not present a traffic hazard. In addition, provisions of the project include requirements that Electronic/Digital Theater Marquee signs, the only allowable digital readily viewable from the roadway, would not include full motion displays and would also include a controlled refresh of no more than one refresh event every 8 seconds.

Regulatory requirements would ensure that the proposed Project would not present a safety hazard. The Los Angeles Municipal Code establishes controls on the size, height, and spacing of signs to protect the visual environment and regulates the design, construction, and maintenance of outdoor advertising signs to ensure that signs do not interfere with transportation safety or otherwise endanger public safety. Any signs that are determined by the Department of Building and Safety to have the potential of creating a safety risk are sent to LADOT for review. If LADOT determines that the signs would be a safety hazard, a permit will not be issued.

1D-1: All illuminated signs shall be designed, located, and/or screened so as to minimize light travel into the exterior wall of residential units and any window of commercial building both on and off-site.	Prior to permit approval; Ongoing through project operation	LADBS	LADBS
1d-2: Electronic/Digital Marquee signs shall only be operated between the hours of 7:00 am and 2:00 am.	Ongoing throughout project operation	DCP; LADBS	LADBS
1D-3: All illuminated signs shall have a nighttime brightness no greater than 300 candelas per square meter and a daytime brightness no greater than 5,000 candelas.	Ongoing throughout project operation	DCP; LADBS	LADBS
1D-4: The brightness of any sign that includes neon, neon-like, or LED elements shall be controlled by a timer which shall be maintained in good working order.	Prior to permit approval; Ongoing throughout project operation	DCP; LADBS	LADBS
1D-5: Pursuant to 14.4.4.E of the LAMC, no sign shall be arranged and illuminated in such a manner as to produce a light intensity of greater than three footcandles above ambient lighting, as measured at the	Prior to permit approval; Ongoing throughout project operation	DCP; LADBS	LADBS

property line or the nearest residentially zoned property.			
1D-6: An Electronic/Digital marquee and Open Panel Roof sign display shall transition smoothly at a consistent rate from the permitted daytime brightness levels, beginning 45 minutes prior to sunset and concluding 45 minutes after sunset.	Prior to permit approval; Ongoing through project operation	DCP; LADBS	LADBS
1D-7: Full motion displays are prohibited for Electronic/Digital marquee signs.	Prior to permit approval	DCP; LADBS	LADBS
1D-8: Signage shall not use highly reflective materials such as mirrored glass.	Prior to permit approval	DCP; LADBS	LADBS
1D-9: Each illuminated sign shall be fully dimmable and shall be controlled by a programmable timer so that the luminance levels may not adjusted according to the time of day.	Prior to permit approval; Ongoing through project operation	DCP; LADBS	LADBS
1D-10: All displays shall have a maximum total lumen output of no more than 20 lumen per square foot.	Prior to permit approval; Ongoing through project operation	DCP; LADBS	LADBS
1D-11: All light emitting diodes used within any digital display shall have a horizontal beam spread of maximum 165 degrees vertically. All light emitting diodes shall be generally oriented downwards to the street, rather than up towards the sky.	Prior to permit approval; Ongoing through project operation	DCP; LADBS	LADBS