

Broadway-Manchester Active Transportation (ATP) Equity Project

Initial Study/Mitigated Negative Declaration



Prepared for:

City of Los Angeles – Bureau of Street Services
1149 South Broadway, 4th Floor
Los Angeles, CA 90015



Prepared by:

GPA Consulting
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Los Angeles, CA 90014



October 2023

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BROADWAY-MANCHESTER ACTIVE TRANSPORTATION (ATP) EQUITY PROJECT

CITY OF LOS ANGELES
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 1149 S. BROADWAY, LOS ANGELES, CA 90015
CALIFORNIA ENVIRONMENTAL QUALITY ACT
DRAFT MITIGATED NEGATIVE DECLARATION
 (Article I, City CEQA Guidelines)

LEAD AGENCY AND ADDRESS:	City of Los Angeles c/o Bureau of Engineering 1149 S. Broadway, 4 th Floor Los Angeles, CA 90015-2213	COUNCIL DISTRICT 8
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PROJECT TITLE: Broadway-Manchester Active Transportation (ATP) Equity

PROJECT LOCATION: Broadway-Manchester Active Transportation (ATP) Equity project would be within the City of Los Angeles, along a 2.8-mile stretch of South Broadway (Manchester Avenue to Imperial Highway) and Manchester Avenue (Vermont Avenue to South Broadway).

DESCRIPTION: The City of Los Angeles Bureau of Street Services, proposes safety and mobility improvements along a 2.8-mile stretch of South Broadway and Manchester Avenue (project). The project would extend along South Broadway from Manchester Avenue to Imperial Highway and along Manchester Avenue from Vermont Avenue to South Broadway (project area). The following improvements are proposed along the project area:

- Constructing Class IV bike lanes along South Broadway from Manchester Avenue to Imperial Highway.
- Improving sidewalks, access ramps, curb extensions, and crosswalks to meet current American with Disabilities Act (ADA) standards.
- Signal modifications and pedestrian signals to provide improved safety for all users.
- Constructing stormwater treatment, capture, reuse, storage, and discharge systems to achieve stormwater quality compliance.
- Adding trees and landscaping elements to create shade, offset pollution, and improve the quality of life for community members.
- Constructing community paths, children’s play spaces, median fencing, art installations, and community gathering spaces.
- Adding benches, pedestrian lighting, and improved transit amenities.

The project would require excavation to a maximum depth of 25 feet for the new stormwater infrastructure. To accommodate the proposed improvements, several lighting poles and fire hydrants would need to be relocated along the corridor. The project would require the removal of vegetation and trees; however, the project would also include the addition of new trees and landscaping elements in the project area. Right-of-way acquisition is not anticipated to be required for the project. Project construction is anticipated to last approximately 24 months.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY: N/A

FINDING: The City Engineer of the City of Los Angeles has determined the proposed project with incorporation of mitigation measures would not have a significant effect on the environment. See the attached Initial Study.

SEE THE ATTACHED PAGES FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period will be attached, together with the responses of the lead City agency.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

PERSON PREPARING THIS FORM: Gina Liang Registered Landscape Architect	ADDRESS: 1149 S. Broadway, 4 th Floor Los Angeles, CA 90015-2213	TELEPHONE NUMBER: (213) 442-4267
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SIGNATURE (Official): Maria Martin, Environmental Affairs Officer Environmental Management Group	DATE:
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MITIGATION MEASURES

Geology and Soils:

- PRA-1 Prior to the issuance of grading permits and consistent with the City's Archaeological and Paleontological Policy, a Paleontological Resource Impact Mitigation Program (PRIMP) should be prepared by a qualified professional paleontologist (Paleontological Principal Investigator, Project Paleontologist) as defined by paleontology industry standards and/or the Society of Vertebrate Paleontology (SVP) (City of Los Angeles Department of City Planning, 2001; Society of Vertebrate Paleontology, 2010; Murphey, 2019). The project-specific PRIMP would indicate where construction monitoring would be required and the frequency of required monitoring (i.e., full-time, spot-checks, etc.). The PRIMP would specify the steps to be taken to mitigate impacts to paleontological resources and provide details about fossil collection, analysis, and preparation for permanent curation at an approved repository, such as the National History Museums of Los Angeles County (NHMLAC). The PRIMP should describe the different reporting standards to be used, such as monitoring with negative findings versus monitoring resulting in fossil discoveries. The PRIMP would be subject to Project Engineer approval.
- PRA-2 A Worker's Environmental Awareness Program training should be prepared prior to the start of Project-related ground disturbance and presented in-person to all field personnel to describe the types of paleontological resources that may be found and the procedures to follow if any are encountered.
- PRA-3 Initial period of full-time construction monitoring at all depths where previously undisturbed alluvium is exposed within the project area. Full-time monitoring may be reduced to spot-check monitoring at the discretion of the Project Paleontologist if no intact and significant paleontological resources are encountered during the initial period of construction monitoring.
- PRA-4 Initial period of full-time monitoring at all depths below artificial fill along Manchester Avenue and at all depths along the South Broadway segment. If artificial fill is encountered beneath the existing road, monitoring for paleontological resources will occur only in underlying intact sediments. If monitoring is taking place at a certain location on Broadway, full-time monitoring may be reduced to spot-check monitoring at the discretion of the Project Paleontologist if no intact and significant paleontological resources are encountered during the initial period of construction monitoring.

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Attachment A Natural Environment Study (Minimal Impacts)

Attachment B Historical Resource Technical Report

Attachment C Initial Site Assessment

Attachment D Level of Service Operations Analysis

Attachment E Noise and Vibration Technical Memorandum

1.0 INTRODUCTION

1.1 Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects, identifying means of avoiding environmental damage, and disclosing to the public the reasons behind a project's approval, even if it leads to environmental damage. The City of Los Angeles (City) Bureau of Engineering's Environmental Management Group (EMG) has determined the proposed project is subject to CEQA, and no exemptions apply. Therefore, the preparation of an Initial Study (IS) is required.

An IS is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the IS concludes that the project, with mitigation, may have a significant effect on the environment, an environmental impact report should be prepared; otherwise, the lead agency may adopt a Negative Declaration (ND), or Mitigated Negative Declaration (MND).

This IS has been prepared in accordance with CEQA (Public Resources Code [PRC] §21000 *et seq.*), the state CEQA Guidelines (Title 14, California Code of Regulations [CCR], §15000 *et seq.*), and the L.A. CEQA Thresholds Guide, 2006.

1.2 Document Format

This IS is organized into seven sections, as follows:

Section 1, Introduction: Provides an overview of the project and the CEQA environmental documentation process.

Section 2, Project Description: Provides a description of the project location, project background, project objectives, and project components.

Section 3, Existing Environment/Initial Study Checklist: Provides a detailed discussion of the environmental factors that would be potentially affected by the project.

Section 4, Mitigation Measures: Provides the mitigation measures that would be implemented to ensure that the potentially significant adverse impacts of the project would be reduced to a less than significant level.

Section 5, Preparation and Consultation: Provides a list of key personnel involved in the preparation of this IS and key personnel consulted.

Section 6, Determination – Recommended Environmental Documentation: Provides the recommended environmental documentation for the project.

Section 7, References: Provides a list of reference materials used during the preparation of this IS.

Attachments: Provides technical studies prepared in support of this IS, including the following:

A - Natural Environment Study (Minimal Impacts)

B - Historical Resource Technical Report

C - Initial Site Assessment

D - Level of Service Operations Analysis

E - Noise and Vibration Technical Memorandum

1.3 CEQA Process

Based on the findings of the IS and once adoption of an ND (or MND) has been proposed, a Notice of Intent (NOI) to adopt the ND or MND is circulated and a public comment period opens for no less than 20 days, or 30 days if there is state agency involvement. The purpose of this comment period is to provide public agencies and the general public an opportunity to review the IS and comment on the adequacy of the analysis and the findings of the lead agency regarding potential environmental impacts of the project. If a reviewer believes the project may have a significant effect on the environment, the reviewer should (1) identify the specific effect, (2) explain why it is believed the effect would occur, and (3) explain why it is believed the effect would be significant. Facts or expert opinion supported by facts should be provided as the basis of such comments.

After the close of the public review period, the Board of Public Works considers the ND or MND, together with any comments received during the public review process and makes a recommendation to the City Council on whether to approve the project. One or more Council committees may then review the proposal and documents and make their own recommendation to the full City Council. The City Council is the decision-making body and also considers the adoption of an ND or MND, together with any comments received during the public review process, in the final decision to approve or disapprove the project.

During the project approval process, persons and/or agencies may address either the Board of Public Works or the City Council regarding the project. Public notification of agenda items for the Board of Public Works, Council committees, and City Council is posted 72 hours prior to the public meeting or hearing. The Council agenda can be obtained by visiting the Council and Public Services Division of the Office of the City Clerk at City Hall, 200 North Spring Street, Suite 395; by calling (213) 978-1073 or (213) 978-1137, or via the internet at:

<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=c.search&tab=epackets>

If the project is approved, the City will file a Notice of Determination (NOD) with the County Clerk within five days. The NOD will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval of the project under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project and to issues which were presented to the lead agency by any person, either orally or in writing, during the public comment period.

As a covered entity under Title II of the Americans with Disabilities Act (ADA), the City does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.

2.0 PROJECT DESCRIPTION

2.1 Project Information

Project Title	Broadway-Manchester Active Transportation (ATP) Equity Project
Lead Agency Name and Address	City of Los Angeles – Bureau of Street Services 1149 South Broadway, 4 th Floor Los Angeles, CA 90015
Contact Person	Gina Liang, Registered Landscape Architect (213) 442-4267
Project Sponsor	City of Los Angeles - Bureau of Street Services 1149 South Broadway, 4 th Floor Los Angeles, CA 90015

2.2 Introduction

The City proposes safety and mobility improvements along a 2.8-mile stretch of South Broadway and Manchester Avenue (project), which would be implemented by the Bureau of Streets Services (StreetsLA). The project is located in the County of Los Angeles (county) and the City of Los Angeles (city/Los Angeles). The project would extend along South Broadway from Manchester Avenue to Imperial Highway and along Manchester Avenue from Vermont Avenue to South Broadway (project area). The proposed improvements would be constructed in four phases and would include protected cycle tracks, curb extensions, signal modifications, new pedestrian hybrid beacon (PHB) signals, sidewalk improvements, new and widened medians, median parks, tree planting, landscaping, new pedestrian lighting, and new stormwater infrastructure.

2.3 Project Purpose and Need

2.3.1 Project Purpose

The purpose of the project is to improve safety and quality of life for all corridor users by increasing the use of active modes of transportation, enhancing community spaces, increasing connectivity, reducing the heat island effect, improving air quality, and increasing stormwater capture and reuse along Manchester Avenue and South Broadway.

2.3.2 Project Need

According to the Office of Environmental Health Hazard Assessment, the community surrounding the Broadway-Manchester corridors is within the 85th to 100th percentile of Disadvantaged Communities in California, and within the 78th percentile for cardiovascular disease and 72nd percentile for pollution burden (California Office of Environmental Health Hazard Assessment, 2021). Improvements are needed to transform the way the community experiences their neighborhood, and to take a critical step in reducing the health risks the community is currently vulnerable to.

The proposed project is needed because inconsistent and damaged sidewalks along both corridors do not meet current ADA standards and do not provide accessible walking paths for all members of the community. The project area was identified by the City’s Vision Zero program as having one of the highest collision rates in the county. The uncontrolled intersections, along with the wide pavement widths along South Broadway, lead to vehicles exceeding the speed limit and create a higher potential for vehicle and bicycle/pedestrian conflicts. New stormwater infrastructure would be implemented to achieve stormwater quality compliance. In addition, there is a lack of green space and shade trees along these segments of South Broadway and Manchester Avenue, which potentially contribute to the urban heat island effect.

2.4 Site-Specific Settings

2.4.1 Project Location

The project area is located in the southeast portion of Los Angeles (see **Figure 1**, Regional Location). The project is located along the corridors of South Broadway and Manchester Avenue (see **Figure 2**, Project Location). Both South Broadway and Manchester Avenue are major roads that run through southeast Los Angeles.

2.4.2 Existing Setting

The project area is located within the densely urbanized Manchester-Broadway neighborhood in Southeast Los Angeles. The project area is surrounded by urban developed land and there are several residences and businesses located along South Broadway and Manchester Avenue. Interstate 110 (I-110) runs parallel to South Broadway and intersects with Manchester Avenue and the project area. South Broadway and Manchester Avenue are both major streets in Southeast Los Angeles. Other major roads that intersect with the project area include Vermont Avenue, Figueroa Street, Century Boulevard, and East Imperial Highway.

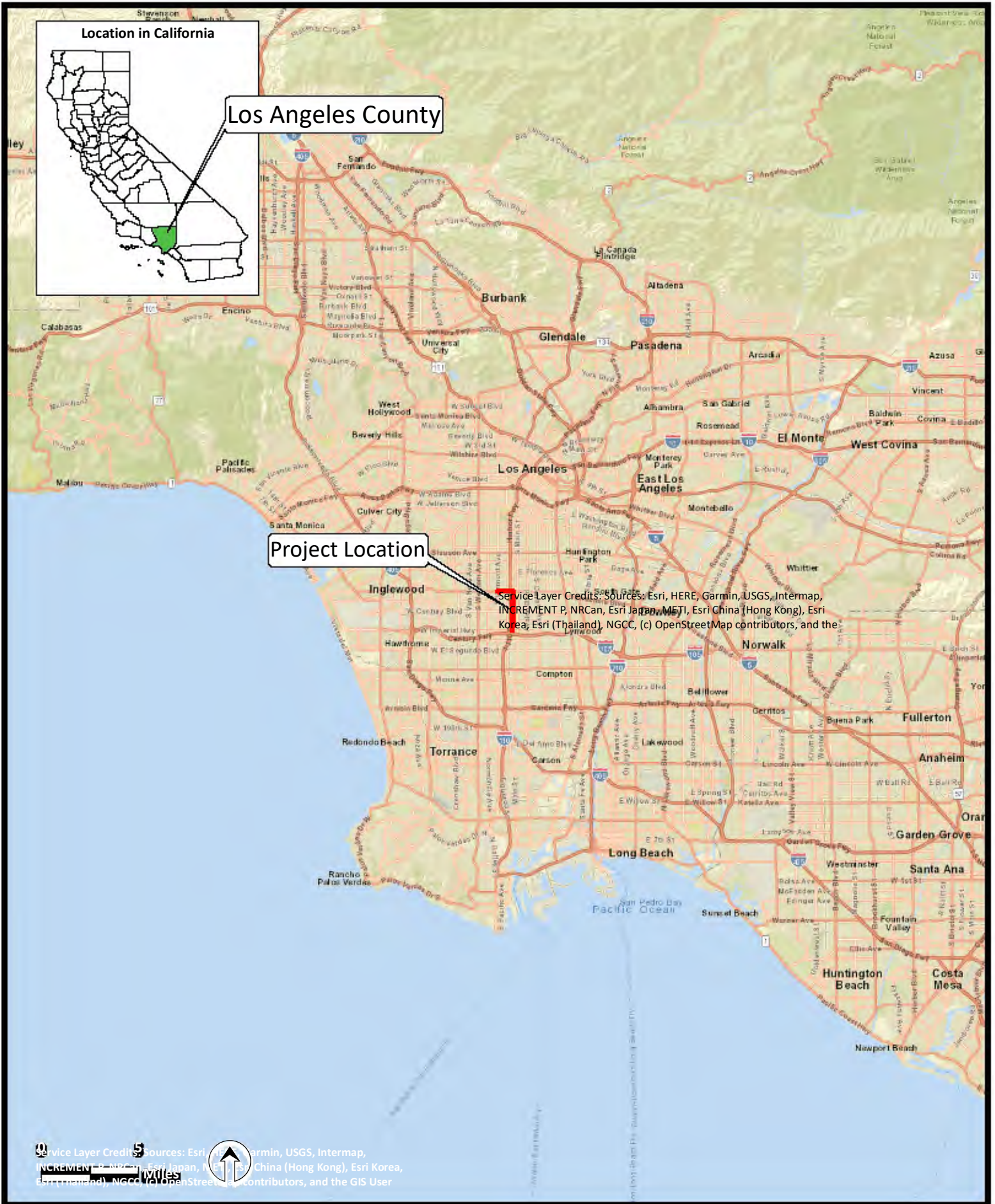
South Broadway is designated by the City as Boulevard II and Boulevard II Scenic within the project area, which serves a major connection carrying public transit lines, pedestrian and bicycle activity, and heavy traffic. South Broadway runs north to south with two through lanes in each direction. Manchester Avenue is designated as Avenue I, which also serves as a major connection carrying public transit lines, pedestrian and bicycle activity and heavy vehicle traffic as well as a connection to the I-110 on-ramp. Manchester Avenue runs east to west with three through lanes in the westbound direction and three through lanes in the eastbound direction.

2.4.3 Surrounding Land Use Designations and Zoning

The project area is surrounded by land zoned for Community Commercial, Neighborhood Commercial, Medium Residential, Low Medium I Residential, Low Medium II Residential, and Low Residential uses (see **Figure 3**, Land Use) (City of Los Angeles, 2015).

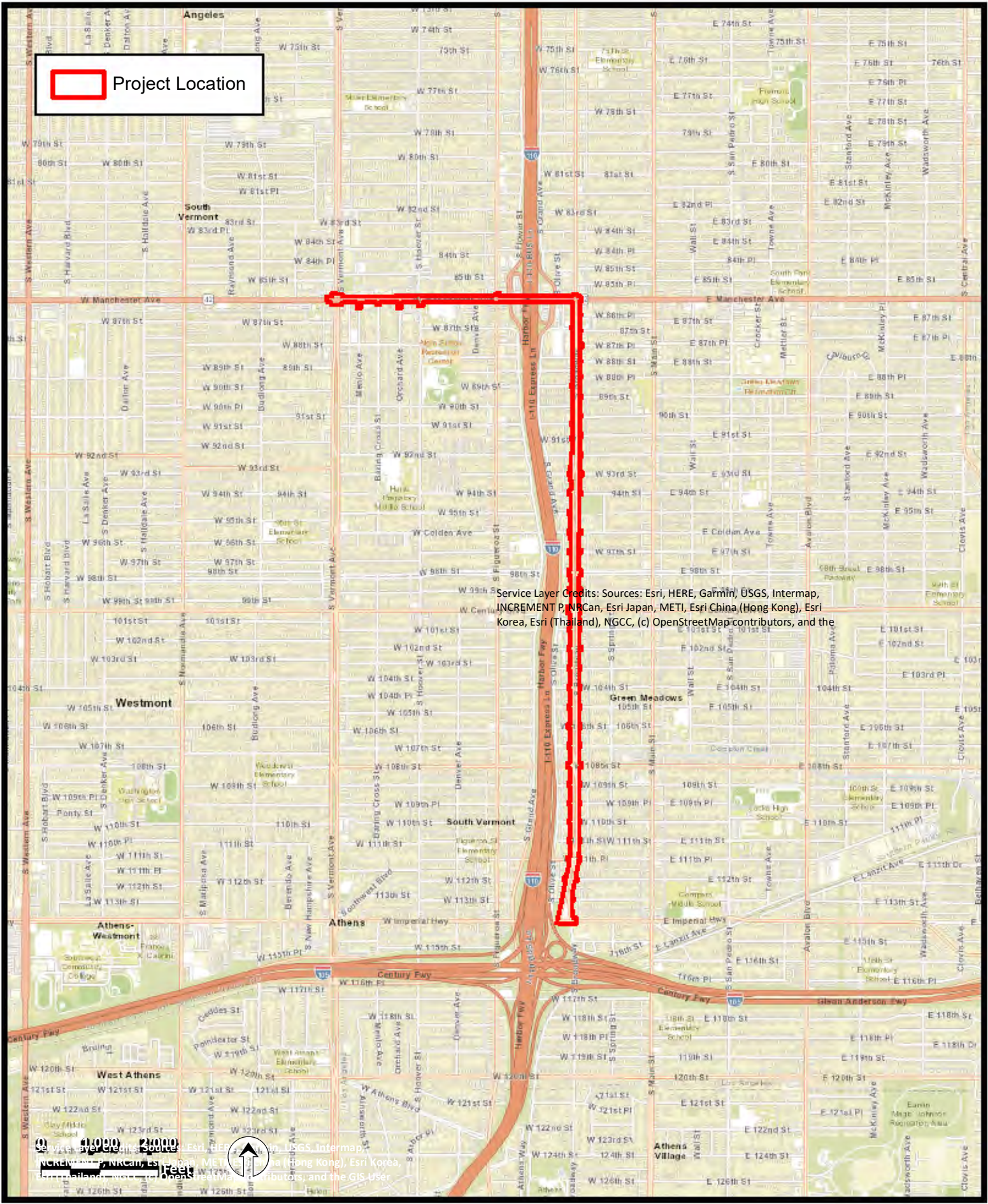
2.4.4 Existing Facility

Within the project area, South Broadway consists of four lanes, two in the northbound direction and two in the south bound direction, and Class II bike lanes along both sides of the roadway. Street parking is



Source: ESRI 2021.

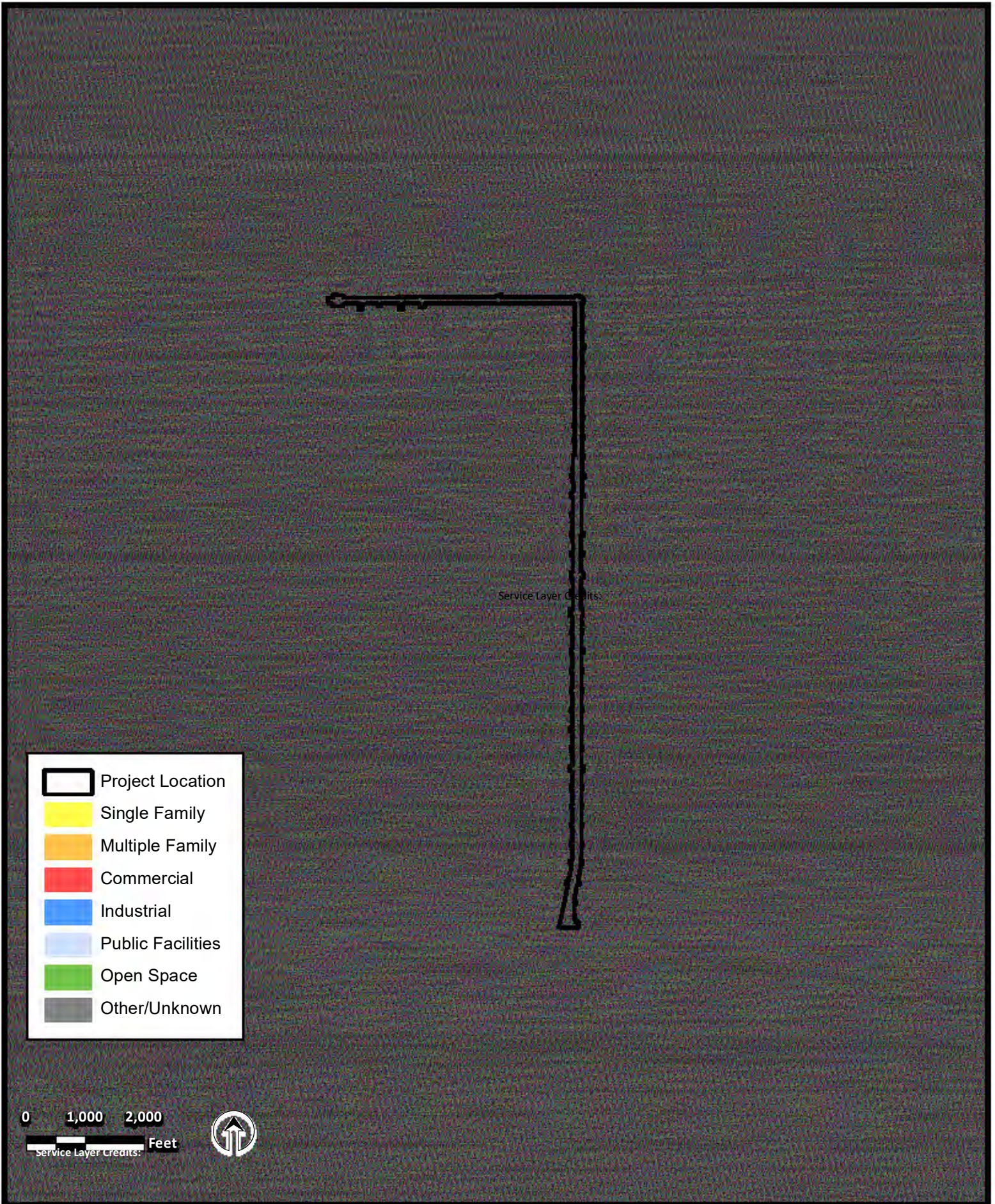
**FIGURE 1. REGIONAL LOCATION
Broadway-Manchester Active Transportation (ATP) Equity Project**



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NNCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the

Source: ESRI 2021.

FIGURE 2. PROJECT LOCATION
Broadway-Manchester Active Transportation (ATP) Equity Project



Source: City of Los Angeles 2018; Los Angeles County 2015.

**FIGURE 3. GENERAL PLAN LAND USE
Broadway-Manchester Active Transportation (ATP) Equity Project**

allowed along both sides of South Broadway except between Manchester and West 87th Place in the northbound direction and between Manchester and West 88th Place in the southbound direction. Large, landscaped medians are located between the two directions of traffic between West 92nd Street to the north and West 113th to the south. Manchester Avenue consists of six lanes, with three through lanes in the westbound direction and three through lanes in the eastbound direction. There are currently no existing bike lanes along Manchester Avenue within the project area. Parking along Manchester Avenue is allowed along the westbound direction from the I-110 freeway entrance to Vermont Avenue and along the eastbound direction from Figueroa Street to Vermont Avenue. Both South Broadway and Manchester Avenue have dedicated left-turn lanes throughout the project area (see **Figure 4**, Existing Site). Storm drains are located throughout the project area along South Broadway and Manchester Avenue. Stormwater drains currently drain into Compton Creek 1.5 miles downstream, and eventually to the Los Angeles River (Kimley-Horn, 2021).

2.5 Project Improvements

The City proposes improvements along a 2.8-mile stretch of South Broadway and Manchester Avenue. The project would be completed in four phases. Phase 1 of the project would include Urban Greening tree planting which would include the planting of approximately 250 trees in the existing medians along South Broadway and Manchester Avenue utilizing California native tree species, such as coast live oak (*Quercus agrifolia*). A plant palette has been refined with input from StreetsLA Urban Forestry Division (UFD) and the community. StreetsLA UFD is continuing to review and refine the plant palette as design progresses and includes plants from StreetsLA UFD's pre-approved list. Phase 1 would also include the construction of a decomposed granite path and natural barriers in the median between 101st Street and 102nd Street.

Phase 2 would include new stormwater infrastructure such as the construction of stormwater treatment, capture, reuse, storage, and discharge systems to achieve stormwater quality compliance (see **Figure 5**, Stormwater Facilities). In addition, six new storage galleries, diversion structures at existing City storm drain laterals, pre-treatment hydrodynamic separators, rainwater harvesting landscaping improvements, and associated new storm drain laterals would also be included in Phase 2 of the project. The new stormwater system would divert stormwater from City storm drains and treat the water through a hydrodynamic separator before it flows into a storage gallery. The diversion structures are designed to capture the 85th-percentile/24-hour stormwater runoff which equates to 9.4 acre-foot of runoff and 59.7 acre-foot per year of capture volume. Stormwater volumes beyond that would continue to flow to the Los Angeles River. A portion of the captured stormwater would be used for irrigation reuse. All landscaped areas, medians, sidewalk parkways, and curb extension buffer islands would be irrigated with the captured and treated runoff. Treatment of irrigation water would be done through an automatic flushing filtration unit (120 mesh filter). The remaining stormwater would be sent to the Joint Water Pollution Control Plant via City and County of Los Angeles (County) sewer system connections to be recycled and reused by the County's Sanitation District. New stormwater infrastructure would take place in the medians along South Broadway, and in the street along Manchester Avenue. Improvements would require trenching in the roadway for proposed piping. Phase 2 would also include restriping the roadway.

Phase 3 would include the Active Transportation Project (ATP) construction, which includes construction of all safety and mobility improvements. ATP improvements include concrete cycle track, curb extension buffer islands, sidewalk improvements, curb ramp improvements, signal modifications, and new PHB signals. The new cycle tracks would include Class IV bike lanes along South Broadway from Manchester Avenue to Imperial Highway. In addition, the medians between 93rd Street and Imperial Highway would be widened four feet on each side. In order to accommodate ATP improvements, 18 bus stops would be relocated. Improvements are anticipated to take place within the existing roadway pavement and sidewalk sections.

Phase 4 includes median improvements including median parks, hardscape improvements for community spaces and walking paths, children play areas, architectural features, and additional planting.

2.5.1 Green Design Element

The City's Sustainability pLAN (2015) and its subsequent update, L.A.'s Green New Deal (2020) identify sustainable goals for the City, such as constructing new multi-benefit stormwater capture infrastructure, incorporating urban greening, and expanding low water landscaping in roadway medians. The City promotes sustainable practices in its operations and seeks to meet climate goals with green design project elements. Hydrodynamic separators and flushing filtration units within the stormwater infrastructure would pretreat the stormwater to remove trash, debris, organic materials, coarse sediments, and associated pollutants prior to entering the structural stormwater system. Other green design elements implemented would include the planting of approximately 250 trees throughout the project area, which provide natural shade and help facilitate stormwater management. In addition, roadway medians within the project area would include bioswales to further reduce stormwater pollution prior to entering the structural stormwater system and increase water percolation into the soil.

2.6 Project Implementation Features

The project would require excavation to a maximum depth of approximately 25 feet for the new stormwater infrastructure. To accommodate the proposed improvements, several lighting poles and fire hydrants would need to be relocated along the corridor. The project would include the addition of new trees and landscaping elements in the project area; however, the project would require the removal of vegetation and approximately 59 trees during Phase 3. The project would include the removal of one western sycamore (*Platanus racemosa*), which is protected under the Los Angeles Municipal Code (LAMC) under Ordinance 177404. Additional species of trees to be removed include approximately 12 London plane trees (*Platanus x hispanica*), three Mexican fan palms (*Washingtonia robusta*), one cherry plum (*Prunus cerasifera*), one bronze loquat (*Eriobotrya deflexa*), one crape myrtle (*Lagerstroemia indica*), seven Chinese Pistaches (*Pistacia chinensis*), one kaffinboom coral tree (*Erythrina caffra*), two Rustyleaf figs (*Ficus rubiginosa*), two Carrotwoods (*Cupaniopsis anacardioides*), one Chilean pepper tree (*Schinus polygamus*), one mimosa/silk tree (*Albizia julibrissin*), two Jacarandas (*Jacaranda mimosifolia*), one Norfolk island pine (*Araucaria heterophylla*), one lemon bottlebrush (*Callistemon citrinus*), one Glossy privet/Chinese privet (*Ligustrum lucidum*), one California pepper tree (*Schinus mole*), one Tipu (*Tipuana tipu*), one Weeping fig (*Ficus benjamina*), three obsolete sites, one unknown species, and 14 stumps.



a) Northeast corner of Manchester Avenue and Figueroa Street, looking southwest.



b) Northeast corner of Manchester Avenue and Denver Avenue, looking west.



c) Northwest corner of South Broadway and West 94th Street, looking south.



d) Southwest corner of South Broadway and West 111th Street, looking south.



e) Northwest corner of South Broadway and West 98th Street, looking north.



f) Across from intersection of South Broadway and 86th Place, along southbound South Broadway, looking south.

**FIGURE 4. EXISTING SITE
Broadway-Manchester Active Transportation (ATP) Equity Project**

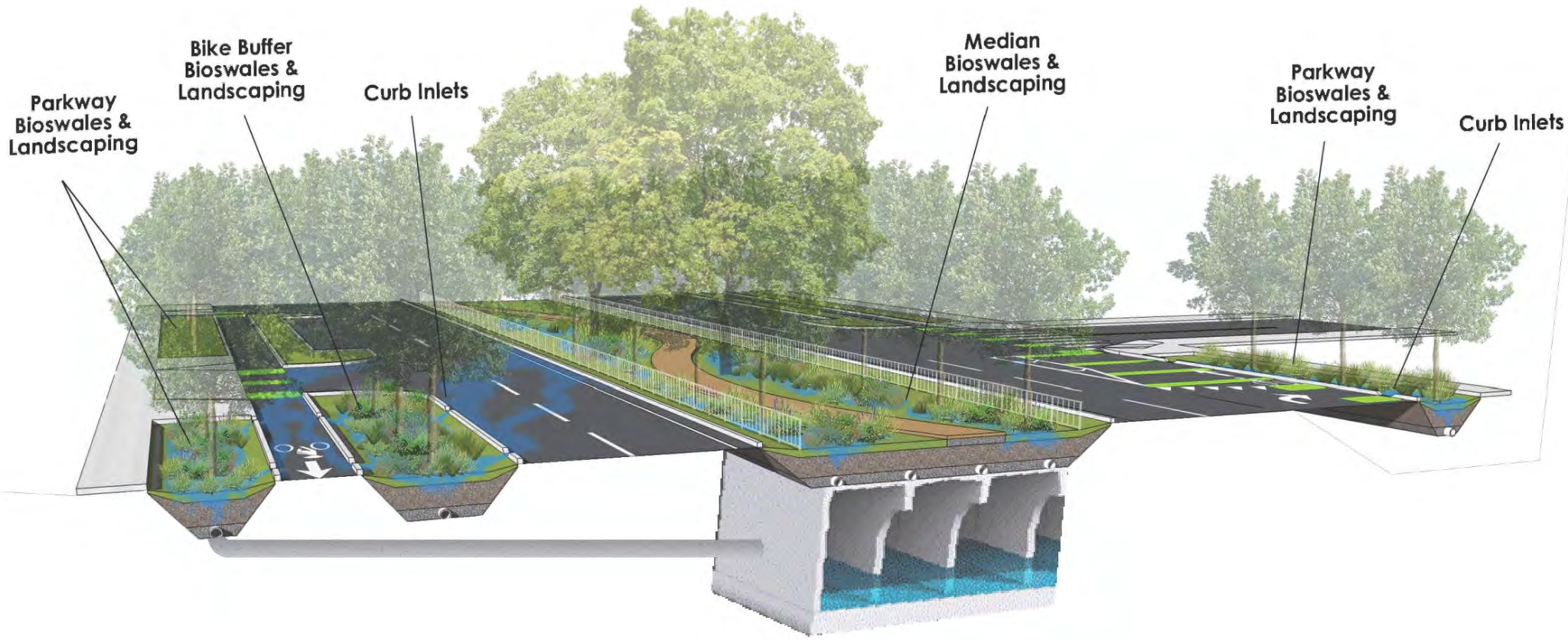


FIGURE 5. STORMWATER FACILITIES
Broadway-Manchester Active Transportation (ATP) Equity Project

Permanent right-of-way (ROW) acquisition is not anticipated to be required for the project. All construction staging areas would be located in the existing ROW. Project construction is anticipated to last approximately 24 months. Full road closures would not be required for the project; however, partial lane closures would be required as follows:

- Phase 1: No lane closures or detours are anticipated for this phase.
- Phase 2: Phase 2 would be constructed in a manner that allows the existing two lanes in each direction along South Broadway to remain open by restriping the roadway adjacent to the improvements. Manchester Avenue may need to be reduced to one lane in the eastbound direction.
- Phase 3: Travel lanes may need to be reduced to one-lane in each direction for ATP improvements. Following these improvements, lanes would be reduced to one-lane in each direction for median widening between 93rd Street and Imperial Highway.
- Phase 4: Lane closures are not known at this time.

2.6.1 Construction Equipment

Construction equipment associated with implementation of the project would include earth work movers, cranes, drilling rigs, paving machines, loaders, scrapers, compaction, jackhammers, and saw cutting equipment for Phase 2 and Phase 3. Vibratory hammers may be required for temporary shoring within the median in Phase 2 only.

2.6.2 Hours of Construction

Night and holiday work is not anticipated but could be required for short periods for transitioning travel lanes between phases of work and setting up traffic control. All construction would be in accordance with City ordinances and specifications. As stated in LAMC Section 41.40, work would generally occur from 7:00 a.m. to 4:00 p.m., Monday through Friday. Work may take place on a Saturday between 8:00 a.m. and 5:00 p.m. It is anticipated that no construction would be conducted on Sundays or holidays.

2.6.3 Site Access, Traffic Circulation, and Parking

Phase 1 of the project would not result in any impact on road access or circulation. During construction of Phase 2, Manchester Avenue may need to be reduced to one lane in the eastbound direction. The existing two lanes in each direction on South Broadway would remain open due to permanent restriping of the roadway. Restriping the roadway would impact the following intersections:

- South Broadway and 87th Street
 - Changing the southbound approach from one left turn lane, two through lanes, and one functional right turn lane to one left turn lane, one through lane, and one through-right lane. Removing one southbound through lane and right-turn lane.
 - Changing the eastbound approach from a through movement and protected left turn to a through moment, protected left turn, and protected right turn.

- Changing the northbound approach from one left turn lane, two through lanes, and one right turn lane to one left turn lane, one through lane, and one through-right lane.
- South Broadway and 88th Street
 - Changing the southbound approach from one left turn lane, two through lanes, and one functional right turn lane to one left turn lane and one through lane, and one through-right lane.
 - Changing the northbound approaches from one left turn lane, two through lanes, and one right turn lane to one left turn lane, one through lane, and one through-right lane.
- South Broadway and 89th Street
 - Changing the northbound approaches from two through lanes and one right turn lane to one through lane and one through-right lane.
- South Broadway and 92nd Street
 - Changing the southbound approach from one left turn lane, two through lanes, and one right turn lane to one left turn lane and one through lane, and one through-right lane.
 - Changing the northbound approaches from one left turn lane, two through lanes, and one right turn lane to one left turn lane, one through lane, and one through-right lane.
- South Broadway and Colden Avenue, 104th Street, 108th Street, and 111th Place
 - Changing the northbound and southbound approaches from one left turn lane, two through lanes, and one right turn lane to one left turn lane, one through lane, and one through-right lane.
- South Broadway and 98th Street
 - Changing the northbound and southbound approaches from one through-left lane, one through lane, and one right turn lane to one left turn lane, two through lanes, and one right turn lane.

The improvements for the westbound and eastbound approaches for the intersections of South Broadway and Colden Avenue, South Broadway and 108th Street, and South Broadway and 111th Place would narrow the lanes and remove the functional right-turn lane, which the Los Angeles Department of Transportation (LADOT) defines as any unmarked curb lane at an intersection that is a minimum of 18-feet wide. No changes are proposed to the westbound or eastbound approaches at the other intersections.

Phase 3 project improvements would require lanes to be reduced to one in each direction. Phase 4 lane closures are not known at this time; however, full road closure is not anticipated at any time during project construction. In addition, the project would not reduce the number of parking spaces within the project area.

2.6.4 Landscaping and Lighting

New landscaping improvements would be implemented along South Broadway and Manchester Avenue. Phase 1 would include the Urban Greening tree planting which would include the planting of 250 trees in the existing medians along South Broadway and Manchester Avenue. A Landscape Planting Plan is currently being developed. Additionally, Phase 4 median improvements would include parks, walking paths, community spaces, children’s play areas, exercise areas, and community gardens. Pedestrian lighting improvements would be implemented in the project area.

2.6.5 Utilities/Utility Coordination

The project would include constructing stormwater treatment, capture, reuse, storage, and discharge systems to achieve stormwater quality compliance. This includes a system that would divert stormwater from the City storm drain to be treated through a hydrodynamic separator. Once the water is treated, it would then either be reused to irrigate the landscaped areas or would be discharged into the sanitary sewer system to increase the water supply to support the future improvements to further purify the water for reuse across the county. Stormwater would be sent to the Joint Water Pollution Control Plant via City and County sewer system connections, which would require an industrial Wastewater Discharge Permit. Coordination and reviews have already begun with both City and County Sanitation Departments. In addition, improvements would require the relocation of fire hydrants and removal and replacement of lateral water lines.

Relocation of lighting and utility poles would be required. During construction, utilities would be moved to their permanent locations. All utility work would be conducted in coordination with the service providers. Following project construction, all utilities would be restored.

2.6.6 Operation and Maintenance

Maintenance of the project elements would include watering and trimming landscaping, as well as cleaning, removing graffiti and stickers, and removing litter in, on, and around community parks and median enhancements. Project elements would be maintained and kept in good working order by the removal of dust, grime, dirt, stickers, tags, and etchings. Maintenance would be the responsibility of the City.

2.7 Permits and Approvals Needed

As the lead agency, the City has the ultimate authority for project approval or denial. The project would require the following discretionary approvals by the City for actions proposed as part of the project:

- Adoption of an IS/MND and the Mitigation Monitoring and Reporting Program pursuant to CEQA,
- Street Tree Removal Permit from the StreetsLA UFD,
- Traffic Management Plan Permit from the LADOT,
- Industrial Wastewater Discharge Permit from the County’s Sanitation District,
- Industrial Wastewater Permit from the City’s Sanitation District,
- Bike Rack Installation Permit from the City’s Bureau of Engineering,

- Noise Ordinance Exemption Permit from the Police Commission, and
- In addition to the above City actions, the project may require approvals and permits from other public agencies including, without limitation, the City’s Department of Public Works (DPW).

2.8 Project Design Features

- **PDF-AQ-1** Thermoplastic striping would be managed using Caltrans Standard Special Provisions.
- **PDF-BIO-1** Vegetation removal and tree trimming would be minimized and performed outside of the nesting season (February 1 to September 15), to the extent feasible.
- **PDF-BIO-2** In the event that vegetation removal and tree trimming must be conducted during the nesting season, nesting bird surveys would be completed within 500 feet of the construction area by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys would be repeated if trimming or removal activities are suspended for five days or more.
- **PDF-BIO-3** If nesting birds are found within 500 feet of the construction area, appropriate buffers consisting of ESA fencing (typically 150 feet for birds and 500 feet for raptors) would be installed and maintained until nesting activity has ended, as determined in coordination with the project biologist and regulatory agencies, as appropriate.
- **PDF-BIO-4** In the event that any bird species is observed foraging within the construction area, it would be allowed to move away from the site prior to initiating any construction activities that could result in direct injury of the individual.
- **PDF-CUL-1** In order to avoid impacts to the New Temple Missionary Baptist Church terrazzo, all construction documents should clearly indicate that the entire terrazzo area shall remain in place and be protected from inadvertent damage during construction.
- **PDF-CUL-2** If previously unidentified cultural materials are encountered or unearthed during construction, work would be halted in that area until a qualified archaeologist can assess the nature and significance of the find. Additional surveys would be required if the project limits change to include areas not previously surveyed.
- **PDF-CUL-3** In the event of an accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, steps would be taken in compliance with the CCR Section 15064.5. All construction activities would cease, and the City Coroner would be contacted if any human remains are discovered, in accordance with 14 CCR Section 15064.5(e). If the coroner determines that the

human remains are of Native American origin, the NAHC would be notified to determine the MLD for the area. The MLD would make recommendations for the arrangements for the human remains per PRC Section 5097.98.

- **PDF-HAZ-1** A limited Site Investigation consisting of shallow boring would be conducted within a public ROW adjacent to 304 West Century Boulevard, 9915 South Broadway, and 9422 South Broadway.
- **PDF-HAZ-2** An aerially deposited lead investigation would be conducted for unpaved soil that would be disturbed by the project along Manchester Avenue and South Broadway. Soil in unpaved areas beneath power poles with transformers should be assessed for potential Polychlorinated biphenyl impacts when conducting the aerially deposited lead investigation.
- **PDF-HAZ-3** If electrical poles are removed during construction, the poles should be managed as TWW in accordance with Section 12.6 of the DTSC Alternative Management Standards for TWW.
- **PDF-NOI-1** Construction activities would conform to the provisions in Section 14-8.02, "Noise Control," of the Caltrans Standard Specifications, which requires the following mandatory noise abatement measure that noise levels do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m.
- **PDF-NOI-2** To the extent possible and in accordance with City of Los Angeles Code of Ordinance noise-control requirements, construction activities, excluding activities required to occur without interruption or activities that would pose a significant safety risk to workers or citizens, would be limited to between the daytime hours of 7:00 a.m. and 9:00 p.m. on weekdays, including Saturdays, and prohibited on Sundays and national holidays. A permit would be obtained for construction activities occurring during the nighttime hours of 9:00 p.m. to 7:00 a.m., or on Sundays or national holidays.
- **PDF-NOI-3** Internal combustion engines would be equipped with a muffler of a type recommended by the manufacturer.
- **PDF-NOI-4** Portable/stationary equipment (e.g., generators, compressors) would be located at the furthest distance from the nearest residential dwelling.
- **PDF-NOI-5** Construction equipment and vehicles would not idle for more than five minutes when not in use.

3.0 ENVIRONMENTAL EFFECTS/INITIAL STUDY CHECKLIST

This section documents the screening process used to identify and focus on environmental impacts that could result from the proposed project. The IS Checklist below closely follows the form prepared by the Governor’s Office of Planning and Research and was used in conjunction with the City’s 2006 CEQA Thresholds Guide and other sources to screen and focus upon potential environmental impacts resulting from the project. Impacts are separated into the following categories:

- **No Impact.** This category applies when the project would not create an impact in the specific environmental issue area. A “No Impact” finding does not require an explanation when the finding is adequately supported by the cited information sources (e.g., exposure to a tsunami is clearly not a risk for projects not near the coast). A finding of “No Impact” is explained where the finding 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).
- **Less Than Significant Impact.** This category is identified when the project would result in impacts below the threshold of significance and would therefore have less than significant impacts.
- **Less Than Significant Impact With Mitigation Incorporated.** This category applies where the incorporation of mitigation measures would reduce a “Potentially Significant Impact” to a “Less Than Significant Impact.” The mitigation measures are described briefly along with a brief explanation of how they would reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be incorporated by reference.
- **Potentially Significant Impact.** This category is applicable if there is substantial evidence that a significant adverse effect might occur, and no feasible mitigation measures could be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required. There are no such impacts for the project.

Sources of information that adequately support these findings are referenced following each question. All sources referenced are available for review at the offices of StreetsLA, 1149 South Broadway, 4th Floor, Los Angeles, California 90015. Please contact Gina Liang for an appointment. The analysis in this document assumes that, unless otherwise stated, the project would be designed, constructed, and operated following all applicable laws, regulations, ordinances, and formally adopted City regulations and standards, including but not limited to:

- City of Los Angeles, City Council. Municipal Code. [LAMC] Available online at https://codelibrary.amlegal.com/codes/los_angeles/latest/overview
- City of Los Angeles, Department of Public Works, Bureau of Engineering. Standard Plans. [Standard Plans] Available online at <https://eng2.lacity.org/techdocs/stdplans/index.htm>

- American Public Works Association. Standard Specifications for Public Works Construction. [Green Book]
- American Public Works Association. Work Area Traffic Control Handbook. [WATCH]
- City of Los Angeles, Department of Public Works, Bureau of Engineering. City's Additions and Amendments to the Green Book. [Brown Book] Available online at <https://eng2.lacity.org/brownbook/frame.cfm>
- City of Los Angeles, Department of Public Works, Bureau of Engineering. Part M, Construction. [Construction Manual] Available online at <https://eng2.lacity.org/techdocs/cons-man/>

Compliance with applicable federal, State, regional and City regulatory compliance measures and standard construction conditions is expected as a matter of course and are incorporated into the project as Project Design Features (PDF).

3.1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Except as provided in Public Resources Code (PRC) Section 21099, would the Project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.1.1 Regulatory Setting

This section describes existing laws and regulations related to visual quality and aesthetics that are applicable to the project.

3.1.1.1 Federal Regulations

National Scenic Byways Program

The National Scenic Byways Program is implemented by the United States (U.S.) Department of Transportation, Federal Highway Administration (FHWA). The program was established to recognize, preserve, and enhance selected roads throughout the United States. It designated roads with one or more archaeological, cultural, historic, natural, recreational, and scenic qualities as All-American Roads or National Scenic Byways.

Visual Impact Assessment for Highway Projects

Federal visual assessment methodologies are established by FHWA’s publication entitled Visual Impact Assessment for Highway Projects (FHWA, 1981). The publication was updated in 2015, however this version has not been adopted by Caltrans for CEQA analysis, so the 1981 methodology still applies within State highways. This methodology divides the views into landscape or character units that have distinct, but not necessarily homogenous, visual character. Typical views, called key viewpoints, are selected for each unit to represent the views to/from the project. The view of the motorist is also considered as a

separate character unit. Existing visual quality from the viewpoints is judged by three criteria: vividness, intactness, and unity.

3.1.1.2 State Regulations

California Scenic Highways Program

California’s Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The California Streets and Highways Code, Division 1, Sections 260–263 implement the Scenic Highway Program. A highway may be designated scenic depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler’s enjoyment of the view.

Caltrans defines a State Scenic Highway as any freeway, highway, road, or other public ROW that traverses an area of exceptional scenic quality. Eligibility for designation as a State Scenic Highway is based on vividness, intactness, and unity of the roadway. The status of a proposed State Scenic Highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a State Scenic Highway.

California Coastal Act

The California Coastal Act of 1976 (Coastal Act) was adopted after the approval of Proposition 20 in 1972. A key factor that led to the passage of this landmark legislation was the visible deterioration of the coastal environment, as well as development pressures from a growing population. Section 30251 of the Coastal Act is pertinent to visual resources preservation, stating that:

“[S]cenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.”

Caltrans Standard Environmental Reference Chapter 27

Volume 1, Chapter 27 of the Standard Environmental Reference (SER) provides an overview of the approach Caltrans uses to identify visual and aesthetic issues that may result from transportation projects. Information is provided to give the reader a basic understanding of the Visual Impact Assessment (VIA) and Scenic Resource Evaluation. These studies are used to predict the degree and type of impact proposed transportation projects would have on the “visual” environment. As part of the analysis, Caltrans has developed a decision tree and questionnaire that help determine the level of effort and analysis needed to properly analyze the project.

3.1.1.3 Local Regulations

City of Los Angeles General Plan

The City of Los Angeles General Plan (City’s General Plan) Mobility Plan 2035, adopted in 2016, provides goals, objectives, policies, and action programs on mobility issues for the City. The Mobility Plan 2035 includes an inventory of City designated scenic highways and provides interim guidelines for signs and outdoor advertising for designated scenic highways for which there is no adopted Scenic Corridor Plan.

The Mobility Plan 2035 identifies the following Guidelines for Scenic Highways (City of Los Angeles, 2016):

- a. Fire-resistant native plants and trees shall be utilized in any parkway landscaping along Scenic Highways located within designated Hillside Areas.
- b. In designated Hillside Areas, where previous plant material has been washed away or destroyed (due to excessive rainfall, fire, grading, etc.) erosion-controlling plants shall be planted to prevent erosion and mud/landslides. Such Hillside parkways and slope easements shall either be hydro-seeded, or terraced and then planted, with native fire-resistant plants.
- c. Outstanding specimens of existing trees and plants located within the public right-of-way of a Scenic Highway shall be retained to the maximum extent feasible within the same public right-of-way.
- d. Low-growing ground cover and/or shrubs shall be utilized as parkway planting along Scenic Highways in order to avoid blocking a desirable view of a scenic feature listed in Appendix E of this Element. Plant material size at maturity as well as overall scale of plants within the landscaped area must be carefully studied in the site analysis and design stages.
- e. Landscaped medians of Scenic Highways shall not be removed. Such medians may be reduced in width (1) to accommodate left turn channelization within one hundred feet of a signalized intersection; or (2) to accommodate a designated Class II bikeway provided that there is compliance with Guideline 3c above, and that the resulting median width is not less than eight (8) feet.

City of Los Angeles Municipal Code

Section 14.4.5 of the LAMC Chapter VI provides regulations for public works and property, including streets and sidewalks. Section 62.200 identifies obstructions to driver visibility at street intersections and applies to signs and other improvements that may be constructed within the public ROW.

Southeast Los Angeles Community Plan

The Southeast Los Angeles Community Plan (Community Plan) Land Use and Urban Design and Community Facilities and Infrastructure Element also identifies the following policies (City of Los Angeles Planning Department, 2017):

- LU8.2: Enhance the public realm by facilitating the planting of street trees and the installation of street lighting, street furniture and public art, as well as providing adequate sidewalk widths along commercial corridors.
- CF12.1: Identify protecting and developing tree cover as a priority and encourage setting a target for street tree canopy cover in new development projects and/or in areas identified as tree-deficient.

3.1.2 Existing Environment

The project is located in the City of Los Angeles, in the community of Southeast Los Angeles. The project area is surrounded by urban developed land. The surrounding area is developed with businesses and residences and existing vegetation consists of ornamental street trees. There are several residences and businesses located along South Broadway and Manchester Avenue. The project area is surrounded by land zoned for Community Commercial, Neighborhood Commercial, Medium Residential, Low Medium I Residential, Low Medium II Residential, and Low Residential uses (City of Los Angeles, 2015). South Broadway and Manchester Avenue are both major streets in southeast Los Angeles.

Within the project area, Manchester Avenue is designated as Avenue I and South Broadway is designated as Boulevard II from Manchester Avenue to the north and Century Boulevard to the south and Boulevard II Scenic from Century Boulevard to the north to Imperial Highway to the south. The City's General Plan has identified a portion of South Broadway in the project area from 98th Street to 112th Street as a Scenic Highway due to the wide, landscaped medians (City of Los Angeles, 2016). According to the California Department of Transportation State Scenic Highway Map, the nearest state scenic highway is I-110 located approximately 7.3 miles north of the project area (Caltrans, 2018).

Viewers of the project area include motorists, pedestrians, shoppers, and residents. The existing sources of lighting in the project area are associated with roadway vehicles, lighting from businesses and residences nearby, and streetlights located along South Broadway and Manchester Avenue. The project area along South Broadway includes landscaped medians from 93rd Street to the north to 112th Street to the south.

3.1.3 Impact Analysis

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

No Impact. According to the City's General Plan, there are no designated scenic vistas near the project area. Therefore, the project would result in no impact on scenic vistas.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. South Broadway, south of Century Boulevard, is designated as Boulevard II Scenic, which is designated as a scenic highway in the General Plan. The project is located in a highly urbanized area and would not result in a change in land use or zoning in or surrounding the project area. The project would be designed to be consistent with the Guidelines for Scenic Highways. Existing trees and vegetation would be preserved to the maximum extent feasible. In addition, the project would replace

the trees removed. The project would be designed to enhance the landscaping of the medians. The project would not reduce the width of any of the medians. The desirable view of the scenic resource would not be blocked by the project. Therefore, the project would result in a less than significant impact on state scenic highways.

- c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

Less Than Significant Impact. As stated in response b) above South Broadway, south of Century Avenue, is designated as Boulevard II Scenic and is located in a highly urbanized area. The project would not require ROW and the project improvements would be consistent with the current zoning designations. Additionally, the project would include the addition of trees that could impact public views of the medians; however, it is anticipated that these would have a beneficial impact on the scenic quality of the project area. The existing medians already have planted trees, and it is not anticipated that any additional views would be blocked. The project would not degrade views of the wide, landscaped medians. Therefore, the project would result in a less than significant impact related to visual character, quality of views, applicable zoning, and other regulations governing scenic quality.

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

Less Than Significant Impact. The existing sources of lighting in the project area are associated with roadway vehicles, lighting from businesses and residences nearby, and streetlights located along South Broadway and Manchester Avenue. The project would include adding pedestrian lighting along the sidewalks; however, there is already existing street lighting in the project area and the new lighting would be negligible compared to the existing conditions. Therefore, the project would result in a less than significant impact on substantial light or glare.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to 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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resource Board. Would the project:</p>				
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 (FMMP) of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC section 12220(g)), timberland (as defined by PRC 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.1 Regulatory Setting

This section describes existing laws and regulations related to agriculture and forestry resources that are applicable to the project.

3.2.1.1 Federal Regulations

There are no federal regulations that specifically address impacts related to agriculture.

3.2.1.2 State Regulations

Farmland Mapping and Monitoring Program

The California Farmland Mapping and Monitoring Program (FMMP) tracks California’s agricultural resources. Agricultural land is rated according to soil quality and irrigation status, with the best quality land designated as Prime Farmland. Other farmland designations include Farmland of Statewide Importance, Unique Farmland, Grazing Land, Farmland of Local Importance, and Farmland of Local Potential. Urban and Built-Up land includes land occupied by structures at a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.

California Land Conservation Act of 1965/Williamson Act

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is a California law for farmland protection. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value (California Department of Conservation, 2015). The intent of the Williamson Act is to encourage voluntary land conservation, particularly conservation of agricultural land in California. CEQA requires the review of projects that would convert Williamson Act contract land to non-agricultural uses.

3.2.1.3 Local Regulations

City of Los Angeles Zoning Regulations

Chapter 1, Article 2 of the LAMC contains the City’s Zoning Regulations. Areas zoned as A1 and A2 Agricultural Zones allow farming, nurseries, aviaries, and apiaries, as well as the keeping of livestock.

3.2.2 Existing Environment

The project area is located in urban Los Angeles. According to the California Department of Conservation (CDOC) Important Farmland Finder Map, the land zoned within and surrounding the project area is Urban and Built-Up Land (California Department of Conservation, 2016). There is no farmland within or surrounding the project area, although there are designated National Forests near the city designated for permanent preservation as open space.

3.2.3 Impact Analysis

- 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 (FMMP) of the California Resources Agency, to nonagricultural use?**

No Impact. According to the California Important Farmland Finder, the project area is not located within or adjacent to any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation, 2016). The land within and surrounding the project area is designated as Urban and Built-Up Land. Therefore, the project would result in no impact related to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

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

No Impact. According to the California Important Farmland Finder, none of the parcels within or adjacent to the project area are subject to protection under the Williamson Act (California Department of Conservation, 2016). No direct impacts on farmland or farming activities would result from the project. Therefore, the project would result in no impact related to existing zoning for agriculture use, or Williamson Act properties.

- c. **Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?**

No Impact. According to the CDFW's Timberland Conservation Program, the project area is not within or surrounded by land designated as private timberland (California Department of Fish and Wildlife, 2015). According to the United States Forest Service (USFS), the nearest forest land is the Angeles National Forest, located approximately 18.6 miles northeast of the project area (United States Forest Service, n.d.). Therefore, the project would result in no impact on forest land, timberland, or timberland zoned as Timberland Production.

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

No Impact. See discussion in response c) above.

- 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?**

No Impact. As discussed above, the project would not convert any Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance to non-agricultural use. Additionally, the project area is not located near any forest land; therefore, the project would not result in the conversion of any forest land to non-forest use. Therefore, the project would result in no impact related to conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

3.3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.3.1 Regulatory Setting

This section describes existing laws and regulations related to air quality that are applicable to the project.

3.3.1.1 Federal Regulations

Federal Clean Air Act

The National Ambient Air Quality Standards (NAAQS) were established by the Federal Clean Air Act of 1970 (FCAA), as amended in 1977 and 1990. The six criteria pollutants for which NAAQS have been established are carbon monoxide (CO), ozone (O₃), particulate matter equal to or smaller than 10 microns (PM₁₀) or 2.5 microns (PM_{2.5}) in diameter, sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and lead (Pb).

3.3.1.2 State Regulations

California Clean Air Act

The California Air Resources Board (CARB) administers air quality policy in California. Under the California Clean Air Act (CCAA), the CARB requires that each local air district prepare and maintain an air quality management plan to achieve compliance with the California Ambient Air Quality Standards (CAAQS). The CAAQS were established in 1969 pursuant to the Mulford-Carrell Act. These standards are generally more stringent and apply to more pollutants than the NAAQS (i.e., visibility reducing particulates, hydrogen sulfide, and sulfates). The CCAA requires that each local air district prepare and maintain an air quality management plan (AQMP) to achieve compliance with CAAQS.

The AQMPs also serve as the basis for preparation of the State Implementation Plan (SIP) for the State of California. CARB also administers the state’s mobile source emissions control program and oversees air quality programs established by state statute, such as Assembly Bill (AB) 2588, the Air Toxics “Hot Spots” Information and Assessment Act of 1987.

In 1959, California enacted legislation requiring the state Department of Public Health to establish air quality standards and necessary controls for motor vehicle emissions. The CARB was created by the legislature in 1967, and the CAAQS that had been set by the Department of Public Health were subsequently adopted by the CARB in 1969. Thus, the CAAQS predate the NAAQS set by the U.S. Environmental Protection Agency (EPA). California law continues to mandate CAAQS, although attainment of the NAAQS has precedence over attainment of the CAAQS due to federal penalties for failure to meet federal attainment deadlines. California law continues to mandate CAAQS, which are often more stringent than national standards (California Air Resources Board, 2017).

California State Implementation Plan

The 1990 amendments to the FCAA set new deadlines for attainment based on the severity of the pollution problem and launched a comprehensive planning process for attaining the NAAQS. Many of California’s SIPs rely on the same core set of control strategies, including emission standards for cars and heavy trucks, fuel regulations, and limits on emissions from consumer products. State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. The Code of Federal Regulations (CFR) Title 40, Chapter I, Part 52, Subpart F, Section 52.220 lists all of the items which are included in the California SIP.

3.3.1.3 Local Regulations

South Coast Air Quality Monitoring District

Air quality within Los Angeles is monitored by the South Coast Air Basin (SCAB), under the jurisdiction of the South Coast Air Quality Monitoring District (SCAQMD). SCAQMD operates 29 air quality monitoring sites with the closest being the Los Angeles (Main Street) monitoring site located approximately 6.2 miles north of the project area (SCAQMD, 2022).

SCAQMD’s 2022 Air Quality Management Plan addresses the maintenance of state and federal ambient air quality standards. The SCAQMD’s Air Quality Management Plan outlines strategies to reduce emissions and includes a number of management strategies to reduce motor vehicle emissions. According to the SCAQMD a region is given the status of “attainment” or “unclassified” in the United States if the NAAQS have not been exceeded. A status of “nonattainment” for particular criteria pollutants is assigned if the NAAQS have been exceeded. Once designated as nonattainment, attainment status may be achieved after three years of data showing non-exceedance of the standard. When an area is reclassified from nonattainment to attainment, it is designated as a “maintenance area,” indicating the requirement to establish and enforce a plan to maintain attainment of the standard.

City of Los Angeles General Plan

The City’s General Plan Air Quality and Safety Elements identifies the following policies (City of Los Angeles, 2021a; City of Los Angeles, 2021b):

- 1.3.1: Minimize particle emissions from construction sites.
- 1.2.8: In keeping with the Air Quality Element, ensure that every Angeleno can breathe clean, healthy air by addressing air pollution from all sources, with a particular emphasis on prioritizing the health and wellbeing of overburdened families and delivering environmental justice.

3.3.2 Existing Environment

3.3.2.1 South Coast Air Quality Monitoring District

Los Angeles is situated between the San Gabriel Mountains to the north, developed communities to the east, the Santa Monica Mountains to the northwest, and the Pacific Ocean to the south and west. Cool air flows into the basin from the ocean and underlies the warmer air above it, which forms an “inversion layer” and prevents pollution from rising and dispersing. The SCAQMD is required to update its plans on a regular basis to address pollutants and maintain state standards.

The SCAB is in attainment for all of the NAAQS criteria pollutants except O₃ and PM_{2.5}. The SCAB is in non-attainment with the CAAQS for O₃, PM₁₀, PM_{2.5}, and is partial non-attainment for lead (SCAQMD, 2016).

Table 1 shows the current SCAB attainment status for the state and federal ambient air quality standards.

Table 1. South Coast Air Basin Attainment Status of State and Federal Ambient Air Quality Standards

Criteria Pollutant	Standard	Averaging Time	Designation ^{a)}	Attainment Date ^{b)}
1-Hour Ozone	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 Originally 11/15/2010 (not attained) ^{c)}
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone^{d)}	NAAQS	1997 8-hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	2015 8-Hour (0.070 ppm)	Nonattainment (Extreme)	8/3/2038
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (25 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	1-Hour (20 ppm) 8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO₂^{e)}	NAAQS	1-Hour (0.10 ppm)	Unclassifiable/Attainment	N/A (attained)
	NAAQS	Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-Hour (0.18 ppm) Annual (0.030 ppm)	Attainment	---

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SO₂^f	NAAQS	1-Hour (75 ppb)	Designations Pending (Unclassified/Attainment expected)	N/A (attained)
	NAAQS	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)
PM₁₀	NAAQS	1987 24-hour (150 µg/m ³)	Attainment (Maintenance) ^g	7/26/2013 (attained)
	CAAQS	24-hour (50 µg/m ³) Annual (20 µg/m ³)	Nonattainment	N/A
PM_{2.5}^h	NAAQS	2006 24-Hour (35 µg/m ³)	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m ³)	Attainment	8/24/2016
	NAAQS	2012 Annual (12.0 µg/m ³)	Nonattainment (Serious)	12/31/2025
	CAAQS	Annual (12.0 µg/m ³)	Nonattainment	N/A
Lead	NAAQS	3-Months Rolling (0.15 µg/m ³)	Nonattainment (Partial) ⁱ	12/31/2015
Hydrogen Sulfide	CAAQS	1-Hour (0.03 ppm/42 µg/m ³)	Attainment	---
Sulfates	CAAQS	24-Hour (25 µg/m ³)	Attainment	---
Vinyl Chloride	CAAQS	24-Hour (0.01 ppm/26 µg/m ³)	Attainment	---

Source: (South Coast Air Quality Management District, 2016)

Notes: a) U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable b) A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration c) 1-hour O₃ standard (0.12 ppm) was revoked, effective June 15, 2005 ; however, the Basin has not attained this standard based on 2008-2010 data and is still subject to anti-backsliding requirements d) 1997 8-hour O₃ standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the revoked 1997 O₃ standard is still subject to anti-backsliding requirements e) New NO₂ 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO₂ standard retained f) The 1971 annual and 24-hour SO₂ standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO₂ 1-hour standard. Area designations are still pending, with Basin expected to be designated Unclassifiable /Attainment. g) Annual PM₁₀ standard was revoked, effective December 18, 2006; 24-hour PM₁₀ NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation and PM₁₀ maintenance plan was approved by U.S. EPA on June 26, 2013, effective July 26, 2013. h) Attainment deadline for the 2006 24-Hour PM_{2.5} NAAQS (designation effective December 14, 2009) is December 31, 2019 (end of the 10th calendar year after effective date of designations for Serious nonattainment areas). Annual PM_{2.5} standard was revised on January 15, 2013, effective March 18, 2013, from 15 to 12 µg/m³. Designations effective April 15, 2015, so Serious area attainment deadline is December 31, 2025. i) Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect redesignation to attainment based on current monitoring data.

3.3.2.2 Level of Service

Existing Level of Service (LOS) during AM and PM peak hour traffic volumes were analyzed at 12 study intersections. **Table 2** below presents the existing LOS for each intersection.

Table 2 Existing LOS

Intersection		Existing LOS	
North/South	East/West	AM	PM
South Broadway	Manchester Avenue	E	F
South Broadway	87 th Street	A	A
South Broadway	88 th Street	A	A
South Broadway	89 th Street	A	A
South Broadway	92 nd Street	B	B
South Broadway	Colden Avenue	B	A
South Broadway	98 th Street	A	A
South Broadway	Century Boulevard	D	E
South Broadway	104 th Street	A	A
South Broadway	108 th Street	A	C
South Broadway	111 th Street	A	D
South Broadway	Imperial Highway	C	D

Source: (Kimley-Horn, 2022)

3.3.3 Impact Analysis

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The proposed project would include protected cycle tracks, curb extensions, signal modifications, new PHB signals, sidewalk improvements, new and widened medians, median parks, tree planting, landscaping, and new pedestrian lighting. Additionally, the project would include new stormwater infrastructure such as the construction of stormwater treatment, capture, reuse, storage, and discharge systems. The predicted LOS for 12 intersections after the project was calculated for the LOS Analysis Memorandum and described in **Table 3**.

Table 3 Predicted LOS After Project

Intersection		Existing LOS with Project	
North/South	East/West	AM	PM
South Broadway	Manchester Avenue	E	F
South Broadway	87 th Street	A	A
South Broadway	88 th Street	A	A
South Broadway	89 th Street	A	A
South Broadway	92 nd Street	B	B
South Broadway	Colden Avenue	B	A
South Broadway	98 th Street	A	A
South Broadway	Century Boulevard	D	E
South Broadway	104 th Street	A	A
South Broadway	108 th Street	A	C
South Broadway	111 th Street	A	<i>D</i>
South Broadway	Imperial Highway	C	D

Notes:

Bold values indicate a reduction of LOS.

Italicized values indicate an increase of LOS.

Source: (Kimley-Horn, 2022)

Although LOS may be reduced at some intersections, the project would not result in increased traffic volumes on existing roadways or intersections (Kimley-Horn, 2022). The memorandum determined the reallocation of trips due to median closures by the proposed project do not add any new trips and does not contribute greatly to the change in intersection LOS (Kimley-Horn, 2022). Given that the proposed project would not result in substantial changes to vehicle traffic volumes or LOS, the proposed project would not be expected to result in substantial changes in operational emissions.

During construction, the project could result in localized pollutant concentration from fugitive dust or operation of construction vehicles. However, these impacts would be temporary and with implementation of standard measures, such as applying water or dust suppressants and turning off vehicles when not in use, it is not anticipated that a substantial amount of emissions would be produced. Therefore, the project would result in a less than significant impact related to applicable air quality plans.

- b. 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?**

Less Than Significant Impact. Currently the SCAQMD is not in attainment for O₃ and two of the PM_{2.5} standards. As discussed in response a) above, construction activities could result in an increase in emissions; however, these emissions would be temporary and are not anticipated to be substantial. The project would not result in substantial changes to traffic volumes, and therefore would not be expected to result in any changes in operational emissions. Therefore, the project would result in less than significant impacts related to criteria pollutants.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are persons who are more susceptible to air pollution than the general population including children, athletes, the elderly and the chronically ill. Typical land uses where substantial numbers of sensitive receptors are often found are schools, daycare centers, parks, recreation areas, medical facilities, nursing homes, and convalescent care facilities. Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants. The nearest sensitive receptor includes residences located approximately 200 feet east of the project area.

Naturally occurring asbestos (NOA) has been identified as a toxic air contaminant by CARB. In accordance with CARB Air Toxics Control Measure, prior to any grading activities, a geologic evaluation should be conducted to determine if NOA is present within the area that will be disturbed. Based on a review of the California Department of Conservation map depicting potential areas of NOA, the project area is not located in or near an area that has been identified as having a potential for NOA (California Department of Conservation, 2000).

Asbestos-containing material (ACM) could be encountered during the demolition of existing buildings, particularly older structures constructed prior to 1970. Asbestos can also be found in various building products, including (but not limited to) utility pipes/pipelines (transit pipes or insulation on pipes). If a project would involve the disturbance or potential disturbance of ACM, various regulatory requirements may apply, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 CFR 61, Subpart M-Asbestos NESHAP). The project would not include the demolition of existing structures.

Fugitive dust emissions would be primarily associated with building demolition, site preparation, grading, and vehicle travel on unpaved and paved surfaces. On-site off-road equipment and trucks would also result in short-term emissions of diesel-exhaust PM, which could contribute to elevated localized concentration at nearby receptors. Impacts from fugitive dust emissions would be temporary and would include standard measures such as applying water as dust suppressants to unpaved surface areas.

Based on the LOS Memorandum for the project, implementation of the project would not be expected to result in substantial changes in operational emissions (Kimley-Horn, 2022). Therefore, the project would result in a less than significant impact related to exposing sensitive receptors to substantial pollutant concentrations.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be unpleasant, leading to distress among the public and often generating citizen complaints to local governments and regulatory agencies.

There are no known odor sources within one mile of the project area. However, construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition, pavement coatings used during project construction would emit odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source.

The reconstruction of the failing asphalt may disturb or require the removal of yellow thermoplastic traffic stripe and pavement marking with hazardous waste residue. Yellow thermoplastic painted traffic stripes and/or pavement markings contain elevated lead and chromium. Residue produced when these materials are disturbed may contain heavy metals in concentrations that exceed hazardous waste thresholds established by regulatory agencies and may produce toxic fumes when heated. However, thermoplastic striping would be managed using Caltrans Standard Special Provision, as described in **PDF-AQ-1**, and the project would not produce toxic fumes due to thermoplastic striping. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. Operation of the project would not result in any new sources of odors. Therefore, the project would result in a less than significant impact related to odors.

Project Design Features

- **PDF-AQ-1** Thermoplastic striping would be managed using Caltrans Standard Special Provisions.

3.4 Biological Resources

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
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 CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Conflict with the provisions of an adopted Habitat Conservation Plan (HCP); Natural Community Conservation Plan; or other approved local, regional, or state HCP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following discussion incorporates the results of the Natural Environment Study (Minimal Impacts) that was prepared for this project (GPA Consulting, 2022).

3.4.1 Regulatory Setting

This section describes existing laws and regulations related to biological resources that are applicable to the project.

3.4.1.1 Federal Regulations

Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into waters of the U.S. to maintain water quality standards for surface waters.

Section 404

The United States Army Corps of Engineers (USACE) Regulatory Program regulates activities within federal wetlands and waters of the U.S. pursuant to Section 404 of the CWA. No discharge of dredged or fill material into jurisdictional features is permitted unless authorized under an USACE Nationwide Permit or Individual Permit.

Section 401

The State Water Resources Control Board and Regional Water Quality Control Boards (RWQCB) are responsible for the administration of Section 401 of the CWA in the State of California. Under Section 401 of the CWA, applicants for federal licenses or permits must provide a Water Quality Certification that any discharges from a project would comply with the CWA, including state-established water quality standard requirements. For all work subject to an USACE Section 404 permit, project proponents must obtain a Water Quality Certification from the applicable RWQCB under CWA Section 401 stating that the project would comply with applicable water quality regulations.

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) was established in 1973 to provide a framework to conserve and protect endangered and threatened species and their habitat. Section 7 of the FESA requires federal agencies to ensure that actions they engage in, permit, or fund do not jeopardize the continued existence of endangered or threatened species or result in the destruction or adverse modification of designated critical habitat for these species. Section 7 consultation provides for the “incidental take” of endangered and threatened wildlife species by federal entities if adverse effects to species cannot be avoided. Incidental take is defined by the FESA as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. The term “take” means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (50 CFR Part 10 and Part 21) protects migratory birds, their occupied nests, and their eggs from disturbance and/or destruction. “Migratory birds” under the MBTA include all bird species listed in 50 CFR Part 10.13, as updated in April 2020 (United States Fish and Wildlife Service, 2020). In accordance with the Migratory Bird Treaty Reform Act of 2004 the United States Fish and Wildlife Service (USFWS) included all species native to the U.S. (or U.S. territories) that are known to be present because of natural biological or ecological processes. In addition, the USFWS provided clarification that the MBTA does not apply to any nonnative species whose presence in the U.S. are solely the result of intentional or unintentional human-assisted introduction. Nonnative bird species not protected by the MBTA include, but are not limited to, the house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), and rock pigeon (*Columba livia*).

Executive Order 13112

Executive Order (EO) 13112 directs all federal agencies to refrain from authorizing, funding, or carrying out actions or projects that may spread invasive species. This order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations,

restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species.

3.4.1.2 State Regulations

California Environmental Quality Act

Section 15380 of the CEQA Guidelines requires that species of special concern be included in an analysis of project impacts. California Species of Special Concern include species that are native to California and are experiencing population declines but are not currently listed as threatened or endangered, all state and federally protected and candidate species, Bureau of Land Management, and United States Forest Service sensitive species. Species considered declining or rare by the California Native Plant Society (CNPS) or National Audubon Society, and a selection of species which are under population stress but are not formally proposed for listing, are also included under species of special concern.

California Endangered Species Act

The California Endangered Species Act (CESA) is a California environmental law that conserves and protects plant and animal species at risk of extinction and was enacted in 1970. A CESA-listed species, or any part or product of the plant or animal, may not be imported into the state, exported out of the state, “taken” (i.e., killed), possessed, purchased, or sold without proper authorization.

California Fish and Game Code

Section 2126 of the California Fish and Game Code states that it is unlawful for any person to take any mammal that are identified within Section 2118, including all species of bats.

Sections 3503, 3513, and 3800 of the California Fish and Game Code prohibit the take of birds protected under the MBTA and protects their occupied nests. In addition, Section 3503.5 of the California Fish and Game Code prohibits the take of any birds in the order Falconiformes or Strigiformes (birds-of-prey) and protects their occupied nests. Pursuant to Section 3801 and 3800, the only species authorized for take without prior authorization from the CDFW is the English sparrow and European starling.

State-listed species and those petitioned for listing by the CDFW are fully protected under the CESA. Under Section 2080.1 of the California Fish and Game Code, if a project would result in take of a species that is both federally and state listed, a consistency determination may be completed in lieu of undergoing a separate CESA consultation. Under Section 2081, if a project would result in take of a species that is state-only listed as threatened or endangered, then an incidental take permit from the CDFW is required.

Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code prohibit the take or possession of 37 fully protected bird, mammal, reptile, amphibian, and fish species. Each of the statutes states that no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to “take” the species, and states that no previously issued permit or licenses for take of the species “shall have any force or effect” for authorizing take or possession. The CDFW will not authorize incidental take of fully protected species when activities are proposed in areas inhabited by those species.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a “Report of Waste Discharge” for any discharge of waste

(liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. The act predates the CWA and regulates discharges to waters of the state. Waters of the state include groundwater and surface waters not considered waters of the U.S. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDR) and may be required even when the discharge is already permitted or exempt under the CWA.

3.4.1.3 Local Regulations

Board of Public Works Street Tree Removal Permit and Tree Replacement Condition Policies

LAMC Sections 62.161 through 62.176 authorize the Board of Public Works (Board) and its officers and employees to control the planting, maintenance, and care of trees, plants, and shrubs in all public ROWs in the city. The Board adopted the Street Tree Removal Permit and Tree Replacement Condition Policies to formalize existing City practice and designate the Bureau of Street Services, Chief Forester, as the authorized officer and employee to issue street tree removal permits; require public notification of the proposed removal of three or more street trees; require a Board public hearing for consideration of removal of three or more street trees at a specific address; and require as a condition of a street tree removal permit that replacement street trees be provided on a 2:1 basis with 24-inch box size tree stock to be watered for a minimum 3-year period.

City of Los Angeles Protected Tree Relocation and Replacement Ordinance No. 177404

The City of Los Angeles Protected Tree Relocation and Replacement Ordinance No. 177404 (Ordinance No. 177404) was passed on April 23, 2006 (City of Los Angeles Department of City Planning, 2006). The ordinance protects the following native tree species: California black walnut (*Juglans californica*), California bay (*Umbellularia californica*), western sycamore (*Platanus racemosa*), and all oak tree species (*Quercus* spp.). This ordinance applies to trees that have a diameter of four inches or greater at 4.5 feet above the ground level. Removal of protected trees requires a permit by the City's DPW.

City of Los Angeles Tree Planting Ordinance

Ordinance No. 183474 amended Sections 61.162, 62.163, and 62.169 of the LAMC to clarify that the responsibility for planting and maintaining street trees and vegetation within city streets rests with the City, and further clarifies that a property owner in a residential zone may remove and plant vegetation within a parkway, but that street trees may not be removed without a permit.

City of Los Angeles General Plan

The City's General Plan Conservation Element addresses the need to conserve and protect natural resources and open space in the city. Natural resources addressed in this element include water and hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, and minerals. The City's General Plan Open Space Element addresses the preservation, conservation, and acquisition of open space in the city, including lands used for water supply, water recharge, water quality protection, wastewater disposal, solid waste disposal, air quality protection, energy production, and noise prevention.

The City’s General Plan Conservation Element identifies the following policies (City of Los Angeles, 2001):

- Objective: Protect and promote the restoration, to the greatest extent practical, of sensitive plant and animal species and their habitats.
- Policy 1: Continue to require evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts on sensitive animal and plant species and their habitats and habitat corridors relative to land development activities.
- Policy 2: Continue to administer City-owned and managed properties so as to protect and/or enhance the survival of sensitive plant and animal species to the greatest practical extent.

3.4.2 Existing Environment

3.4.2.1 Biological Study Area

The Biological Study Area (BSA) includes approximately 161.3 acres that could be directly or indirectly impacted by the project, either temporarily or permanently (see **Figure 6**, Biological Study Area). The BSA is approximately 2.8 miles in length along the corridor of Manchester Avenue from South Vermont Avenue to South Broadway and along South Broadway from Manchester Avenue to Imperial Highway in South Los Angeles. The BSA includes a 150-foot buffer around the project limits. The BSA is in a highly developed area in a predominately urban setting and surrounded mostly by commercial and residential properties.

3.4.2.2 Special-Status Species

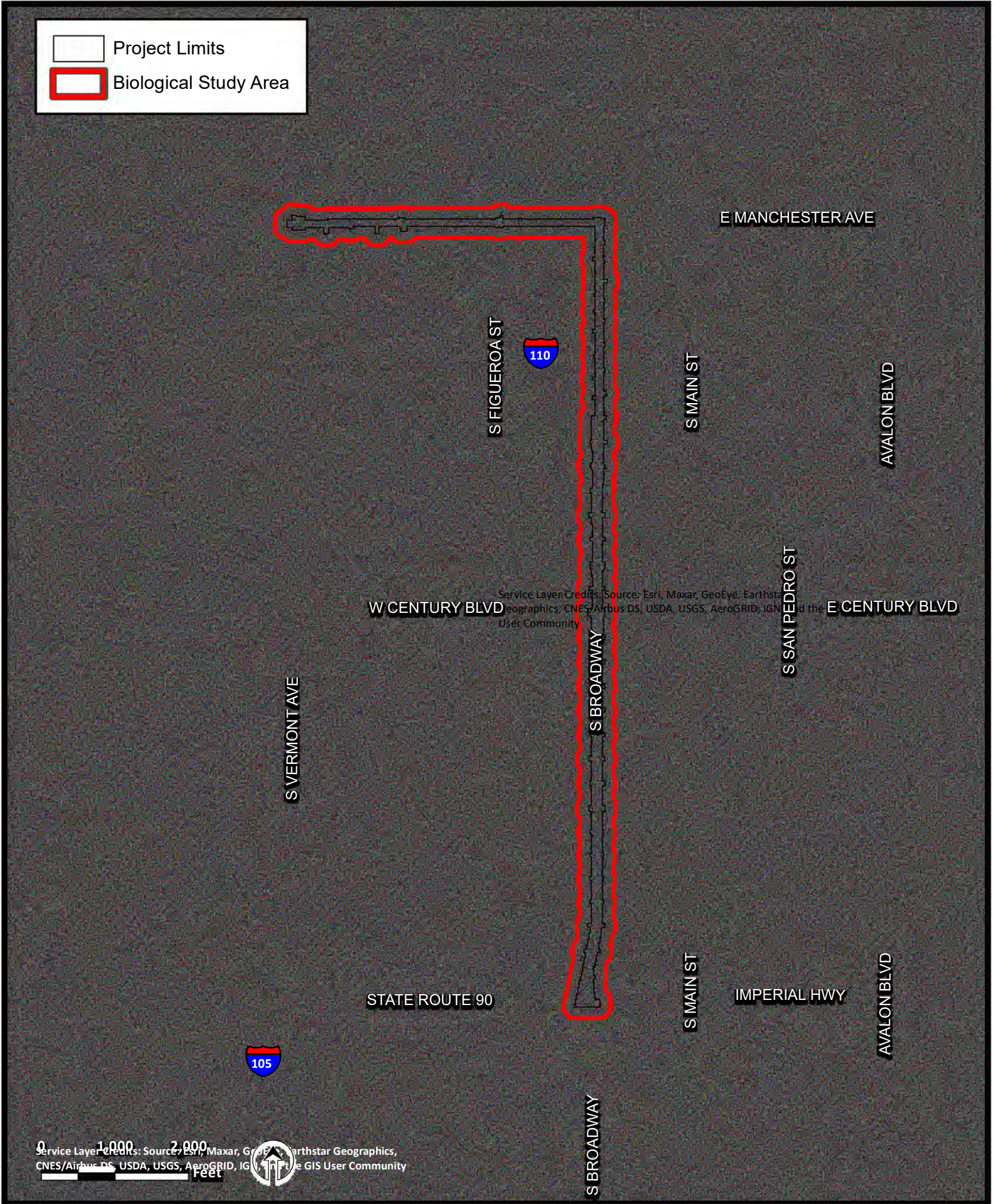
The BSA was visually surveyed on foot, where feasible, on June 2, 2022. In areas that could not be accessed, the BSA was surveyed from the edge of the road with binoculars. All vegetation communities and plant and wildlife species within the BSA were inventoried to the extent feasible to verify the presence or absence of special-status and other protected species.

3.4.2.3 Plants

According to the California Natural Diversity Database (CNDDDB), CNPS, and the United States Fish and Wildlife Service (USFWS) Official Species List, 64 special-status plants have the potential to be in the BSA based on recorded geographical distribution (California Department of Fish and Wildlife, 2022; California Native Plant Society, 2022; United States Fish and Wildlife Service, 2022). However, no special-status plant species were identified during biological surveys, and based on survey results, no special-status plants are expected to be within the BSA.

3.4.2.4 Animals

According to the CNDDDB and USFWS Official Species List, 52 special-status wildlife species have the potential to be in the BSA based on recorded geographical distribution. However, based on literature reviews regarding habitat requirements and no species were observed results during the biological survey, special-status species are not expected to be in the BSA (California Department of Fish and Wildlife, 2022; United States Fish and Wildlife Service, 2022).



Source: ESRI 2022

FIGURE 6. BIOLOGICAL STUDY AREA
Broadway-Manchester Active Transportation (ATP) Equity Project

3.4.2.5 Natural Communities

According to the CNDDDB species occurrence records, seven natural communities have the potential to be within the BSA based on recorded geographical distribution. However, no special-status communities were identified during biological surveys, and based on survey results, no special-status communities are expected to be within the BSA.

3.4.2.6 Habitat Connectivity

A migration or wildlife corridor is an area of habitat that connects two or more patches of habitat that would otherwise be isolated from each other. Wildlife corridors are typically adjacent to urban areas. A functional wildlife corridor allows for ease of movement between habitat patches and is important in preventing habitat fragmentation. Habitat fragmentation is typically caused by human development and can lead to a decrease in biodiversity and ecosystem functionality.

The land surrounding the BSA is urban and consists of Community Commercial, Neighborhood Commercial, Medium Residential, Low Medium I Residential, Low Medium II Residential, and Low Residential land uses. According to the CDFW BIOS Habitat Connectivity Viewer there are no essential wildlife connectivity areas or natural landscape blocks in the BSA (California Department of Fish and Wildlife BIOS, 2022). The closest natural landscape block is approximately 20 miles north of the BSA in Griffith Park. Because the BSA is within an urban, developed area, the BSA is not likely to be used as a migration or travel corridor but may be used for local foraging and movement by urban wildlife species in the area.

3.4.2.7 Jurisdictional Resources

The BSA was evaluated for Jurisdictional Resources. There are no jurisdictional waterways such as drainages, creeks, or streams within the BSA.

3.4.3 Impact Analysis

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 CDFW or USFWS?

No Impact. Based on the existing habitat in the BSA and the results of field surveys, no special-status plant or animal species are expected to be in the BSA. Therefore, the project would have no impact on special-status species.

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, regulations or by CDFW or USFWS?

No Impact. Based on the existing habitat in the BSA and the results of field surveys, no special-status vegetation communities are expected to be in the BSA, and there are no jurisdictional waterways in the BSA. Therefore, the project would have no impact on special-status natural communities.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. No jurisdictional waterways such as drainages, creeks, or streams occur within the BSA. Therefore, the project would result in no impact on jurisdictional waters.

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?

Less Than Significant Impact. The land surrounding the BSA is highly urbanized and made up mostly of commercial and residential land. Due to existing conditions of the BSA it is unlikely that there would be any wildlife migration in the area. Construction for road maintenance and road expansion could result in direct and indirect impacts on nesting migratory birds should they be nesting in the construction area. Direct and indirect impacts could include nest destruction, increased noise, vibration, and human activity which could result in disturbance, disruption of foraging, or nest abandonment. The project would include the removal of several trees along South Broadway and Manchester Avenue, which would have the potential to impact migratory species. However, the project would comply with City ordinances and would include the replacement of street trees at a 2:1 ratio. Additionally, with implementation of **PDF-BIO-1** through **PDF-BIO-4**, impacts on native resident or migratory wildlife species are not anticipated. Therefore, the project would result in a less than significant impact related to native resident or migratory fish or wildlife species or wildlife nursery sites.

Project Design Features

- **PDF-BIO-1** Vegetation removal and tree trimming would be minimized and performed outside of the nesting season (February 1 to September 15), to the extent feasible.
- **PDF-BIO-2** In the event that vegetation removal and tree trimming must be conducted during the nesting season, nesting bird surveys would be completed within 500 feet of the construction area by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys would be repeated if trimming or removal activities are suspended for five days or more.
- **PDF-BIO-3** If nesting birds are found within 500 feet of the construction area, appropriate buffers consisting of ESA fencing (typically 150 feet for birds and 500 feet for raptors) would be installed and maintained until nesting activity has ended, as determined in coordination with the project biologist and regulatory agencies, as appropriate.
- **PDF-BIO-4** In the event that any bird species is observed foraging within the construction area, it would be allowed to move away from the site prior to initiating any construction activities that could result in direct injury of the individual.

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 Impact. There are western sycamore trees in the BSA that are protected under Ordinance No. 177404. One western sycamore tree that is in poor condition would need to be removed to complete the project, and a tree removal permit would be required from the City. However, no other protected biological resources would be impacted. Additionally, the project would include the planting of California native tree species, such as coast live oak (*Quercus agrifolia*). Therefore, the project would result in a less than significant impact related to policies or ordinances protecting biological resources.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan (HCP); Natural Community Conservation Plan; or other approved local, regional, or state HCP?

No Impact. The BSA is not within the limits of a regional conservation plan such as an HCP or Natural Community Conservation Plan; therefore, the project would result in no impact related to the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state HCP.

3.5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following discussion incorporates the results of the Historical Resource Technical Report (HRTR) and the Archaeological Assessment that were prepared for this project (GPA Consulting, 2022; Applied EarthWorks, Inc., 2022).

3.5.1 Regulatory Setting

This section describes existing laws and regulations related to cultural resources that are applicable to the project.

3.5.1.1 Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act (NHPA) established the National Register of Historic Places (NRHP) to recognize resources associated with the country’s history and heritage. Criteria for listing on the NRHP pursuant to Title 36, Part 60 of the CFR are significance in American history, architecture, archaeology, engineering, and culture as presented in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that are either:

- Criterion A: Associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: Associated with the lives of persons significant in our past;
- Criterion C: Embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D: Have yielded, or may be likely to yield, information important to history or prehistory.

Criterion D is usually reserved for archaeological resources. Properties eligible for the NRHP must be of sufficient age, be proven through scholarship to meet at least one of the significance criteria, and exhibit integrity of the features, elements, and/or informational value that provides the property its documented historical or archaeological significance.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the excavation of archaeological sites on federal and Native American lands in the United States, and the removal and disposition of archaeological collections from those sites. The act aims to secure, for the present and future benefit of the American people, the protection of archaeological resources and sites on federal and tribal lands. These resources are considered an irreplaceable part of the nation’s heritage.

3.5.1.2 State Regulations

California Register of Historical Resources

The California Register of Historic Resources (CRHR) was created to identify historical resources deemed worthy of preservation on a State level and was modeled closely after the NRHP. The criteria are nearly identical to those of the NRHP but focus on resources of statewide, rather than national, significance. The CRHR automatically includes any resource listed, or formally designated as eligible for listing, on the NRHP. The State Historic Preservation Office (SHPO) maintains the CRHR, which may also include properties designated under local ordinances or identified through local historical resources surveys that meet CRHR eligibility criteria.

CEQA Section 15064.5

Under CEQA, Title 14, CCR Section 15064.5(a)(3), a resource is considered historically significant if it meets one of the following four criteria:

- It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- It is associated with the lives of persons important in our past;
- It embodies the distinctive characteristics of a type, period, region, or method of installation, or represents the work of an important creative individual, or possesses high artistic values; or
- It has yielded, or may be likely to yield, information important in prehistory or history.

CEQA requires public agencies and private interests to identify the potential adverse impacts or environmental consequences of their project for any object or site of significance with respect to history. CEQA also provides protection for paleontological remains.

California Public Resources Code

Public Resource Code 21083.2

According to PRC 21083.2 (a), if archaeological resources are determined to be significant, then the impacts on that resource should be addressed.

Public Resource Code 5097.5

PRC 5097.5 prohibits the excavation and/or the removal of a “vertebrate paleontological site...or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands.”

Public Resource Code 30244

PRC 30244 requires reasonable mitigation of adverse impacts on paleontological resources resulting from development on public land.

Public Resource Code 21084.1

PRC 21084.1 gives the lead agency power to determine that a resource is a historical resource, even if the resource is not listed or eligible for listing in the California Register of Historical Resources or a local register of historical places. In addition, the lead agency can also determine that a resource is a historical resource, even if it is not deemed significant in a historical resource survey.

Public Resource Code 5097.9 (Native American Heritage Act)

Public Resource Code 5097.9 (Native American Heritage Act), passed by the State of California in 1976, established the Native American Heritage Commission (NAHC) for protecting Native American religious values on state property. The NAHC not only protects the heritage of Native Americans, but also ensures their participation in matters concerning heritage sites. The commission’s duty is to assist both federal and state agencies in protecting Native American sacred places and provide recommendations concerning Native American heritage in accordance with environmental law and policy. The act protects burials from disturbance, vandalism, and accidental destruction. It also stipulates which specific procedures laid out in the California Health and Safety Code must be implemented if a Native American burial is uncovered during project construction or archaeological data recovery.

Public Resource Code 21080.3.1 and 21080.3.2 (Assembly Bill 52)

As of July 1, 2015, AB 52 requires public agencies to consult with California Native American tribes identified by the NAHC for the purpose of mitigating impacts on tribal cultural resources. PRC 21080.3.1 requires that Native American tribes must be given written notification of the project and are given 30 days to respond. PRC 21080.3.2 describes what topics the responses may include, such as the type of environmental review necessary, the significance of tribal cultural resources, the significance of the project’s impacts on the tribal cultural resources, and project alternatives or the appropriate measures for preservation or mitigation.

California Health and Safety Code Section 7050.5

The State of California Health and Safety Code Section 7050.5 requires that if human remains are discovered during ground disturbing activities, the County Coroner must be notified, and no further disturbance is authorized to occur until the County Coroner has made a determination of origin and disposition of the remains. If the human remains are determined to be prehistoric, the coroner must notify the NAHC, who would determine and notify a Most Likely Descendant (MLD). The MLD then

inspects the site and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

3.5.1.3 Local Regulations

Historic Preservation Overlay Zone

LAMC Section 12.20.3 addresses the recognition, preservation, enhancement, and use of buildings, structures, landscaping, natural features, and areas within the city having historic, architectural, cultural, or aesthetic significance through the designation of an Historic Preservation Overlay Zone (HPOZ). The city has 35 HPOZs, with preservation plans and standards for the rehabilitation or restoration, additions, alterations, infill, and the form of single- and multi-family residential, commercial, mixed-use and other nonresidential buildings, structures, and public areas within the HPOZ. Each HPOZ district has their own Historic Preservation Board. The preservation plan is used by the Historic Preservation Board in the review of projects in the HPOZ in terms of conforming work on contributing elements and non-contributing elements.

City of Los Angeles Cultural Heritage Ordinance

The City's Cultural Heritage Ordinance (Los Angeles Administrative Code [LAAC] Section 22.171) defines a historic cultural monument (HCM) as any site, building, or structure of particular historic or cultural significance. A resource is eligible for listing as an HCM if it meets specific criteria, as outlined in Article 4, Section 22.130 of the LAAC. The City maintains a list of all sites, buildings, and structures that have been designated as HCMs.

City of Los Angeles General Plan

The City's General Plan Framework Element addresses cultural resources, including significant archaeological, paleontological, and historical resources in the city, and proposes a means for avoiding potential impacts on known or potential cultural resources. The City's General Plan Conservation Element includes goals, objectives, and policies requiring measures be taken to protect the City's historical, archaeological, and paleontological resources for historical, cultural, research, and/or educational purposes.

The City's General Plan Conservation Element identified the following policy (City of Los Angeles, 2001):

- Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition, or property modification activities.

3.5.2 Existing Environment

There are three previously identified historic resources in the project area including the New Temple Missionary Baptist Church, Broadway-Manchester Planning District, and Broadway Median Street Trees. The Broadway-Manchester Planning District is not a historical resource as defined by CEQA. The Broadway Median Street Trees were identified in 2012 by SurveyLA as potentially eligible for local designation as a local Historic Cultural Monument. However, upon further research, and a review of the City's historic context for this property type, it is not anticipated that the Broadway Median Street Trees meet the

registration requirements for this property type and should not be treated as a historical resource for CEQA. Additionally, there are four historic resources previously identified by SurveyLA immediately surrounding the project area including Engine Company #57 (demolished), California Bank, Solomon’s Mortuary (demolished), and 607 West Manchester Avenue. However, these buildings do not meet the registration requirements and are not to be treated as a historical resource for CEQA. There are no known archaeological resources within or adjacent to the project area.

3.5.3 Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Less Than Significant Impact. Based on the HRTR prepared for this project, there is one resource partially within the project area that is designated as a City of Los Angeles Historic Cultural Monument, the New Temple Missionary Baptist Church. The New Temple Missionary Baptist Church could be impacted by project construction if work were to be conducted near this property. However, with implementation of **PDF-CUL-1**, impacts on the building and/or terrazzo are not anticipated. Therefore, the project would result in a less than significant impact related to the significance of a historic resource.

Project Design Feature

- **PDF-CUL-1** In order to avoid impacts to the New Temple Missionary Baptist Church terrazzo, all construction documents should clearly indicate that the entire terrazzo area shall remain in place and be protected from inadvertent damage during construction.

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

Less Than Significant Impact. According to the Archaeological Assessment there are no known archaeological resources within or adjacent to the project and background research indicates a low likelihood for encountering subsurface archaeological deposits (Applied EarthWorks, Inc., 2022). **PDF-CUL-2** would be implemented as part of the project if previously unidentified resources are uncovered. Therefore, the project would result in a less than significant impact related to archaeological resources.

Project Design Feature

- **PDF-CUL-2** If previously unidentified cultural materials are encountered or unearthed during construction, work would be halted in that area until a qualified archaeologist can assess the nature and significance of the find. Additional surveys would be required if the project limits change to include areas not previously surveyed.

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

Less Than Significant Impact. The project is in an urbanized portion of Southeast Los Angeles that is not near or within a formal cemetery and the land surrounding the project area has already been disturbed. However, construction of the project would include ground disturbing activities that could unearth

previously undiscovered human remains interred outside of a formal cemetery, should they be present in the project limits. **PDF-CUL-3** would be implemented as part of the project if any human remains are discovered. Therefore, the project would result in a less than significant impact on disturbance of any human remains, including those interred outside of formal cemeteries.

Project Design Feature

- **PDF-CUL-3** In the event of an accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, steps would be taken in compliance with the CCR Section 15064.5. All construction activities would cease, and the City Coroner would be contacted if any human remains are discovered, in accordance with 14 CCR Section 15064.5(e). If the coroner determines that the human remains are of Native American origin, the NAHC would be notified to determine the MLD for the area. The MLD would make recommendations for the arrangements for the human remains per PRC Section 5097.98.

3.6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.6.1 Regulatory Setting

This section describes existing laws and regulations related to energy that are applicable to the project.

3.6.1.1 Federal Regulations

Energy Independence and Security Act

The Energy Independence and Security Act (EISA) of 2007 increases the supply of alternative fuel sources, strengthening standards for energy conservation, and requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs. Additional provisions of EISA address energy savings in government and public institutions and promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green jobs.” A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

3.6.1.2 State Regulations

Executive Order S-01-07 (January 18, 2007)

EO S-01-07 sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California’s transportation fuels was to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. In 2018, the EO was extended to a 20 percent decrease in the carbon intensity of California’s transportation fuels by the year 2030. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor's 2030 and 2050 greenhouse gas (GHG) reduction goals.

Senate Bill 375, Chapter 728, 2008, Sustainable Communities and Climate Protection

Senate Bill (SB) 375 requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

Senate Bills 1078

SB 1078 (Public Utilities Code [PUC] Chapter 2.3, Sections 387, 390.1, and 399.25) implemented a California Renewable Portfolio Standard (RPS), which established a goal that 20 percent of the energy sold to customers be generated by renewable resources by 2017. The goal was accelerated in 2006 under SB 107 and expanded in 2011 under SB 2, which required electric service providers and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020. Community choice aggregators allow local governments to acquire power on behalf of their residents, businesses, and municipal accounts from an alternative supplier while still receiving transmission and distribution service from their existing utility provider.

Senate Bill 1389

SB 1389 (PRC Chapter 568, Statutes of 2002) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report, assessing major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors. The report is also intended to provide policy recommendations to conserve resources, protect the environment, and ensure reliable, secure, and diverse energy supplies. The 2019 Integrated Energy Policy Report, which was required under SB 1389, was adopted on February 20, 2020.

Assembly Bill 2076, Reducing Dependence on Petroleum

The CEC and CARB are directed by AB 2076 (passed in 2000) to develop and adopt recommendations for reducing dependence on petroleum. A performance-based goal is to reduce petroleum demand to 15 percent less than 2003 demand by 2020.

Energy Efficiency Strategic Plan

The California Public Utilities Commission adopted an Energy Efficiency Strategic Plan in September of 2008 outlining a roadmap to maximum energy savings for California's groups and sectors (California Public Utilities Commission, 2011).

3.6.1.3 Local Regulations

GreenLA – An Action Plan to Lead the Nation in Fighting Global Warming

On May 15, 2007, Los Angeles Mayor Antonio Villaraigosa released the GreenLA Plan that has an overall goal of reducing the City of Los Angeles' GHG emissions by 35 percent below 1990 levels by 2030. This goal exceeds the targets set by both California and the Kyoto Protocol, and it is the greatest reduction target of any large United States city. The cornerstone of the GreenLA Plan is increasing the City's use of renewable energy to 35 percent by 2020.

City of Los Angeles Sustainability pLAN

On April 8, 2015, Mayor Eric Garcetti released the Los Angeles Sustainability pLAN, a roadmap to achieve back to basics short-term results while setting the path to strengthen and transform the City. The pLAN is made up of short-term (by 2017) and longer-term (by 2025 and 2035) targets in 14 categories to advance the City's environment, economy, and equity. In 2019, Mayor Eric Garcetti released an update to the pLAN

(L.A.'s Green New Deal), which accelerates previous sustainability targets and looks even farther out to 2050.

LADWP Power Strategic Long-Term Resource Plan

The 2017 Power Strategic Long-Term Resource Plan (SLTRP) is a 20-year roadmap that guides the Los Angeles Department of Water and Power's (LADWP) power system in its efforts to supply reliable electricity in an environmentally responsible and cost-effective manner. As LADWP starts the process to investigate, study, and determine the investments needed for a 100 percent clean energy portfolio, the 2017 SLTRP provides a path towards this goal with a combination of GHG reduction strategies, including early coal replacement 2 years ahead of schedule by 2025; accelerating RPS to 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036; doubling of energy efficiency from 2017 through 2027; repowering coastal in-basin generating units with new, highly efficient potential clean energy projects by 2029 to provide grid reliability and critical ramping capability; accelerating electric transportation to absorb GHG emissions from the transportation sector; and investing in the Power System Reliability Program to maintain a robust and reliable power system.

3.6.2 Existing Environment

The project area includes an existing transportation facility. The existing project area includes street lighting and signal lights.

3.6.3 Impact Analysis

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. During construction, the project would require limited to minor energy needs, such as gasoline or diesel for worker vehicles, small pieces of maintenance equipment, and generators to power equipment. Fuel consumption from construction would be temporary and would represent a negligible increase in regional energy consumption. Operation of the project would require energy for improved street lighting, signals, and stormwater operations and maintenance; however, there is already existing street lighting, signalization, and stormwater systems. The project would build on energy systems already in place. As such, the project would not result in significant impacts related to wasteful or inefficient energy consumption. Therefore, the project would result in less than significant impacts related to energy consumption.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. There are no known state or local plans for renewable energy or energy efficiency that would apply to the project. Therefore, the project would result in no impact related to energy plans.

3.7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a. Directly or indirectly cause 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following discussion incorporates the results of the Paleontological Resources Assessment (PRA) that was prepared for this project (Applied Earthworks, Inc., 2022).

3.7.1 Regulatory Setting

This section describes existing laws and regulations related to geology and soils that are applicable to the project.

3.7.1.1 Federal Regulations

There are no federal regulations that specifically address impacts related to geology and soils and are applicable to the project.

3.7.1.2 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. Through the facilitation of seismic retrofitting to strengthen buildings, including historical buildings, against ground shaking, policies and criteria are also intended to provide citizens with increased safety and to minimize the loss of life during and immediately following earthquakes.

Seismic Hazard Mapping Act

The Seismic Hazards Mapping Act was passed in 1990 to address non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. The purpose of the Seismic Hazards Mapping Act is to reduce threats to public health and safety and to minimize property damage caused by earthquakes, strong ground shaking, liquefaction, landslides, or other hazards caused by earthquakes. This act requires the State Geologist to delineate various seismic hazard zones, and cities, counties, and other local permitting agencies to regulate certain development projects within these zones. Before a development permit is granted for a site within a seismic hazard zone, a geotechnical investigation must be conducted, and appropriate mitigation measures need to be incorporated into the project's design.

California Building Code

The purpose of the California Building Code (CBC) is to regulate and control the design, construction, quality of materials, use occupancy, location, and maintenance of all buildings and structures within its jurisdiction. Title 24 serves as the basis for design and construction of buildings in California. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building, structure, or any appurtenances connected or attached to such buildings or structures throughout California.

California Geological Survey

The California Geological Survey was created in 1860 and is dedicated to fulfilling its mission to provide scientific products and services about the state's geology, seismology, and mineral resources that affect the health, safety, and business interests of the people of California. Seismic and Geotechnical Hazard Zones include active and potentially active faults identified by the California Geological Survey (formerly the Division of Mines and Geology) under the provisions of the Alquist-Priolo Earthquake Fault Zones Act (California PRC, Division 2, Chapter 7.5). Faults that are also considered active, based on published and unpublished information, as well as seismically induced liquefaction and landslide areas are also identified in the Seismic and Geotechnical Hazard Zones Policy Map.

California Administrative Code, Section 4307

In California, paleontological resources are afforded protection by CEQA; California Administrative Code, Title 14, Section 4307 et seq.; and PRC Section 5097.5. CEQA requires that public agencies not approve a project as proposed if there is a feasible alternative or reasonable mitigation measures available that would substantially lessen the significant environmental effects of the project (Chapter 1, Section 21002). PRC 5097.5 protects vertebrate fossil localities situated on public land, including those localities that have produced fossilized footprints or any other paleontological feature. Typical California requirements for paleontological investigations and mitigation are outlined in the Caltrans (2011) Standard Environmental Reference (SER), Volume 1, Chapter 8—Paleontology.

3.7.1.3 Local Regulations

The County’s General Plan addresses paleontological resources within the county (County of Los Angeles, 2022). The following policies are applicable to the project:

- Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.
- Policy C/NR 14.2: Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.
- Policy C/NR 14.5: Promote public awareness of historic, cultural, and paleontological resources.
- Policy C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

City of Los Angeles General Plan

The City’s General Plan Safety Element addresses seismic and geologic hazards in the City and includes goals, objectives, and policies for minimizing potential injury, loss of life, property damage, and disruption of the social and economic life due to fire, water-related hazard, seismic event, geologic condition, or release of hazardous materials. The City’s General Plan Safety Element requires compliance with applicable State and federal planning and development regulations (e.g., Alquist-Priolo Earthquake Fault Zoning Act and Seismic Hazards Mapping Act).

The City’s General Plan Conservation Element addresses the objective “Protect the City’s archaeological and paleontological resources for historical, cultural, research, and/or educational purposes” through the following policy (City of Los Angeles Department of City Planning, 2001):

- Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition, or property modification activities.

Public Works Construction Regulations

Los Angeles Municipal Code

Chapter VI of the LAMC regulates all City public works and property. Section 62.103 requires permits for streets, sidewalks, and other improvements from the Board of Public Works, after the City Engineer’s

review and approval of plans and specifications. All work is required to comply with the WATCH, Green Book and Brown Book, and the City’s Standard Plans.

Standard Specifications for Public Works Construction

Per Section 6-6.2 “Archaeological and Paleontological Discoveries” from the Standard Specifications for Public Works Construction, in the event that archaeological/cultural or paleontological resources are discovered during construction activities:

- The Contractor shall immediately cease excavations in the area of discovery and shall not continue until ordered by the Engineer. When resumed, excavation operations within the area of discovery shall be as directed by the Engineer. Discoveries which may be encountered may include, but not be limited to, dwelling sites, stone implements or other artifacts, animal bones, human bones, and fossils. The Contractor shall be entitled to an extension of time and compensation in accordance with [Section] 6-4.
- Specifically, all work shall cease within the vicinity of the find until the archaeological/cultural or paleontological resources are properly assessed and subsequent recommendations are determined by a qualified archaeologist/paleontologist. Work in other areas of the project may continue (Public Works Standards, Inc., 2021).

Professional Standards

Society of Vertebrate Paleontology Guidelines

The Society of Vertebrate Paleontology (SVP) Guidelines outline professional protocols and practices for conducting paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, specimen preparation identification, analysis, and curation. Most practicing professional vertebrate paleontologists adhere closely to the SVP’s assessment, mitigation, and monitoring requirements as specifically provided in its standard guidelines (Society of Vertebrate Paleontology, 2010). Most state and local regulatory agencies accept and use the professional standards set forth by the SVP.

3.7.2 Existing Environment

3.7.2.1 Regional Geology

Seismic Activity

The greater Los Angeles area has experienced a number of seismic events. There are a number of fault lines surrounding the project area, the nearest is the Newport-Inglewood-Rose Canyon located approximately three miles southwest of the project area (California Department of Conservation, 2019). The project area is located approximately 2.5 miles from a Alquist-Priolo Fault Zone. The Potrero Fault and Avalon-Compton Fault are both located less than three miles east of the project area (California Department of Conservation, 2016).

Soil Characteristics

The United States Department of Agriculture (USDA) Web Soil Survey indicates the project area is primarily underlain by 1005 Urban land-Biscailuz-Hueneme, Drained Complex, 0 to 2 Percent Slopes, and

1124 Urban Land-Windfetch-Centinela Complex 0 to 5 Percent Slopes (United States Department of Agriculture, 2019). Based on their texture, these soils have a moderate to high potential for erosion (Michigan State University, 2002). In addition, these soils have a high shrink-swell potential (United States Department of Agriculture, 2019). According to the CDOC Earthquake Zones of Required Investigations Map, the project area is not located within a landslide zone (California Department of Conservation, 2016).

Paleontological Characteristics

The project area is underlain by Young Alluvial Fan Deposits and Old Alluvial Valley Deposits (California Department of Conservation, 2019). Pleistocene and Holocene aged Alluvium deposits are geologically too young to contain fossils and have a low paleontological sensitivity (CDOC, 2015). However, according to the Paleontological Resource Assessment (PRA) prepared for this project, the paleontological sensitivity of the unit increases with depth because of greater preservation potential for older Holocene and Pleistocene-age sediments. The depth of artificial fill varies from one foot below ground at the intersection of Manchester Avenue and Vermont Avenue to approximately 10 feet below ground near the intersection of Manchester Avenue and Denver Avenue. The geotechnical logs report no artificial fill in the borings along South Broadway.

3.7.2.2 Local Geology

According to the PRA the project area was previously mapped as alluvium, and alluvial gravel, sand and silt. Middle to late to middle Pleistocene older alluvial floodplain deposits cover the majority of the project area. Late Pleistocene to Holocene younger alluvial fan and valley deposits are present in the northeast corner of the project area. Holocene-age and alluvial deposits less than 5,000 years old are unlikely to yield significant fossils as they are generally too young for fossilization. However, deposits older than 5,000 years such as Pleistocene and early Holocene age alluvial deposits have shown greater potential for fossil preservation throughout California. Numerous fossils have been documented in Pleistocene alluvium throughout the Los Angeles Basin (Applied Earthworks, Inc., 2022).

3.7.3 Impact Analysis

- a. Would the project Directly or indirectly cause 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?**

Less Than Significant Impact. The project is located approximately 2.5 miles northeast of an Alquist-Priolo fault zone. However, the project involves improvements on an existing roadway and stormwater system and therefore would not exacerbate existing hazards in the project area. Additionally, the project would be designed to meet current seismic standards and follow all building code regulations. Therefore, the project would result in a less than significant impact related to a known earthquake fault.

ii. Strong Seismic Ground Shaking?

Less Than Significant Impact. Due to the proximity of the project to the seismic sources discussed in response a.i) above, ground shaking would be anticipated within the project area in the event of an earthquake from a nearby seismic source. However, as discussed in response a.i) the project would meet current seismic standards and would not increase exposure to existing hazards in the project area. In addition, construction of the project would not increase the chances of seismic ground shaking. Therefore, the project would result in a less than significant impact related to strong seismic ground shaking.

iii. Seismic-related Ground Failure, including landslides?

Less Than Significant Impact. According to the CDOC Earthquake Zones of Require Investigations Map, the project area is located within a liquefaction zone (California Department of Conservation, 2016). As discussed in response a.i) above, the project would be designed to meet current seismic standards and would not increase exposure to existing hazards in the project area. Additionally, the project area is located in a relatively flat area and based on the existing topography the landslide potential in the project area would be low. Therefore, the project would result in a less than significant impact related to seismic related ground failure.

iv. Landslides, Including Seismically Induced Landslides?

No Impact. See discussion in response (a.iii) above.

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

Less Than Significant Impact. Soils in the project area have a moderate potential for soil erosion (United States Department of Agriculture, 2019). Standard best management practices (BMP) such fiber rolls and silt fencing would be implemented to minimize the potential for soil erosion during construction. Therefore, the project would result in a less than significant impact related to soil erosion.

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?

Less Than Significant Impact. See discussion in response (a.iii) above.

d. Would the project be located on expansive soil, creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. The soils within the project area have a high potential to shrink and swell (California Department of Conservation, 2019). However, the project would not include the construction of any new property development or habitable structures that could create substantial risks. Therefore, the project would result in a less than significant impact related to expansive soils.

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. The project would include protected cycle tracks, curb extensions, signal modifications, new PHB signals, sidewalk improvements, new and widened medians, median parks, tree planting, landscaping, and new pedestrian lighting. Additionally, the project would include new stormwater infrastructure such as the construction of stormwater treatment, capture, reuse, storage, and discharge systems. The project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the project would result in no impact related to septic tanks and alternative wastewater systems.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. A PRA was prepared by Applied Earthworks, Inc. and due to the proposed depths of project-related ground-disturbing activities, there is a high likelihood that activities could potentially impact potential paleontological resources preserved within them. The project would require excavation at a maximum depth of 25 feet below ground surface. Desktop studies indicate that alluvium is present and at a depth of 1 foot or greater in locations where artificial fill is present on the surface. According to the PRA, alluvium is exposed all along Broadway and artificial fill is present all along Manchester Avenue. Due to these circumstances, there is a high potential for paleontological resources at all depths in the project area (Applied Earthworks, Inc., 2022). However, with implementation of mitigation measures **PRA-1** through **PRA-4**, impacts related to unique paleontological resources would be mitigated. Therefore, the project would result in a less than significant impact on paleontological or unique geological resources.

Mitigation Measures

- **PRA-1** Prior to the issuance of grading permits and consistent with the City’s Archaeological and Paleontological Policy, a PRIMP should be prepared by a qualified professional paleontologist (Paleontological Principal Investigator, Project Paleontologist) as defined by paleontology industry standards and/or the SVP (City of Los Angeles Department of City Planning, 2001; Society of Vertebrate Paleontology, 2010; Murphey, 2019). The project-specific PRIMP would indicate where construction monitoring will be required and the frequency of required monitoring (i.e., full-time, spot-checks, etc.). The PRIMP would specify the steps to be taken to mitigate impacts to paleontological resources and provide details about fossil collection, analysis, and preparation for permanent curation at an approved repository, such as the NHMLAC. The PRIMP should describe the different reporting standards to be used, such as monitoring with negative findings versus monitoring resulting in fossil discoveries. The PRIMP would be subject to Project Engineer approval.
- **PRA-2** A Worker’s Environmental Awareness Program training should be prepared prior to the start of Project-related ground disturbance and presented in-person to all field personnel to describe the types of paleontological resources that may be found and the procedures to follow if any are encountered.

- **PRA-3** Initial period of full-time construction monitoring at all depths where previously undisturbed alluvium is exposed within the project area. Full-time monitoring may be reduced to spot-check monitoring at the discretion of the Project Paleontologist if no intact and significant paleontological resources are encountered during the initial period of construction monitoring.
- **PRA-4** Initial period of full-time monitoring at all depths below artificial fill along Manchester Avenue and at all depths along the South Broadway segment. If artificial fill is encountered beneath the existing road, monitoring for paleontological resources will occur only in underlying intact sediments. If monitoring is taking place at a certain location on Broadway, full-time monitoring may be reduced to spot-check monitoring at the discretion of the Project Paleontologist if no intact and significant paleontological resources are encountered during the initial period of construction monitoring.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.8.1 Regulatory Setting

This section describes existing laws and regulations related to greenhouse gas emissions that are applicable to the project.

3.8.1.1 Federal Regulations

Massachusetts v. Environmental Protection Agency

The United States Supreme Court (Supreme Court) ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that carbon dioxide (CO₂) and other GHGs are pollutants under the federal CAA, which EPA must regulate if it determines they pose an endangerment to public health or welfare. On April 17, 2009, EPA issued a proposed finding that GHGs contribute to air pollution that may endanger public health or welfare. EPA stated that high atmospheric levels of GHGs “are the unambiguous result of human emissions and are very likely the cause of the observed increase in average temperatures and other climatic changes.” EPA further found that “atmospheric concentrations of GHGs endanger public health and welfare within the meaning of Section 202 of the Clean Air Act.” The findings were signed by the EPA Administrator on December 7, 2009.

Final Endangerment Finding

The U.S. EPA adopted a Final Endangerment Finding for defined GHGs, as required before EPA can regulate GHG emissions under Section 202(a)(1) of the CAA. The U.S. EPA also adopted a Cause or Contribute Finding in which the U. S. EPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. These findings do not themselves impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

Energy Independence and Security Act

The EISA of 2007 facilitates the reduction of national GHG emissions by increasing the supply of alternative fuel sources, strengthening standards for energy conservation, and requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs.

3.8.1.2 State Regulations

Assembly Bill 1493

Assembly Bill (AB) 1493 (Pavley) of 2002 (Health and Safety Code Sections 42823 and 43018.5) requires CARB to develop and adopt the nation’s first GHG emission standards for automobiles. The regulation declares that global warming is a matter of increasing concern for public health and the environment. In 2004, the State of California submitted a request for a waiver from federal clean air regulations, as authorized under the FCAA, to allow the state to require reduced CO₂ tailpipe emissions. In June 2009, the U.S. EPA granted the waiver request, enabling enforcement of GHG emissions standards for new motor vehicles beginning with the current model year.

Federal vehicle standards aimed at both increasing fuel economy and reducing GHG pollution for all new cars and trucks sold in the U.S. were implemented following the waiver request. The new standards covered model years 2012 to 2016 with the goal of raising passenger vehicle fuel economy to a fleet average of 35.5 miles per gallon by 2016. CARB extended this ruling with a goal of an annual rate of improvement between three to six percent for the years 2017 to 2025.

In-Use Off-Road Diesel Vehicle Regulations

This regulation limits vehicle idling to no more than five consecutive minutes and requires equipment to be reported to CARB and labeled.

Executive Order S-3-05

The goal of this EO is to reduce California’s GHG emissions to 1) 2000 levels by 2010, 2) 1990 levels by 2020, and 3) 80 percent below 1990 levels by 2050. This EO also intends for the statewide GHG emissions limit to continue and be used to maintain and extend GHG emissions reductions beyond 2020 (Health and Safety Code Section 38551(b)). The law requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

Assembly Bill 32 - California Global Warming Solutions Act of 2006

The Global Warming Solutions Act of 2006 sets the same overall GHG emissions reduction goals outlined in EO S-3-05 while further mandating that CARB create a plan that includes market mechanisms and implements rules to achieve “real, quantifiable, cost-effective reductions of GHG.” In October 2008, CARB published its Scoping Plan, which is the state’s plan to achieve GHG reductions in California required by AB 32. The Scoping Plan contains the main strategies the state will implement to achieve reduction of GHG emissions. The initial Scoping Plan was first approved by CARB on December 11, 2008 and is updated every five years. The first update of the Scoping Plan was approved by the ARB on May 22, 2014, which looked past 2020 to set mid-term goals (2030 to 2035) on the road to reaching the 2050 goals. Currently, the Scoping plan’s goal is to reduce GHG emissions 40 percent below 1990 levels by 2030 and reach carbon neutrality by 2045. AB 32 also increases the urgency around the adoption of green building standards. In the Scoping Plan, ARB identifies energy use as the second largest contributor to California’s GHG emissions, constituting roughly 25 percent of all such emissions.

3.8.1.3 Senate Bill 391 -Chapter 585, 2009 California Transportation Plan

SB 391 bill requires the state’s long-range transportation plan to meet California’s climate change goals under AB 32.

3.8.1.4 Senate Bill 97

SB 97, which became effective on March 18, 2010, requires amendments to the state CEQA guidelines for addressing GHG emissions. These amendments created stricter emission standards for automobiles and light duty trucks.

3.8.1.5 Senate Bill 375, Chapter 728, 2008, Sustainable Communities and Climate Protection

SB 375 requires CARB to set regional emissions reduction targets from passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a Sustainable Communities Strategy (SCS) that integrates transportation, land use, and housing policies to plan for the achievement of the emissions target for their region.

3.8.1.6 California Building Code

The CBC contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The CBC is adopted every three years by the Building Standards Commission (BSC). In the interim, the BSC also adopts annual updates to make necessary mid-term corrections. The CBC standards apply statewide; however, a local jurisdiction may amend a CBC standard if it makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions. Green building standards are contained in the CBC and regulate the construction of new buildings and improvements. The focus of green building standards is to improve environmental performance through energy efficiency. The green buildings standards were most recently updated in 2019.

3.8.1.7 Local Regulations

Southern California Area Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, the Southern California Area Governments (SCAG) adopted the 2020–2045 Regional Transportation Plan (RTP)/SCS, or Connect SoCal, as an update to the previous 2016–2040 RTP/SCS. Connect SoCal incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality and reducing GHG emissions, and encouraging growth in walkable, mixed-use communities with convenient access to transit infrastructure and employment. SCAG, in conjunction with CARB, determined that implementation of Connect SoCal would achieve regional GHG reductions relative to 2005 SCAG areawide levels of approximately eight percent in 2020 and approximately 19 percent by 2045. The regional GHG emissions reductions achieved through the Connect SoCal Growth Vision are consistent with the regional targets set forth by CARB through SB 375.

Green LA Action Plan

On May 15, 2007, Mayor Antonio Villaraigosa released the Green LA Plan that has an overall goal of reducing the City’s GHG emissions by 35 percent below 1990 levels by 2030. This goal exceeds the targets set by both the state and the Kyoto Protocol, and it is the greatest reduction target of any large United States city. The cornerstone of the Green LA Plan is increasing the City’s use of renewable energy to 35 percent by 2020.

Sustainability pLAN

On April 8, 2015, Mayor Eric Garcetti released the Sustainability pLAN (pLAN), a roadmap to achieve back to basics short-term results while setting the path to strengthen and transform the city. The pLAN is made up of short-term (by 2017) and longer-term (by 2025 and 2035) targets in 14 categories to advance the City’s environment, economy, and equity. In 2019, Mayor Eric Garcetti released an update to the pLAN, which accelerates previous sustainability targets and looks even farther out to 2050.

L.A.’s Green New Deal

L.A.’s Green New Deal is an expanded vision for the pLAN for achieving clean air and water and a stable climate in the city (through a zero carbon grid, zero carbon transportation, zero carbon buildings, zero waste, and zero wasted water). L.A.’s Green New Deal includes the Net Zero Carbon Reduction by 2050 goal, which is intended to serve as a guide for creating an equitable and abundant economy in the city, powered by 100 percent renewable energy. It seeks to build the country’s largest, cleanest, and most reliable urban electrical grid to power the next generation of green transportation and clean buildings; educate and train Angelenos to participate in the new green economy; and enact sustainable policies that prioritize economic opportunity. Targets presented in L.A.’s Green New Deal include:

- Improve the raw scores of CalEnviroScreen indicators of L.A. communities in the top 10 percent by an average of 25 percent by 2025; and 50 percent by 2035.
 - Incorporate stormwater capture capacity into six Complete Streets.
 - Identify opportunities to implement cool corridors and other interventions to improve pedestrian comfort on routes to high-volume transit stops and cooling spaces.
- Source 70 percent of L.A.’s water locally and capture 150,000 acre-foot per year of stormwater by 2035.
- Build at least 10 new multi-benefit stormwater capture projects by 2025 to improve local water quality and increase local water supply; 100 by 2035; and 200 by 2050.
 - Ensure that \$80 million annually from Measure W supports multi-benefit projects that improve water quality.
- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35 percent by 2025; 50 percent by 2035; and maintain at least 50 percent by 2050.
 - Increase L.A.’s average Walk Score to 75.

- Implement Vision Zero safety improvements.
- Ensure all City residents have access to high-quality mobility options within a 10-minute walk from home.
- Increase tree canopy in areas of greatest need by at least 50 percent by 2028 to grow a more equitable urban forest that provides cooling, public health, habitat, energy savings, and other benefits.
 - Plant and maintain at least 90,000 trees citywide.
- Reduce municipal water use by at least 25 percent by 2025; and 30 percent by 2035.
 - Expand low water use landscaping.

3.8.2 Existing Environment

GHGs are gases that trap heat in the atmosphere. The transportation sector (i.e., the movement of people and goods by cars, trucks, trains, ships, airplanes, and other vehicles) accounts for 41 percent of total GHG emissions in California (California Air Resources Board, 2019). The majority of GHGs from transportation are CO₂ emissions resulting from the combustion of petroleum-based products, like gasoline, in internal combustion engines (United States Environmental Protection Agency, 2017). The largest sources of transportation-related GHG emissions include passenger cars and light-duty trucks, which account for over half of the emissions from the sector. The sources of GHG emissions within the project area are limited to the internal combustion engine vehicles that use the roadway.

3.8.3 Impact Analysis

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

Less than Significant Impact. During construction, the use of construction equipment, delivery of construction materials and waste, and worker commutes would contribute to the generation of GHGs. Construction activities for the project would be required to comply with regulations to reduce the public's exposure to diesel particulate matter and GHG emissions, such as the In-Use Off-Road Vehicle Diesel Regulation. Standard measures, such as applying water and dust suppressants to unpaved surface areas, would also be implemented. In addition, construction would be temporary and short term and the contribution of construction greenhouse gas emissions to climate change would be minimal.

Operation of the project is not expected to increase GHG emissions since it would maintain the same number of through lanes (one in each direction) and would not increase capacity or result in additional cars on the roadway. Additionally, the new stormwater infrastructure would not result in the generation of GHG emissions. Therefore, the project would result in less than significant impacts related to GHG emissions.

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. As discussed in response a) above, construction of the project would contribute to minimal increases in GHG emissions, and operation of the project is not expected to increase GHG emissions. Therefore, the project would have no impact related to conflicts with any local or state targets for GHG emissions reduction.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 or excessive noise for people residing or working in the Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following discussion incorporates the results of the Initial Site Assessment (ISA) that was prepared for this project (Group Delta Consultants, Inc., 2022).

3.9.1 Regulatory Setting

This section describes existing laws and regulations related to hazards and hazardous materials that are applicable to the project.

3.9.1.1 Federal Regulations

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act or “Superfund Act” was created in 1980 to clean up uncontrolled or abandoned hazardous waste sites. The Superfund Act gives

the U.S. EPA the authority to enforce responsible parties from any accident, spill, or other emergency release of pollutants and contaminants to cooperate in the cleanup. The U.S. EPA is authorized to implement the Superfund Act in all 50 states and U.S. territories through state environmental protection or waste management agencies.

Clean Water Act, Section 402: National Pollutant Discharge Elimination System Permits

The Clean Water Act Section 402 requires permits for discharge of pollutants. A permit may be issued for the discharge of pollutants or combination of pollutants that meet all applicable requirements under Sections 1311, 1312, 1316, 1317, 1318, and 1343 or prior implementation necessary related to all requirements, as determined by the administrator.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act (EPCRA) was passed in 1986 to respond to concerns related to environmental hazards posed by storage and handling of toxic chemicals. The ERCRA was created to inform the public of hazardous and toxic chemicals that could potentially be released into the environment from individual facilities. It allows communities to access information to improve chemical safety and protect public health and the environment.

Department of Transportation Hazardous Materials Regulations

The U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration has developed regulations and standards for classifying, handling, and packaging hazardous materials in the United States. Handling hazardous materials must comply with the Electronic Code of Federal Regulation Title 49 part 100-185 and the Historical Code of Federal Regulations. Additionally, there is guidance on the Federal Hazmat Transportation Law.

Occupational Safety and Health Administration Standards

The Occupational Safety and Health Administration (OSHA) Standards were developed to protect employees from hazards. The OSHA Standards are rules for construction work, maritime operations, and general industry that must be complied with at worksites. OSHA requires worksites to comply with several health and safety rules and regulations to keep employees safe.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) was created in 1976 to govern the disposal of solid waste and hazardous waste. RCRA gives the U.S. EPA the authority to control hazardous waste, creating a “cradle-to-grave” waste management system. The goal is to reduce environmental impacts due to improper disposal of waste. States implement non-hazardous waste programs and issue permits in compliance with U.S. EPA and state regulations. U.S. EPA enforces regulations for hazardous waste and implements hazardous waste permits.

3.9.1.2 State Regulations

California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) is the primary hazardous waste statute in California. The HWCL implements RCRA as a “cradle-to-grave” waste management system in the state. The law states that

generators have the primary duty to determine whether their wastes are hazardous and to ensure their proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes. The law exceeds federal requirements by mandating source reduction planning, and a much broader requirement for permitting facilities that treat hazardous waste. It also regulates a number of types of wastes and waste management activities that are not covered by RCRA.

California Environmental Protection Agency

The California EPA develops laws to regulate air, water and soil quality, pesticide use and waste recycling and reduction. The California EPA consists of CARB, the Department of Pesticide Regulation, the Department of Resources Recycling Recovery, the Department of Toxic Substances Control (DTSC), the Office of Environmental Health Hazard Assessment, and the State Water Resources Control Board (SWRCB). CARB regulates air pollution and greenhouse gas emissions under AB 32. The Department of Pesticide Regulation ensures safe uses of pesticides through registration, permitting, and training. The Department of Resources Recycling Recovery implements programs to achieve waste reduction and promote recycling, reuse, and environmental sustainability. DTSC regulates hazardous waste sites to reduce blight and contamination to the environment. The Office of Environmental Health Hazard Assessment provides valuable information to consumers, policy makers, and manufacturers on the safety of chemicals in the environment. SWRCB regulates the quality of drinking water and clean waterways.

California Labor Code

The California Labor Code is a collection of civil law statutes for the State of California. Several California Labor codes are enforced to provide health and safety regulations related to the environment and hazardous materials.

Department of Toxic Substances and Chemicals

DTSC regulates hazardous waste by enforcing hazardous waste laws and regulations. DTSC enforces and oversees cleanup of hazardous waste on contaminated properties, makes decisions on permit application from companies that want to store, treat, or dispose of hazardous waste and protects consumers against toxic ingredients in everyday products.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Act was established to protect the waters of the state for use and enjoyment by people of the state. The Act also regulates any activities and factors that could affect the quality of the water of the state and water quality. It provides the framework for water quality control administered throughout the state. The SWRCB is responsible for the formulation and adopting state policy for water quality control including guidelines for long-range planning of groundwater and surface water and the use of reclaimed water.

Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the state, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California EPA to develop at least annually an updated Cortese List. The DTSC is responsible for a portion of the information

contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

California Code of Regulations

Most state and federal regulations and requirements that apply to generators of hazardous waste are spelled out in the CCR, Title 22, Division 4.5. Title 22 contains detailed compliance requirements for hazardous waste generators and transporters, and treatment, storage, and disposal facilities. Because California is a fully authorized state according to RCRA, most RCRA regulations (those contained in 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the DTSC regulates hazardous waste more stringently than the U.S. EPA, Title 22 contains fewer exemptions and exclusions than 40 CFR 260. Title 22 also regulates a wider range of waste types and waste management activities than RCRA regulations in 40 CFR 260. To make regulatory requirements more accessible and easier to follow, the state compiled the hazardous materials, waste, and toxics-related regulations contained in CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27 into one consolidated CCR Title 26 “Toxics.” However, California hazardous waste regulations are still commonly referred to as Title 22.

3.9.1.3 Local Regulations

City of Los Angeles General Plan

The City’s General Plan Safety Element identifies the following policy (City of Los Angeles, 2021b):

- 2.1.6 Standards/Fire. Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression and safety.
 - B. Enforce minimum roadway widths and clearances for evacuation and fire suppression.

Southeast Los Angeles Community Plan

The Community Plan Mobility Element identifies the following policy that is applicable to the project (City of Los Angeles Planning Department, 2017):

- M7.5 Coordinated Evacuation Routes. Maintain a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan.

City of Los Angeles Fire Code

The Fire Code is a component of the overall LAMC that identifies fire-specific rules and regulations to reduce fire risk in the Los Angeles area.

City of Los Angeles Hazard Mitigation Plan

The City of Los Angeles Hazard Mitigation Plan serves as guidance for decision makers as they commit City resources to minimize man-made hazards. The City’s goal is to reduce risk and vulnerability to disasters through the integration of planning mechanisms such as building and zoning regulations, long-range planning mechanisms, and environmental planning.

Los Angeles Fire Department HAZMAT Program

The Los Angeles Fire Department (LAFD) is the City’s key agency in hazardous materials emergencies. The LAFD is trained to provide emergency service response to hazardous materials incidents. This includes hazardous materials equipment, mass and emergency decontamination, rapid extraction, weapons of mass destruction procedures and emergency medical services protocols.

Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles

Discharges of treated or untreated groundwater generated from permanent or temporary dewatering operations or other applicable wastewater discharges not specifically covered in other general or individual National Pollutant Discharge Elimination System (NPDES) permits are currently regulated under the General WDRs for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-095, NPDES No. CAG994004).

Los Angeles County Municipal Stormwater NPDES Permit

The Los Angeles County Municipal Stormwater NPDES Permit (MS4 Permit) for the County’s Flood Control District, county, and 84 incorporated cities (including Los Angeles) (Order No. R4-2012-175) contains the requirements necessary to reduce the discharge of pollutants in stormwater runoff to the maximum extent practicable and achieve water quality standards. The MS4 Permit also includes requirements for implementation of construction site BMPs for erosion and sediment control, non-stormwater management, and waste management on construction sites less than one acre.

3.9.2 Existing Environment

3.9.2.1 Contaminated Sites

According to the SWRCB Geotracker there are 20 hazardous waste sites located within a 0.5-mile buffer of the project area (State Water Resources Control Board, 2022). According to the DTSC EnviroStor there are seven cleanup sites located within a 0.5-mile buffer of the project area (Department of Toxic Substances and Chemicals, 2022).

A database search report was produced by Environmental Data Resources, Inc. A regulatory records search was performed based on information published by federal, state, and local regulatory agencies and was used to determine whether the project area or nearby properties are listed as having a past or present record of actual or potential environmental impacts from substances or materials. Regulatory listings include only those facilities that are known to the regulatory agencies at the time of publication.

The database search identified 504 sites within the search area. The search area included the project area and a 1-mile search buffer. After evaluation, only two sites were determined to represent a Recognized Environmental Condition (REC) to the project. Both sites, 9915 South Broadway and 304 West Century Boulevard, are documented petroleum hydrocarbon release sites. Both are adjacent to the project area; however, groundwater impacts from both sites are documented within the project area. Groundwater is anticipated at 30 feet below ground. 9915 South Broadway has a case status listed as “open - eligible for

closure” as of May 16, 2022. 304 West Century Boulevard has a case status listed as “open – remediation” as of June 14, 1999.

Based on the government record search, aerial photograph review, and the historical stewardship of the project area, four potential areas of concern (AOCs) were identified. The first AOC is contaminated soil due to a chemical fire associated with abandoned corrosive soaps and waste oils at 9422 South Broadway. The second AOC is the potential for aerially deposited lead being present in soils at hazardous levels due to the proximity to major roadways. Both South Broadway and Manchester Avenue have been thoroughfares in the region during periods in which lead was an ingredient in gasoline. The third AOC is lead and chromium contamination in thermoplastic striping along South Broadway and Manchester Avenue. Thermoplastic striping has historically contained lead and chromium at hazardous concentrations. The fourth AOC identified are the electrical poles along South Broadway and Manchester Avenue, if removed. The poles consist of creosote-treated wood, which create toxic chemicals if burned.

3.9.2.2 Airports

The Hawthorne Municipal Airport is the nearest airport to the project, located approximately four miles southwest of the project area.

3.9.3 Impact Analysis

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 Impact. Materials stored or disposed of during project construction could present a hazard to construction workers, the public, or the environment. During construction, vehicles and equipment would contain or require the temporary use of potentially hazardous substances, such as fuels, lubricating oils, and hydraulic fluid; however, impacts are not anticipated. In addition, contaminated groundwater may be encountered at depths of 30 feet below ground. Maximum excavation depth is anticipated to be 25 feet for new stormwater infrastructure. Although groundwater is not anticipated at this depth, to comply with California Health and Safety protocol, the potential to encounter chemical contamination in groundwater should be considered.

If groundwater is encountered during construction, dewatering may be required. Excess groundwater generated during construction may be disposed of or released under a discharge permit. If groundwater is to be discharged to the sewer under an Industrial Wastewater Discharge Permit or storm drain under a NPDES permit, groundwater samples must be collected, containerized, and tested in order to determine if potential contaminant concentrations in groundwater meet the permit requirements prior to discharge.

If sewer or storm drain permits are not obtained, groundwater should be containerized and transported to an off-site licensed facility. Generally, groundwater can be transported to, and disposed of, at an appropriate facility as non-hazardous wastewater. If necessary, contract specifications would be prepared to direct groundwater management and disposal requirements approved by the City. **PDF-HAZ-1** would be implemented to further reduce impacts.

During construction, unpaved soil would be disturbed, and soil would be transported off-site. However, all improvements would be located within City ROW and contaminated soils at 9422 South Broadway are

not anticipated to be encroached upon. In addition, **PDF-HAZ-1** and **PDF-HAZ-2** would be implemented to further minimize potential impacts related to contaminated soils. During construction, the removal of thermoplastic striping could release lead or chromium into the environment. However, **PDF-AQ-1** would be implemented to reduce impacts and all thermoplastic striping would be handled in compliance with standard practices and applicable regulations. Additionally, the relocation or replacement of utility poles may produce wood waste. **PDF-HAZ-3** would be implemented to reduce impacts related to treated wood waste (TWW).

All hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with standard practices and applicable regulations. **PDF-HAZ-1** through **PDF-HAZ-3** would further reduce impacts. Additionally, project impacts would be temporary. Operation of the project would not increase the use of hazardous materials or substances and would not create any hazard to the public. Therefore, the project would result in a less than significant impact related to the transport, use, or disposal of hazardous materials.

Project Design Features

- **PDF-HAZ-1** A limited Site Investigation consisting of shallow boring would be conducted within a public ROW adjacent to 304 West Century Boulevard, 9915 South Broadway, and 9422 South Broadway.
- **PDF-HAZ-2** An aerially deposited lead investigation would be conducted for unpaved soil that would be disturbed by the project along Manchester Avenue and South Broadway. Soil in unpaved areas beneath power poles with transformers should be assessed for potential Polychlorinated biphenyl impacts when conducting the aerially deposited lead investigation.
- **PDF-HAZ-3** If electrical poles are removed during construction, the poles should be managed as TWW in accordance with Section 12.6 of the DTSC Alternative Management Standards for TWW.

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 Impact. See discussion in response (a) above.

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?

Less Than Significant Impact. The nearest schools, Manchester Avenue Elementary School, Dr. Owen Lloyd Knox Elementary School, Mother of Sorrows School, Charles W. Barret Elementary School, Alliance College-Ready Middle Academy, Figueroa Street Elementary School, and KIPP Academy are all located within a 0.25-mile radius of Broadway and Manchester Avenue; therefore, hazardous materials could be emitted within 0.25 mile of the school. However, hazardous materials required during construction would be handled in accordance with all applicable federal, state, and City regulations. Project impacts would be temporary, and following construction the project would not create any hazard to the public. In addition,

PDF-HAZ-1 through **PDF-HAZ-3** and **PDF-AQ-1** would be implemented to further reduce any impacts. Therefore, the project would result in a less than significant impact related to emissions of hazardous emissions or handling hazardous materials within 0.25 mile of a 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?

Less Than Significant Impact. According to the SWRCB Geotracker there are 20 hazardous waste sites located within a 0.5-mile buffer of the project area. According to the ISA, only three of these sites had the potential to impact the project area, 9915 South Broadway, 9942 South Broadway, and 304 West Century Boulevard. However, impacts are not anticipated, and implementation of **PDF-HAZ-1** would further reduce impacts related to hazardous material sites. Therefore, the project would result in a less than significant impact related to hazardous material sites.

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 or excessive noise for people residing or working in the project area?

No Impact. The Hawthorne Municipal Airport is the nearest airport to the project, located approximately four miles southwest of the project area. The project is not located within an airport land use planning area and there are no airports within two miles of the project area; therefore, the project would result in no impact on safety or noise within an airport land use planning area.

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

Less Than Significant Impact. According to the City of Los Angeles' Disaster Route Map (Disaster Route Map) South Broadway and Manchester Avenue are not identified as emergency access routes. South Broadway and Manchester Avenue are both major roads, and during construction the lanes would be reduced to a minimum of one lane in each direction, which could result in slower emergency response times. However, continuous access would be maintained throughout the construction period. Additionally, the proposed project would not require the use of a temporary road or ramp closure. Following construction, South Broadway and Manchester Avenue would maintain the same number of through lanes. Therefore, the project would result in a less than significant impact related to an adopted emergency response plan or emergency evacuation plan.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. According to the City's General Plan, the project is not located within a fire hazard severity zone (City of Los Angeles, 2021a). Additionally, the project is located in a highly urbanized area with little to no wild land surrounding the project area. The project consists of improvements on an existing roadway and stormwater system and would not increase the potential for wildland fires or expose people or structures to a significant risk of loss, injury or death involving wildland fires in the area. Therefore, the project would result in no impact related to wildland fires.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, rise release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.10.1 Regulatory Setting

This section describes existing laws and regulations related to hydrology and water quality that are applicable to the project.

3.10.1.1 Federal Regulations

Clean Water Act

The CWA establishes the basic structure for regulating discharges of pollutants into waters of the U.S. to maintain water quality standards for surface waters.

Clean Water Act Section 404

The USACE Regulatory Program regulates activities within federal wetlands and waters of the U.S. pursuant to Section 404 of the CWA. No discharge of dredged or fill material into jurisdictional features is permitted unless authorized under an USACE Nationwide Permit or Individual Permit.

Clean Water Act Section 401

The State Water Resources Control Board and RWQCB are responsible for the administration of Section 401 of the CWA in the State of California. Under Section 401 of the CWA, applicants for federal licenses or permits must provide a Water Quality Certification that any discharges from a project would comply with the CWA, including state-established water quality standard requirements. For all work subject to an USACE Section 404 permit, project proponents must obtain a Water Quality Certification from the applicable RWQCB under CWA Section 401 stating that the project would comply with applicable water quality regulations.

National Flood Insurance Act and Flood Disaster Protection Act

The National Flood Insurance Act and the Flood Disaster Protection Act were enacted to reduce the need for flood protection structures and limit disaster relief costs by restricting development in floodplains. The Federal Emergency Management Agency (FEMA) administers programs associated with these acts, which include the National Floodplain Insurance Program that enables property owners in participating communities to purchase insurance to protect against flood losses in areas with community floodplain management regulations.

3.10.1.2 State Regulations

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. The act predates the CWA and regulates discharges to waters of the state. Waters of the state include groundwater and surface waters not considered waters of the U.S. Discharges under the Porter-Cologne Act are permitted by WDR and may be required even when the discharge is already permitted or exempt under the CWA.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (as promulgated by AB 1739, SB 1168, and SB 1319) provides local agencies with the framework necessary to sustainably manage medium- and high-priority groundwater basins and sets minimum standards for sustainable groundwater management by improving coordination between land use and groundwater planning.

3.10.1.3 Local Regulations

Water Quality Control Plan

The Los Angeles RWQCB's Water Quality Control Plan (Basin Plan) was developed to preserve and enhance water quality and protect the beneficial uses of surface and ground water within the coastal watersheds of Los Angeles and Ventura Counties. The Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy, and describes implementation programs to protect all waters.

Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles

Discharges of treated or untreated groundwater generated from permanent or temporary dewatering operations or other applicable wastewater discharges not specifically covered in other general or individual NPDES permits are currently regulated under the General WDRs for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-095, NPDES No. CAG994004).

Los Angeles County Municipal Stormwater NPDES Permit

The MS4 Permit for the County's Flood Control District, county, and 84 incorporated cities (including Los Angeles) (Order No. R4-2012-175) contains the requirements necessary to reduce the discharge of pollutants in stormwater runoff to the maximum extent practicable and achieve water quality standards. The MS4 Permit also includes requirements for implementation of construction site BMPs for erosion and sediment control, non-stormwater management, and waste management on construction sites less than one acre.

City of Los Angeles Low-Impact Development Ordinance and Manual

The City's Stormwater Low-Impact Development (LID) Ordinance (Ordinance No. 181899) requires the use of LID standards and practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff; reduce stormwater/urban runoff while improving water quality; promote rainwater harvesting; reduce offsite runoff and provide increased groundwater recharge; and reduce erosion and hydrologic impacts downstream. However, Ordinance No. 181899 exempts "infrastructure projects within the public ROW."

City of Los Angeles Floodplain Management Plan

The City's Floodplain Management Plan (FMP) was originally established by Ordinance No. 154,405 and amended in 2012 and updated in 2020. It serves as the City's overall strategy for the protection of human life and property and minimizing flood hazards to businesses and infrastructure. The FMP identifies flood-related hazards in the City and sets goals for reducing flood hazards in the City. It identifies the City's codes, standards, and ordinances that regulate the development of structures within the 100-year floodplain; seeks to retrofit, purchase, or relocate structures in flood hazard areas; and establishes City programs for emergency response and evacuation.

City of Los Angeles Construction and Demolition Debris Ordinance

The mandatory City of Los Angeles Construction and Demolition Debris Ordinance was adopted by the City Council on December 17, 2010. All mixed construction and demolition waste generated within City limits must be taken to City certified construction and demolition waste processors.

Southeast Los Angeles Community Plan

The Community Plan Community Facilities and Infrastructure Element identifies the following policies (City of Los Angeles Planning Department, 2017):

- CF17.1: Encourage the use of permeable materials for the paving of sidewalks, driveways and alleys, when feasible.
- CF17.2: Promote watershed management policies that integrate flood protection with water conservation, improve the quality of stormwater runoff and groundwater, and reduce the pollution of water resources while preserving and creating recreation and habitat areas.

3.10.2 Existing Environment

3.10.2.1 Hydrology

The project area is located in an urbanized area of Southeast Los Angeles. The nearest water source to the project area is the Compton Creek located approximately 0.40 mile east of the project area (USFWS, 2022). South Broadway and Manchester Avenue stormwater drains into Compton Creek 1.5 miles downstream, and eventually to the Los Angeles River (Kimley-Horn, 2021).

3.10.2.2 Drainage

There are 150 sub drainage areas located within the project area; 128 are located along South Broadway, and 22 are located along Manchester Avenue. Each sub drainage area drains to catch basins within the project area. All drainage areas are relatively flat ranging in slopes from 1.5 percent to 4 percent. The corridor is composed of approximately 93 percent impervious surfaces.

There is currently an existing stormwater system located along South Broadway and Manchester Avenue. Both South Broadway and Manchester Avenue are crowned roads which presently drain toward curb and gutter and flow is intercepted along multiple curb inlets along the corridor. South Broadway and Manchester Avenue stormwater drains into Compton Creek 1.5 miles downstream, and eventually to the Los Angeles River (Kimley-Horn, 2021).

3.10.2.3 Floodplain

According to the FEMA Flood Insurance Rate Map Panel 06037C1785G, the project area is within Zone X. Zone X is an area of minimal flooding (Federal Emergency Management Agency, 2009). Zone X is an area of minimal flooding.

3.10.2.4 Groundwater

The project area is located within the Central Subbasin of the West Coast Groundwater Basin (West Basin Municipal Water District, 2022). The Central Subbasin occupies a large portion of southeastern Los Angeles and spans approximately 177,000 acres. Recharge to the subbasin is accomplished through both natural and artificial recharge and receives approximately 128,000 acre feet in recharge every year (South Coast Hydrologic Region, 2004).

Contaminated groundwater may be encountered at 30 feet below ground due to two documented petroleum hydrocarbon open release cases within the project area located at 9915 South Broadway and 304 West Century Boulevard.

3.10.3 Impact Analysis

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. South Broadway and Manchester Avenue stormwater drains into Compton Creek 1.5 miles downstream, and eventually to the Los Angeles River. Construction activities associated with the project would include demolition, clearing and grubbing, grading, paving, and utility trenching. Standards BMPs such as fiber rolls and silt fencing would be implemented to minimize pollution entering the storm drains. Construction materials, dust, and debris are not anticipated to substantially impact surface waters. There are no jurisdictional waterways located in or around the project area.

In addition, contaminated groundwater may be encountered at depths of 30 feet below ground. Maximum excavation depth is anticipated to be 25 feet for new stormwater infrastructure. Although groundwater is not anticipated at this depth, to comply with California Health and Safety protocol, the potential to encounter chemical contamination in groundwater should be considered.

If groundwater is encountered during construction, dewatering may be required. Excess groundwater generated during construction may be disposed of or released under a discharge permit. If groundwater is to be discharged to the sewer under an Industrial Wastewater Discharge Permit or storm drain under a NPDES permit, groundwater samples must be collected, containerized, and tested in order to determine if potential contaminant concentrations in groundwater meet the permit requirements prior to discharge.

If sewer or storm drain permits are not obtained, groundwater should be containerized and transported to an off-site licensed facility. Generally, groundwater can be transported to, and disposed of, at an appropriate facility as non-hazardous wastewater. If necessary, contract specifications would be prepared to direct groundwater management and disposal requirements approved by the City. **PDF-HAZ-1** would be implemented to further reduce impacts.

During operation, the new stormwater infrastructure would treat stormwater total maximum daily loads (TMDL) and would not result in any pollution or degradation of surface water or groundwater. Therefore, the project would result in a less than significant impact on surface and groundwater quality.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. Project construction would require a minimal amount of water for dust control to reduce erosion. Construction would not interfere with groundwater recharge. Although construction would require water, this amount would be negligible and would not substantially impact groundwater supplies.

During operation, the project would require use of water for irrigation. In addition, lateral water lines would be replaced. Although the project would replace lateral water lines, they would follow the design of existing storm drain infrastructure and would not affect groundwater supplies. Permeable surface area would also be increased by approximately 175,700 square feet, which allows more water to recharge the groundwater. Additionally, the project would not substantially affect groundwater supplies, because the amount needed for operation of the project would be similar to the current amount required for existing facilities. Therefore, the project would result in a less than significant impact on groundwater supplies.

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 or through the addition of impervious surface, in a manner that would:

i. Result in a substantial erosion or situation on or off site?

Less Than Significant Impact. The project may result in minor soil erosion due to excavation and other construction activities. However, water would be used for dust control to reduce erosion during construction. During operation, there would be more trees and vegetation in the project area, which would reduce soil erosion compared to existing conditions. Therefore, the project would result in a less than significant impact related to soil erosion.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No Impact. The project would result in the reduction of impermeable surface area by approximately 175,700 square feet. In addition, the new stormwater infrastructure would increase the capture of stormwater, which would reduce flooding. Therefore, the project would result in no impact related to surface runoff.

iii. 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?

Less Than Significant Impact. As discussed in (c. ii), the project would not result in an increase in surface runoff. The project would be designed to accommodate existing and anticipated runoff levels through landscaping improvements including bioswales and stormwater capture and reuse for irrigation. The increase of permeable surface would reduce surface water runoff. Additionally, the hydrodynamic separators would be certified full capture systems per the SWRQCB and would meet the 100 percent trash reduction goals. This means the project would not result in any additional trash TMDLs from additional waste bins added for the project and would not result in an increase of additional pollutant generation. Therefore, the project would have less than significant impacts on runoff.

iv. Impede or redirect flood flows?

Less Than Significant Impact. Project construction would not require water diversion. Curb extensions could potentially redirect flood flows. However, these flows would still lead to drainage features that would have the capacity to withstand potential flows. Therefore, the project would result in a less than significant impact on flood flow.

d. Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The project area is an existing roadway and would not result in an increase of pollutant generation. Therefore, the project would not increase pollutant release in the event of a flood.

A tsunami is a series of traveling ocean waves of extremely long length generated primarily by vertical movement on a fault (earthquake) occurring along the ocean floor. The project area is not within a tsunami hazard zone and would not be subject to inundation by tsunami (California Department of Conservation, n.d.). In addition, the project area is not located near a large inland body of water that could generate a seiche during seismic ground shaking.

The existing hydrology would not be substantially altered, and increased surface runoff is not anticipated. Therefore, the project would result in no impact related to release of pollutants during inundation.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As discussed in response (a) above, construction materials, dust, and debris could result in temporary impacts on water quality if they were to enter the adjacent waterways and if surface water were to be present. However, there are no surface waterways in the surrounding area. Additionally, with implementation of **PDF-HAZ-1** impacts related to water quality and groundwater would be minimized. Therefore, the project would result in a less than significant impact on water quality control plans or sustainable groundwater management plans.

3.11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.11.1 Regulatory Setting

This section describes existing laws and regulations related to land use and planning that are applicable to the project.

3.11.1.1 Federal Regulations

There are no federal regulations that specifically address impacts related to land use and planning and are applicable to the project.

3.11.1.2 State Regulations

California Government Code Section 65300, et seq

California Government Code Section 65300, et seq. establishes the obligation of Cities and Counties to adopt and implement General Plans. A General Plan is a comprehensive, long-term, and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that, in the City’s or County’s judgment, bears relation to its planning. The General Plan addresses a broad range of topics, including at a minimum land use, circulation, housing, conservation, open space, noise, and safety. In addressing these topics, the General Plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the City’s or County’s vision for the area.

State Zoning Law (California Government Code Section 65800, et seq)

The State Zoning Law (California Government Code Section 65800, et seq.) establishes that zoning ordinances, which are laws that define allowable land uses within a specific zone district, are required to be consistent with the General Plan.

3.11.1.3 Local Regulations

SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

SCAG’s 2020–2045 RTP/SCS is a comprehensive long-term transportation plan that provides a vision for the future of the SCAG region’s multimodal transportation system and specifies how that vision can be achieved. It combines land use and transportation strategies with options to increase mobility and achieve a more sustainable growth pattern. The RTP/SCS identifies major challenges, as well as potential

opportunities associated with growth, transportation finances, the future of airports in the region, and impending transportation system deficiencies that could result from growth projections for the region.

City of Los Angeles Charter and Administrative Code

The City of Los Angeles Charter and Administrative Code, Sections 580 and 581, grants powers and duties over City ROW, including sidewalks, to the DPW and the Board of Public Works or their designees. Under these codes, the DPW has administrative authority over what may or may not be built within the public ROW.

Los Angeles Municipal Code

LAMC Chapter I, Article 4.4 contains the City’s sign regulations, including provisions for prohibited signs, hazards to traffic, freeway exposure, and standards for different sign types. LAMC Chapter I, Article 4.4, Section 14.4.5 prohibits signs or sign support structures that may constitute hazards to traffic but does not apply to signage and other improvements constructed within the public ROW. LAMC Chapter V, Article 6 prohibits the creation of public hazards, including those on City sidewalks. LAMC Chapter VI, Article 2 – Streets and Sidewalks contains regulations related to excavations, construction, materials, and equipment in and near streets and sidewalks; utilities and manholes in public ROW; drainage; surveys/testing; street trees; signs; benches and other activities on streets and sidewalks; and the permits required. LAMC Chapter VI, Article 7 provides regulations for outdoor advertising structures, accessory signs, post signs and advertising statuary. It prohibits the construction or maintenance of any sign on a sidewalk, street, alley, or other public place without a permit and includes regulations for the size, height, location, illumination, and clearances for post signs. Section 67.02 (b) of Chapter VI, Article 7 provides an exemption for transit shelters (and associated signage) that allows transit shelters with signage to be placed within public ROW. Article 8 regulates advertising and signs on benches along public ways. LAMC Chapter VIII contains traffic regulations on the use of streets, sidewalks, and crosswalks and parking regulations.

L.A.’s Green New Deal

L.A.’s Green New Deal is an expanded vision for the pLAN for achieving clean air and water and a stable climate in the city (through a zero carbon grid, zero carbon transportation, zero carbon buildings, zero waste, and zero wasted water). L.A.’s Green New Deal includes the Net Zero Carbon Reduction by 2050 goal, which is intended to serve as a guide for creating an equitable and abundant economy in the city, powered by 100 percent renewable energy. It seeks to build the country’s largest, cleanest, and most reliable urban electrical grid to power the next generation of green transportation and clean buildings; educate and train Angelenos to participate in the new green economy; and enact sustainable policies that prioritize economic opportunity. Targets presented in L.A.’s Green New Deal include (City of Los Angeles, 2019):

- Improve the raw scores of CalEnviroScreen indicators of LA communities in the top 10 percent by an average of 25 percent by 2025; and 50 percent by 2035.
 - Incorporate stormwater capture capacity into six Complete Streets.
 - Identify opportunities to implement cool corridors and other interventions to improve pedestrian comfort on routes to high-volume transit stops and cooling spaces.

- Source 70 percent of L.A.’s water locally and capture 150,000 acre-foot per year of stormwater by 2035.
- Build at least 10 new multi-benefit stormwater capture projects by 2025 to improve local water quality and increase local water supply; 100 by 2035; and 200 by 2050.
 - Ensure that \$80 million annually from Measure W supports multi-benefit projects that improve water quality.
- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35 percent by 2025; 50 percent by 2035; and maintain at least 50 percent by 2050.
 - Increase L.A.’s average Walk Score to 75
 - Implement Vision Zero safety improvements.
 - Ensure all City residents have access to high-quality mobility options within a 10-minute walk from home.
- Increase tree canopy in areas of greatest need by at least 50 percent by 2028 to grow a more equitable urban forest that provides cooling, public health, habitat, energy savings, and other benefits.
 - Plant and maintain at least 90,000 trees citywide.
- Reduce municipal water use by at least 25 percent by 2025; and 30 percent by 2035.
 - Expand low water use landscaping.

City of Los Angeles General Plan

Mobility Plan

The City’s General Plan Mobility Plan 2035 is an update to the City’s General Plan Transportation Element and provides the policy foundation for achieving a transportation system that balances the needs of all road users. The City’s General Plan Mobility Plan incorporates complete streets principles and lays the policy foundation for how future generations of residents interact with their streets. The City’s General Plan Mobility Plan also contains policies that pertain to maintaining safe and attractive sidewalks. In 2008, the California legislature adopted AB 1358, The Complete Streets Act, which requires local jurisdictions to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban or urban context.”

Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders. Some public benefits include improved transportation, a cleaner environment, and healthier neighborhoods. Complete streets offer safety, comfort, and convenience for all users. It enhances mobility and active transportation through multi modal connectivity and providing

people the ability to utilize the public space to exercise, work, engage in community activities, interact with their neighbors, and beautify their surroundings. The City’s transportation system will continue to evolve to fit the context of the time and situation.

Mobility Plan 2035 includes goals that define the City’s high-level mobility priorities. Each of the goals contains objectives that are targets used to help measure the progress of the Plan and policies, broad strategies that guide the City’s achievement of the Plan’s five goals: (1) Safety First, (2) World Class Infrastructure (3) Access for All Angelenos (4) Collaboration, Communication and Informed Choices, and (5) Clean Environments & Healthy Communities.

The purpose of Mobility Plan 2035 is to present a guide to the further development of a citywide transportation system that provides for the efficient movement of people and goods. Mobility Plan 2035 recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, through reduction of vehicle trips, and through focusing growth in proximity to public transit. In addition, the Plan sets forth street designations and related standards. A listing of street types with descriptions and generalized cross sections for each designation is included in the Complete Street Design Guide. Mobility Plan 2035 recognizes the contribution of a proper mix of land uses to reduce vehicle trips. Uses that better serve the needs of the population closer to where they work and live reduces the number and distance of vehicle trips and decreases the amount of pollution from mobile sources.

Air Quality Element

The City’s Air Quality Element accounts for economic and social growth and goals while achieving National and State Ambient Air Quality Standards. The Air Quality Element intends to keep population and economic growth in check to reduce environmental degradation and maintain a balance of urban systems with citywide elements, community plans, and neighborhood plans.

Noise Element

The Noise Element references the City’s noise standards to address noise sources, mitigation strategies, and management programs. The Element also addresses the different federal, state, and City jurisdiction as it relates to automotive, aircraft, and nuisance noise. While regulation of vehicular noise is outside of a City’s control, regulating land use, implementing federal and state regulations, and enforcing nuisance noise are within a city’s authority and therefore, discussed in the Noise Element.

Framework Element

The General Plan Framework Element is a strategy for long-term growth that sets a citywide context to guide subsequent amendments to the City’s community plans, zoning ordinances, and other pertinent programs. The General Plan Framework Element responds to state and federal mandates to plan for the city’s future. An EIR that analyzes the General Plan Framework Element and its consistency with the CEQA was also prepared.

The Residential Citywide Design Guidelines (RCDG) are part of the City’s General Plan Framework Element and serve to implement the City’s 10 Urban Design Principles, which are the following (City of Los Angeles Department of City Planning, 2011):

1. Develop inviting and accessible transit areas.
2. Reinforce walkability, bikeability, and wellbeing.
3. Nurture neighborhood character.
4. Bridge the past and the future.
5. Produce great green streets.
6. Generate public open spaces.
7. Stimulate sustainability and innovation in our city.
8. Improve equity and opportunity.
9. Emphasize early integration, simple processes, and maintain solutions.
10. Ensure connections.

The RCDG does not supersede regulations in the LAMC. They contain options, solutions, and techniques to achieve the goal of excellence in new design (City of Los Angeles, 2019). Through the Department of City Planning’s Urban Design Studio and the Development Services Center, the RCDG and the 10 Urban Design Principles function as a design program for the City that helps communicate design expectations to applicants during the design phase of their projects. They facilitate the application of design objectives and encourage high-quality development that is appropriate to the context of the city’s climate and urban environment. The 10 Urban Design Principles are a statement of the City’s vision for the future of Los Angeles, providing guidance for new development and encouraging projects to complement existing urban form in order to enhance Los Angeles’ built environment. The 10 Urban Design Principles are intended to apply to a variety of urban forms that exist within Los Angeles, from the most dense and concentrated city centers to suburban areas.

The Plan for a Healthy Los Angeles

The Plan for a Healthy Los Angeles is a new Health and Wellness Element of the City’s General Plan. The Plan for a Health Los Angeles focuses on public health and safety to address basic quality-of-life issues, including safe neighborhoods and healthy foods, which will help the City of Los Angeles achieve better health and social equity. In the Plan for a Health Los Angeles, existing health-oriented policies are promoted while new policies are created to make Los Angeles a healthier place to live, work and play

Land Use Element

The Land Use Element includes Community Plans that establish policy and standards for each of the 35 geographic areas in the city. Each community plan is focused on specific geographic areas of the city and, therefore, include more specific policies and programs than those developed for the city as a whole.

Safety Element

The Safety Element of the City of Los Angeles General Plan provides a contextual framework and overview of the city’s natural hazards (fire, flood, earthquake, landslides, and other hazards), hazard mitigation, and emergency response operations. The Safety Element also contains goals, objectives, policies, and City Emergency Operations Organization (EEO) programs.

Housing Element

The City’s General Plan Housing Element identifies the following policies (City of Los Angeles, 2021):

- 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.
- 3.1.6: Establish plans and development standards that promote positive health outcomes for the most vulnerable communities and populations.

Southeast Los Angeles Community Plan

The Community Plan is a component of the City’s General Plan Land Use Element. It outlines a vision for the long-term physical development, economic revitalization, and community enhancement of Southeast Los Angeles, and sets forth actions to achieve the community’s vision. The Community Plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the community’s vision for the area.

3.11.2 Existing Environment

According to the City’s General Plan the land within the project area is designated for Community Commercial, Neighborhood Commercial, Medium Residential, Low Medium I Residential, Low Medium II Residential, and Low Residential uses (City of Los Angeles, 2015). South Broadway and Manchester Avenue are located in a highly urbanized area with many businesses and residences located adjacent to the project.

The communities within the project area experience significant health disparities, many of which are associated with inactive lifestyles and living adjacent to I-10. The average CalEnviroScreen score for communities adjacent to the project is 54, which is above the 90th percentile for CalEnviroScreen, and indicative of a broad range of adverse health and environmental issues (California Office of Environmental Health Hazard Assessment, 2021). According to the Office of Environmental Health Hazard Assessment, the community surrounding the South Broadway-Manchester corridors is within the 85th to 100th percentile of Disadvantaged Communities in California, and within the 78th percentile for cardiovascular disease and 72nd percentile for pollution burden (California Office of Environmental Health Hazard Assessment, 2021). Nearly 40 percent of residents in the project area live below the poverty line (compared to 18 percent in Los Angeles as a whole), a designation that strongly correlates with additional adverse health outcomes. Additional data, collected by Think Health LA shows that the census tract which encompasses most of Broadway within the project area has a 35 percent rate of adult obesity, placing it among the highest of all census tracts in Los Angeles. Of the six census tracts that encompass the project

area, four of them are classified as within the 95th to 100th percentile, and the other two are within the 85th to 90th percentile of disadvantaged communities in the state (California Office of Environmental Health Hazard Assessment, 2021).

Crash data reveals the 2.8-mile project area has an average of more than one fatality per year. Injuries to pedestrians and cyclists happen at an average rate of nearly four per month. Collisions involving pedestrians are growing at a rate of 13 percent per year, and those involving bicyclists at five percent per year. The collision and heat maps show that injuries and fatalities take place throughout the project area, with slightly more collisions in the northern portion of the project area (Los Angeles Department of Transportation, 2019).

3.11.3 Impact Analysis

a. Would the project physically divide an established community?

Less Than Significant Impact. The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within the existing community or between a community and outlying areas. Improvements would be designed to enhance community spaces and reconnect a community that was previously divided by infrastructure. Phase 3 would include improvements designed to increase pedestrian mobility. Phase 4 improvements include dedicated spaces within the median designed for the community to gather.

During construction, the lanes would be reduced to a minimum of one lane in each direction, but continuous access would be maintained throughout the construction period. Additionally, the project would not require the use of a temporary road or ramp closure. Following construction, South Broadway and Manchester Avenue would maintain the same number of through lanes. Operation of the project would enhance connectivity throughout the community by allowing the community to meet and gather in dedicated areas. Therefore, the project would result in a less than significant impact related to the division of an established community.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The project would be designed to improve safety and quality of life for all corridor users. The project supports the Net Zero Carbon Reduction by 2050 goal presented in the L.A.'s Green New Deal and was designed with the Net Zero Carbon Reduction by 2050 goal in mind. As mentioned in the *Existing Setting*, the project is located in an area with inactive lifestyles and is adjacent to I-10. This project would be designed to allow residents to incorporate zero emission active transportation routines safely and comfortably into their daily life and improve their health. This is consistent with the L.A.'s Green New Deal target to “increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35 percent by 2025; 50 percent by 2035; and maintain at least 50 percent by 2050” by ensuring “all City residents have access to high-quality mobility options within a 10-minute walk from home.”

The planting of hundreds of trees is intended to reduce carbon and improve air quality, while also reducing the heat island effect, making the corridors a safer and more inviting space for the community to utilize. This is consistent with L.A.'s Green New Deal target to “improve the raw scores of CalEnviroScreen indicators of LA communities in the top 10 percent by an average of 25 percent by 2025; and 50 percent by 2035” by implementing “cool corridors and other interventions to improve pedestrian comfort on routes to high-volume transit stops and cooling spaces.” The planting of trees also supports L.A.'s Green New Deal target to “increase tree canopy in areas of greatest need by at least 50 percent by 2028 to grow a more equitable urban forest that provides cooling, public health, habitat, energy savings, and other benefits.”

Health is also directly related to safety. The project design enhancements would be designed to decrease pedestrian and cyclist injuries and fatalities by constructing a Class IV cycle track that is protected from the adjacent traffic, as well as enhanced crossings that provide pedestrian protections such as sidewalk bulb-outs and high-visibility, continental crossings. Pedestrian signals would also encourage safe pedestrian crossings and make pedestrians more visible to motorists. Equally important, the re-constructed roadway would result in a reduction of vehicle travel lanes and vehicle speeds, creating a significantly safer environment for all users, including motorists. This would support L.A.'s Green New Deal target to “increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35 percent by 2025; 50 percent by 2035; and maintain at least 50 percent by 2050” by implementing “Vision Zero safety improvements.”

New stormwater infrastructure such as the construction of stormwater treatment, capture, reuse, storage, discharge systems, six new storage galleries, diversion structures, pre-treatment hydrodynamic separators, rainwater harvesting landscaping improvements, and associated new storm drain laterals, which would be implemented as part of the project would support L.A.'s Green New Deal targets to “improve the raw scores of CalEnviroScreen indicators of LA communities in the top 10 percent by an average of 25 percent by 2025; and 50 percent by 2035,” sourcing “70 percent of L.A.'s water locally and capture 150,000 acre-foot per year of stormwater by 2035,” building “at least 10 new multi-benefit stormwater capture projects by 2025 to improve local water quality and increase local water supply; 100 by 2035; and 200 by 2050,” and reducing “municipal water use by at least 25 percent by 2025; and 30 percent by 2035.”

The project would include street trees and sidewalk and crossing improvements which is consistent with the City's General Plan Housing Element Policy 3.1.5, to “develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.” The project would be designed to reduce the heat island effect and improve air quality in a vulnerable community which is consistent with the City's General Plan Housing Element Policy 3.1.6, to “establish plans and development standards that promote positive health outcomes for the most vulnerable communities and populations.” Additionally, the project was adopted by the SCAG Regional Transportation Plan. Therefore, the project would result in a less than significant impact on a land use plan, policy, or regulation.

3.12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.12.1 Regulatory Setting

This section describes existing laws and regulations related to mineral resources that are applicable to the project.

3.12.1.1 Federal Regulations

There are no federal regulations that specifically address impacts related to mineral resources and that are applicable to the project.

3.12.1.2 State Regulations

The Surface Mining and Reclamation Act of 1975 (Public Resources Code, Sections 2710-2796)

The Surface Mining and Reclamation Act of 1975 (SMARA)(Public Resources Code, Sections 2710-2796) encourages the production, conservation, and protection of California’s mineral resources. SMARA requires that the State Mining and Geology Board map areas throughout California that contain regionally significant mineral resources. These mineral resources are classified based on the Mineral Resource Zone (MRZ) system, which classifies MRZs into four categories:

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3: Areas containing mineral deposits for which the significance cannot be determined from available data.
- MRZ-4: Areas where available information is inadequate for assignment of any other MRZ category.

3.12.1.3 Local Regulations

Los Angeles Municipal Code

Section 13.01 of the LAMC protects the City’s oil resources and has established a supplemental use district – “O” Oil Drilling District, where oil fields are known to be present and drilling operations are regulated. Section 13.03 of the LAMC protects the City’s mineral resources and has established a supplemental use district – “G” Surface Mining Operations District, where surface mining operations are allowed subject to a permit.

City of Los Angeles General Plan

The City’s General Plan Conservation Element identifies the following policy (City of Los Angeles Department of City Planning, 2001).

- 1: Continue to implement the provisions of the California Surface Mining and Reclamation Act (Public Resources Code Section 2710 et seq.) so as to establish extraction operations at appropriate sites; to minimize operation impacts on adjacent uses, ecologically important areas (e.g., the Tujunga Wash) and groundwater; to protect the public health and safety; and to require appropriate restoration, reclamation and reuse of closed sites.

3.12.2 Existing Environment

According to the Los Angeles General Plan Conservation Element, sand and gravel extraction occurred in the Arroyo Seco and Big Tujunga Wash areas in the early 1900s, and sand and gravel resources from the adjacent mountains are available in the Tujunga alluvial fan. The Conservation Element identifies the locations of MRZ in the City. MRZ-2 are areas where sand and gravel extraction has occurred historically, and they are present at the eastern portion of the San Fernando Valley and around Downtown Los Angeles. The Conservation Element also shows the general locations of Oil Drilling Districts, Surface Mining Districts, and state designated oil fields within the city.

The CDOC Mineral Lands Classification map shows the Mid City Granite Open Pit at Forest Lawn Drive has been reclaimed and is no longer operational (California Department of Conservation, 2022). Several mining sites are present near Tujunga Canyon. The Boulevard Open Pit is an idle sand and gravel site; the Calmat Sun Valley is closed; the Sheldon Open pit has active sand and gravel extraction operations; the Hansen Dam Quarry has not started reclamation; and the Alba Landscape Boulders has been reclaimed and is no longer operational.

There are several oil fields underlying the southern, central, and northwestern sections of the city, including the northern portion of the San Fernando Valley, the Mid-City area, near Playa del Rey, and north of San Pedro. Numerous active, plugged, and idle wells are located within these oil fields. (City of Los Angeles, 2001). According to the City’s General Plan the project is not located within a mineral resource area, mining site, or surface mining district.

3.12.3 Impact Analysis

- 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?**

No Impact. The project is not located within a mineral resource area or surface mining district. Therefore, the project would result in no impact on mineral resources.

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?

No Impact. See discussion in response a) above.

3.13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following discussion incorporates the results of the Noise & Vibration Technical Memorandum that was prepared for this project (Ambient Air Quality and Noise Consulting, 2022).

3.13.1 Regulatory Setting

This section describes existing laws and regulations related to noise that are applicable to the project.

3.13.1.1 Federal Regulations

23 CFR 772

23 CFR 772 provides procedures for preparing operational and construction noise studies and evaluating noise abatement considered for federal and federal-aid highway projects. 23 CFR 772 requires that construction noise impacts be identified.

Transit Noise and Vibration Impact Assessment

The Federal Transit Administration (FTA) provides guidance on appropriate vibration limits with respect to sensitive receptors. According to FTA, vibration impacts associated with human annoyance would be significant if vibration caused by construction activity assessed at a receptor exceeded 85 dBA, a vibration velocity level that is considered acceptable only for an infrequent number of events per day.

3.13.1.2 State Regulations

California Department of Transportation Standard Specifications

California Department of Transportation (Caltrans) Standard Specifications includes specifications for the control of noise and vibration associated with construction activities. Caltrans Standard Specifications,

Section 14-8.02, Noise Control, requires that noise from construction activities not exceed 86 dBA L_{max} at 50 feet from the job site between the hours of 9:00 p.m. and 6:00 a.m. (California Department of Transportation, 2022).

California Department of Transportation Vibration Criteria

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of amplitude and frequency. A person’s perception of the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. Measurements in terms of velocity are expressed as peak particle velocity (PPV) with units of inches per second (in/sec).

There are no federal, state, or local regulatory standards for groundborne vibration. However, Caltrans has developed vibration criteria based on potential structural damage risks and human annoyance. Caltrans-recommended criteria for the evaluation of groundborne vibration levels, with regard to structural damage and human annoyance, are summarized in **Table 4**. The criteria apply to continuous vibration sources, which include vehicle traffic and most construction activities. All damage criteria for buildings are in terms of ground motion at the buildings’ foundations. No allowance is included for the amplifying effects of structural components (California Department of Transportation, 2020).

Table 4 Summary of Groundborne Vibration Levels and Potential Effects

Vibration Level (in/sec ppv)	Human Reaction	Effect on Buildings
0.006-0.019	Threshold of perception; possibility of intrusion.	Vibrations unlikely to cause damage of any type.
0.08	Vibrations are readily perceptible.	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected.
0.10	Level at which continuous vibrations begin to annoy people.	Virtually no risk of “architectural” damage to normal buildings.
0.20	Vibrations are annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relatively short periods of vibrations).	Threshold at which there is a risk of “architectural” damage to fragile buildings.
0.3-0.6	Vibrations become distinctly perceptible at 0.04 in/sec ppv and considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.	Potential risk of “architectural” damage may occur at levels above 0.3 in/sec ppv for older residential structures and above 0.5 in/sec ppv for newer structures.

Source: (Ambient Air Quality and Noise Consulting, 2022)

As indicated in **Table 4**, the threshold at which there is a risk to normal structures from continuous events is 0.3 in/sec PPV for older residential structures and 0.5 in/sec PPV for newer building construction. With

regard to human perception, vibration levels would begin to become distinctly perceptible at levels of 0.04 in/sec PPV for continuous events. Continuous vibration levels are considered potentially annoying for people in buildings at levels of 0.2 in/sec PPV.

3.13.1.3 Local Regulations

City of Los Angeles General Plan

The City’s General Plan Noise Element identifies the following policies (City of Los Angeles, 1999):

- Goal 2.2: Enforce and/or implement applicable City, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.
- Goal 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.
- Policy 13: Continue to plan, design and construct or oversee construction of public projects, and projects on City owned properties, so as to minimize potential noise impacts on noise 4-4 sensitive uses and to maintain or reduce existing ambient noise levels.

City of Los Angeles Municipal Code

The LAMC provides noise guidelines and standards for significant construction noise disturbances in Chapter IV, Public Welfare. This chapter is intended to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power. Accordingly, noise-generating construction activities are generally prohibited during the hours of 9:00 p.m. to 7:00 a.m., which could result in noise disturbance of occupants in sleeping quarters in any dwelling, hotel, apartment, or place of residence. This restriction does not apply to major public works construction by the City and its proprietary departments or if construction is given written permission by the Board of Police Commissioners. Additionally, the City has established construction noise standards as indicated in **Table 5**.

Table 5 Construction Noise Levels

Hours	Maximum Noise Levels for Stationary ¹ /Mobile ² Equipment at Single-family Residential	Maximum Noise Levels for Stationary ¹ /Mobile ² Equipment at Multi-family Residential	Maximum Noise Levels for Stationary ¹ /Mobile ² Equipment at Semi-residential/Commercial
Daily except Sundays and holidays 7 a.m. to 8:00 p.m.	60/75 dBa	65/80 dBa	70/85 dBa
Daily 8:00 p.m. to 7:00 a.m. and all-day Sunday and holidays	50/60 dBa	55/64 dBa	60/70 dBa

Source: (City of Los Angeles, 2022)

Notes:

¹ Stationary Equipment. Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment

² Mobile Equipment. Maximum levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment

- A. Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer is prohibited.
- B. Noise Restrictions at Affected Structures. The contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed above.
- C. All mobile or stationary internal-combustion-engine powered equipment or machinery shall be equipped with suitable exhaust and air-intake silencers in proper working order.
- D. In case of a conflict between this chapter and any other ordinance regulating construction activities, provisions of any specific ordinance regulating construction activities shall control.

3.13.2 Existing Environment

The nearest sensitive receptors within the project area are several residential dwellings located adjacent to South Broadway and Manchester Avenue. No existing historic or fragile structures were identified in the project area. Major existing sources of noise in the project area come from traffic on South Broadway, Manchester Avenue and I-110. As shown in **Table 6**, measured daytime ambient average hourly noise levels (in dBA, L_{eq}) in the general vicinity of local roadways generally range from the low 60s to the upper 70s. No major existing sources of groundborne vibration were identified in the project area. Vehicle traffic on area roadways, particularly heavy-duty trucks, can result in increased groundborne vibration. However, groundborne vibration levels associated with vehicle traffic are typically considered minor.

Table 6 Summary of Measured Short-term Ambient Noise Levels

Measurement Period	Measurement Location	Noise Level (dBA)	
		L_{eq}	L_{max}
5/17/2022 1:31 pm-1:41 pm	Sidewalk outside of 915 West Manchester Avenue, Outside Rita Walters Learning Center	72.0	83.2
5/17/2022 1:47 pm -1:57 pm	Southeast corner of Manchester Avenue/Hoover Street, Near Manchester Elementary School	71.5	86.9
5/17/2022 2:07 pm -2:17 pm	Sidewalk outside of 873 South Broadway, Outside New Temple Missionary Baptist	68.7	80.1
5/17/2022 2:20 pm -2:30 pm	Southwest corner of South Broadway/West 91 st Street	67.4	75.0
5/17/2022 2:34 pm -2:44 pm	Sidewalk outside of 10414 South Broadway, Adoram Baptist Church	66.8	74.3
5/17/2022 2:48 pm -2:58 pm	Sidewalk outside of 231 West 108 th Street	63.3	74.8
5/17/2022 3:05 pm -3:15 pm	Northeast Corner of South Broadway Street/ Imperial Highway	75.9	96.6

Source: (Ambient Air Quality and Noise Consulting, 2022)

3.13.3 Impact Analysis

- a. **Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less Than Significant Impact. Noise associated with construction activities such as land clearing, grading, excavation, and shoring would occur during the project construction. Typical noise levels for construction equipment are summarized in **Table 7**.

Table 7 Typical Construction Equipment Noise Levels

Equipment	Noise Level (dBA at 50 feet)	
	L _{max}	L _{eq}
Backhoes	78	74
Bulldozers	82	78
Compressors	78	74
Concrete Pump Truck	81	74
Dump Trucks	77	73
Hydraulic Brake Rams	90	80
Vibratory Hammer	95	94
Front End Loaders	79	75
Pneumatic Tools	85	82
Rollers	80	73

Notes: Based on measured instantaneous noise levels (L_{max}), average equipment usage rates, and calculated average-hourly (L_{eq}) noise levels derived from the FHWA Road Construction Noise Model (FHWA 2008)

Based on the attenuation rate, distance to the nearest dwelling, equipment noise levels identified in **Table 7**, and assuming the two loudest pieces of equipment operating simultaneously, the highest predicted exterior average-hourly construction noise levels at the nearest residential dwellings are summarized in **Table 8**. Noise levels would range from approximately 81.6 to 103.1 dBA L_{eq} and therefore could exceed thresholds. Actual noise levels would vary depending on various factors, including the type and number of pieces of equipment used and duration of use. Predicted noise levels would be short term, with the highest predicted noise levels occurring when off-road construction equipment is located nearest these land uses as indicated in **Table 8**.

Table 8 Predicted Construction Noise Levels at the Nearest Sensitive Land Use

Activity	Noise Level (dBA) ¹	
	L _{eq}	L _{max}
Pavement Demolition/Clearing	103.1	108.9
Earthwork	98.3	100.7
Drainage/Utilities/Subgrade	102.4	105.0
Paving	103.1	109.5
Shoring Median	81.6	88.6

¹: Noise levels were calculated using the FHWA Roadway Construction Noise Model, Version 1.1 (2008). Noise levels were calculated based on the equipment levels noted in Table 3 and assuming the 2 loudest pieces of equipment operating simultaneously. Predicted noise levels were calculated assuming road reconstruction/paving may be required based on distances of 5 feet from the construction area to the nearest sensitive land uses. Vibratory Hammer use is based on a distance of 59 feet to the nearest sensitive land use.

With implementation of **PDF-NOI-1** through **PDF-NOI-5**, construction noise would be reduced and would not exceed applicable standards. Therefore, the project would result in a less than significant impact related to generation noise in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Project Design Features

- **PDF-NOI-1** Construction activities would conform to the provisions in Section 14-8.02, "Noise Control," of the Caltrans Standard Specifications, which requires the following mandatory noise abatement measure that noise levels do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m.
- **PDF-NOI-2** To the extent possible and in accordance with City of Los Angeles Code of Ordinance noise-control requirements, construction activities, excluding activities required to occur without interruption or activities that would pose a significant safety risk to workers or citizens, would be limited to between the daytime hours of 7:00 a.m. and 9:00 p.m. on weekdays, including Saturdays, and prohibited on Sundays and national holidays. A permit would be obtained for construction activities occurring during the nighttime hours of 9:00 p.m. to 7:00 a.m., or on Sundays or national holidays.
- **PDF-NOI-3** Internal combustion engines would be equipped with a muffler of a type recommended by the manufacturer.
- **PDF-NOI-4** Portable/stationary equipment (e.g., generators, compressors) would be located at the furthest distance from the nearest residential dwelling.

- **PDF-NOI-5** Construction equipment and vehicles would not idle for more than five minutes when not in use.

b. Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction activities associated with the proposed improvements would likely require the use of various off-road equipment, such as tractors, concrete trucks, and material haul trucks. It is anticipated that related groundborne vibration levels associated with the project would include operation of demolition equipment such as jackhammers. Groundborne vibration levels commonly associated with off-road equipment used on roadway construction projects are summarized in **Table 9**.

Table 9 Representative Vibration Source Levels for Typical Construction Equipment

Equipment	Peak Particle Velocity at 25 Feet (in/sec ppv)
Vibratory Hammer	0.650
Hoe Ram	0.089
Large Bulldozers	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozers	0.003

Source: (California Department of Transportation, 2020)

Predicted groundborne vibration levels at the nearest structure are summarized in **Table 10**. Predicted groundborne vibration levels at the nearest residential structure were quantified based on the reference levels identified in **Table 10** and the distance from proposed construction areas to the nearest structure.

Table 10 Predicted Construction Vibration Levels at the Nearest Structures

Construction Activity	Peak Particle Velocity (in/sec)
Pavement Demolition	0.284
Earthwork	0.284
Drainage/Utilities/Subgrade	0.284
Road Construction & Paving	0.284
Shoring Median	0.286

Notes: Groundborne vibration levels were calculated based on representative equipment levels noted in **Table 9**. Groundborne vibration levels were conservatively calculated assuming the demolition and reconstruction/paving may be required based on a distance of 5 feet and the use of a vibratory hammer is based on a distance of 59 feet.

As depicted in **Table 10**, groundborne vibration levels at the nearest structures would range from approximately 0.284 in/sec ppv associated with the demolition/construction of sidewalk areas to 0.286 in/sec ppv associated with the installation of temporary shoring within the median. Groundborne vibration levels at the nearest structure would not exceed the commonly applied criteria for structural damage of 0.5 in/sec ppv but could exceed the commonly applied threshold for human annoyance of 0.2 in/sec ppv. However, with implementation of **PDF-NOI-1** through **PDF-NOI-5** the project would not exceed groundborne vibration limits. Therefore, the project would result in a less than significant impact related to generating excessive groundborne vibration.

- c. For a project located within the vicinity of a private airstrip or 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?**

No Impact. The Hawthorne Municipal Airport is the nearest airport to the project, located approximately four miles southwest of the project area. The project area would not be subject to high levels of aircraft noise and would not result in a safety hazard for individuals or construction workers located in the project area. Therefore, the project would result in no impact related to an airport land use plan.

3.14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a. Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.14.1 Regulatory Setting

This section describes existing laws and regulations related to population and housing that are applicable to the project.

3.14.1.1 Federal Regulations

Federal regulations related to population and housing are not applicable to this project.

3.14.1.2 State Regulations

State regulations related to population and housing are not applicable to this project.

3.14.1.3 Local Regulations

SCAG Plans and Programs

The City is located within the jurisdiction of SCAG, a Joint Powers Agency established under California Government Code Section 6502 *et seq.* Pursuant to federal and State law, SCAG serves as a Council of Government, a Regional Transportation Planning Agency, and the MPO for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. Specifically, SCAG is responsible for preparing the Regional Comprehensive Plan, RTP, and Regional Housing Needs Assessment in coordination with other state and local agencies. These planning documents include population, employment, and housing projections for the region and its 13 subregions.

SCAG is responsible for providing demographic projections for use by local agencies and public service agencies and utility companies in projecting future service demands. Projections in SCAG's 2020–2045 RTP/SCS serve as the basis for demographic estimates. The findings regarding growth in the region are consistent with the methodologies prescribed by SCAG and reflect SCAG's goals and procedures.

SCAG data are periodically updated to reflect changes in development activities and the planning priorities of local jurisdictions (e.g., zoning changes). Through these revisions, public agencies have advance

information regarding changes in growth that must be addressed in local planning. Changes in the growth rates are reflected in the new projections for use in service and utilities planning through the long-term time horizon.

City of Los Angeles General Plan

The City's General Plan Housing Element identifies the following policy (City of Los Angeles, 2021):

- 2.3.1: Enforce and facilitate the maintenance of existing housing in decent, safe and healthy conditions.

3.14.2 Existing Environment

The project area is located in the urbanized South Broadway-Manchester neighborhood. There are several residences surrounding the project area.

3.14.3 Impact Analysis

- a. Would the project induce substantial unplanned 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. The project would not include the construction of new homes or businesses. Improvements would be within City ROW and would not increase road capacity. Therefore, the project would result in no impact on unplanned population growth.

- b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No Impact. All improvements would be within the existing City ROW. The project would not result in the demolition of existing housing or displacement of any residents. No replacement housing would need to be constructed since no residents would be displaced. Therefore, the project would result in no impact on housing.

3.15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.15.1 Regulatory Setting

This section describes existing laws and regulations related to public services that are applicable to the project.

3.15.1.1 Federal Regulations

There are no federal regulations that specifically address impacts related to public services and that are applicable to the project.

3.15.1.2 State Regulations

California Fire Code

The California Fire Code is a component of the CBC and includes fire safety requirements related to the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas. The California Fire Code applies to all buildings in California, except where more stringent standards have been adopted by local agencies. The City Fire Code includes mandates from the California Fire Code.

California Strategic Fire Plan

California Department of Forestry and Fire Protection (CalFire) has developed a comprehensive plan for wildland fire protection in California. The Strategic Fire Plan for California was developed in coordination between the State Board of Forestry and Fire Protection and CalFire and serves as the state’s road map for reducing the risk and impacts from wildland fires. The State’s Strategic Fire Plan is updated every eight

to 10 years. The 2018 Strategic Fire Plan includes goals for analyzing the fire risk, supporting land use planning, community preparedness planning, public education, integrating landowner fuels management, identifying fire suppression resources, increasing fire prevention efforts, and post-wildfire recovery.

California Education Code

The Los Angeles Unified School District (LAUSD) provides school services in the City and is subject to the rules and regulations of the California Education Code and governance of the State Board of Education. The state also provides funding through a combination of sales and income taxes. Pursuant to Proposition 98, the state is responsible for the allocation of educational funds that are acquired from property taxes. In addition, the governing board of a school district is authorized to levy a fee, charge, dedication, or other requirement against new development within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities necessary to serve that development.

3.15.1.3 Local Regulations

City of Los Angeles General Plan

The City’s General Plan Framework Element includes an Infrastructure and Public Services chapter, which sets goals, objectives, and policies for fire protection and emergency medical services (EMS) in the city. The objectives and policies call for every neighborhood to have the necessary level of fire protection service, EMS, and infrastructure. It also sets a standard for response distance from the fire station to the destination location at 1.5 miles, which is consistent with the specifications for response distances in the LAMC.

The City’s General Plan Framework Element also states that every neighborhood should have the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood. Objective 9.13 and Policy 9.13.1 of the Infrastructure and Public Services Chapter require the monitoring and reporting of police statistics and population projections for the purpose of evaluating existing and future police protection needs. Objective 9.14 requires that adequate police services, facilities, equipment, and personnel are available to meet such needs.

The City’s General Plan Safety Element recognizes that most jurisdictions rely on emergency personnel to respond to and handle emergencies. The City’s General Plan Safety Element establishes specific policies and objectives that emphasize hazard mitigation, emergency response, and disaster recovery. It serves as a guide for the construction, maintenance, and operation of fire protection facilities in the city. It sets forth policies and standards for fire station distribution and location, fire suppression water flow (or “fire flow”), firefighting equipment access, emergency ambulance services, and fire prevention activities.

City of Los Angeles Municipal Code

Chapter 5 of the LAMC addresses Public Safety and Protection. Chapter 5, Article 2, Police and Special Officers, contains regulations governing administrative issues, such as requirements for police badges and uniforms. Article 7 contains the Fire Code for the city. The Fire Code contains regulations to safeguard life and property from fire, explosion, panic, or other hazardous conditions that may arise in the City. It also includes the requirements for Hazardous Materials Release Response Plans and Inventory Statements and the storage, management, and disposal of hazardous materials, such as chemical underground storage

tanks, above-ground storage tanks, asbestos-containing materials, asbestos-containing building material, and various other combustible and flammable materials.

Los Angeles Fire Department Strategic Plan 2018-2020

LAFD's Strategic Plan 2018-2020 (A Safer City 2.0) focuses on five overarching goals over a 3-year planning period:

- Provide exceptional public safety and emergency service
- Embrace a healthy, safe, and productive work environment
- Capitalize on advanced technology
- Enhance LAFD sustainability and community resiliency
- Increase opportunities for personal growth and professional development

Southeast Los Angeles Community Plan

The Community Plan Mobility Element identifies the following policy (City of Los Angeles Planning Department, 2017):

- M7.5 Coordinated Evacuation Routes. Maintain a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan.

3.15.2 Existing Environment

The Los Angeles Police Department (LAPD) and LAFD are in charge of police and fire protection in Los Angeles. The nearest fire station is Fire Station 64, located approximately 0.15 mile from the project area (Los Angeles Fire Department, n.d.). Police Station 18 serves the community in the South Broadway-Manchester Avenue area. There are three schools within the project area: the Alliance Judy Ivie Burton Technology Academy High School, Watts Learning Center, and Manchester Ave Elementary School.

3.15.3 Impact Analysis

- 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:**

i. Fire Protection?

Less Than Significant Impact. According to the City's Disaster Route Map, South Broadway and Manchester Avenue are not identified as emergency access routes. South Broadway and Manchester Avenue are both major roads, and during construction the lanes would be reduced to a minimum of one lane in each direction, which could result in slower emergency response and travel times. However, continuous access would be maintained throughout the construction period. The project would include coordination with the LAFD to ensure access is maintained along the corridor. The proposed project would not require the use of a temporary road or ramp closure. Following construction, South Broadway and

Manchester Avenue would maintain the same number of through lanes. Additionally, the project would not include residential development and would not increase the potential number of residents within the service area or result in the need for any additional facilities. Therefore, the project would result in a less than significant impact on fire and police service response times, schools, parks, and other public facilities.

ii. Police Protection?

Less Than Significant Impact. See discussion for response (a.i) above.

iii. Schools?

Less Than Significant Impact. See discussion for response (a.i) above.

iv. Parks?

Less Than Significant Impact. See discussion for response (a.i) above.

v. Other Public Facilities?

Less Than Significant Impact. See discussion for response (a.i) above.

3.16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.16.1 Regulatory Setting

This section describes existing laws and regulations related to recreation that are applicable to the project.

3.16.1.1 Federal Regulations

Federal regulations related to public services are not applicable to this project.

3.16.1.2 State Regulations

Quimby Act

Section 66477 of the California Government Code (or Quimby Act) establishes the criteria for the determination of land dedication requirements and in-lieu fees from land subdivisions, based on specific park standards.

3.16.1.3 Local Regulations

City of Los Angeles General Plan

The City’s General Plan Open Space Element serves as a guide for the identification, preservation, conservation, and acquisition of open space in the City. It sets goals, objectives, policies, standards, and criteria for publicly owned and privately owned open space and recreational uses.

Public Facilities and Services Element

The Public Facilities and Services Element includes the Major Equestrian and Hiking Trails Plan for the acquisition, construction, and maintenance of equestrian and hiking trails in the city and the Public Recreation Plan, which calls for the development of public recreational facilities. The Public Recreation Plan also includes service standards and goals for the provision of recreational facilities and operations.

Los Angeles Municipal Code

Section 19.17 of the LAMC sets a park fee for subdivisions in accordance with the Quimby Act, as well as park mitigation fees for non-subdivisions. Fees collected are then used for the development of new parkland to serve the developments.

3.16.2 Existing Environment

There are seven parks or recreation facilities within 0.5 mile of the project area:

- Algin Sutton Recreation Center, located approximately 0.10 mile south of Manchester Avenue,
- Vermont Miracle Park, located approximately 0.35 mile north of Manchester Avenue,
- Green Meadows Recreation Center, located approximately 0.50 mile east of South Broadway,
- Wall Street Park, located approximately 0.38 mile east of South Broadway,
- 97th Street Park, located approximately 0.34 mile west of South Broadway,
- 105th Street Pocket Park, located approximately 0.45 mile west of South Broadway, and
- 111th Place Pocket Park, located approximately 0.39 mile east of South Broadway (City of Los Angeles Department of Recreation and Parks, 2023).

3.16.3 Impact Analysis

- 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?**

Less Than Significant Impact. The project would not increase the number of visitors to existing parks or recreational facilities in the vicinity of the project area, such that substantial deterioration of an existing park or recreational facility would occur or be accelerated. The project would include the addition of park spaces within the existing medians; however, the project would not result in an increased demand for and use of existing parks or other recreational facilities. Therefore, the project would result in less than significant impacts related to the increased use of existing neighborhoods, regional parks, or recreational facilities.

- 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?**

Less Than Significant Impact. The project would include the addition of park spaces along South Broadway and Manchester Avenue. However, these additions would be located entirely within City ROW and would not encroach on any existing recreational facilities. The project would not require the construction or expansion of recreational facilities in a manner that would have an adverse physical effect on the environment. The park spaces would be landscaped with native trees and vegetation. Therefore, the project would result in a less than significant impact related to the construction or expansion of recreational facilities.

3.17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.17.1 Regulatory Setting

This section describes existing laws and regulations related to transportation that are applicable to the project.

3.17.1.1 Federal Regulations

Americans with Disabilities Act of 1990

Titles I, II, III, and V of the ADA have been codified in Title 42 of the U.S.C. Title III prohibits discrimination on the basis of disability in “places of public accommodation” (businesses and nonprofit agencies that serve the public) and “commercial facilities” (other businesses). The regulations promulgated to implement ADA include Appendix A to Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key standards include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travelway, and a vibration-free zone for pedestrians.

3.17.1.2 State Regulations

Senate Bill 743

SB 743 streamlines the review of traffic impacts under CEQA for development projects, including infill projects in transit priority areas to promote active transportation and the reduction of GHG emissions. It adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (Section 21099). Section 21099(d)(1) provides that aesthetic and parking impacts resulting from a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. In addition, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the

use of LOS in CEQA documents. Under SB 743, the focus of transportation analysis changes from vehicle delay to vehicle miles traveled (VMT).

Vehicle Miles Traveled Guidelines

The December 2018 updates to the CEQA Guidelines establish VMT as the primary metric for evaluating a project's impacts on the environment and transportation system. The revised guidelines require that a project's environmental assessment must assess and disclose whether it conflicts or is inconsistent with local plans or policies. The revised guidelines also state, among other things, that "transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact."

The Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA provides recommendations regarding significance thresholds for development projects with common land use types, for general plans, and for transportation projects. The advisory lists types of transportation projects that would most likely not lead to a substantial or measurable increase in vehicle travel and therefore should not require an induced travel analysis. Among them are "rehabilitation, maintenance, replacement, safety and repair projects designed to improve the condition of existing transportation assets ([...] pedestrian facilities) and that do not add additional motor vehicle capacity." Other relevant considerations may include the effects of the project on transit and nonmotorized travel.

3.17.1.3 Local Regulations

SCAG Regional Transportation Plan/Sustainable Communities Strategy

SCAG's RTP/SCS is a long-range visioning plan that balances future mobility and transportation needs with economic, environmental, and public health goals. The RTP/SCS consists of a vision for the region's future and is developed with input from local governments, County Transportation Commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders within the region. There are more than 4,000 transportation projects from local plans identified in the 2020–2045 RTP/SCS, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, replacement bridges, and pedestrian improvements. These future investments would reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone.

Los Angeles County Congestion Management Program

The County's Congestion Management Program (CMP) is a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the county. The 2010 CMP links local land use decisions with their impacts on regional transportation. The CMP identifies a system of highways and roadways and establishes a minimum LOS performance measurement of LOS E (except where the 1992 base year LOS is worse than E, in which case base year LOS is the standard) for highway segments and key roadway intersections on this system. A traffic impact analysis is required for projects that generate at least 50 new trips at CMP monitoring intersections or 150 one-way trips on mainline freeway monitoring locations during either the AM or PM peak hour on weekdays.

Los Angeles Department of Transportation’s Transportation Analysis Guidelines

LADOT’s Transportation Analysis Guidelines (TAG) “establishes criteria for project review objectives and requirements, provides instructions and sets standards for preparation of a transportation assessment in the City of Los Angeles” (Los Angeles Department of Transportation, 2020). Project applicants and consultants must follow the procedures and standards set forth in the LADOT’s TAG when preparing and submitting a transportation assessment to ensure a timely review by LADOT.

The City requires the preparation and submission of a transportation assessment for a Transportation Projects that is likely to either:

- (1) induce additional vehicle miles traveled by increasing vehicle capacity; or
- (2) reduce roadway through-lane capacity on a street that exceeds 750 vehicles per hour per lane for at least two consecutive hours in a 24-hour period after the project is completed, a transportation assessment is generally required.

Transportation projects that are not likely to lead to a substantial or measurable increase in vehicle travel and are not required to prepare an induced travel analysis are included in the LADOT’s TAG Section 2.3.

Los Angeles Municipal Code

LAMC Section 12.37 contains requirements related to highway and collector street dedication and improvement. LAMC Section 17.05 contains standards that expand the role of the Street Standards Committee and reflect the City’s new focus on complete streets. LAMC Section 14.4.5 addresses hazards to traffic and prohibits signs or sign support structures to be constructed or maintained if their location, size, nature, or type constitutes a hazard to the safe and efficient operation of vehicles on a street or freeway, or if they create a condition that endangers the safety of persons or property. This regulation does not apply to signage and other improvements constructed within the public ROW.

LAMC Chapter VI provides regulations for public works and property, including streets and sidewalks. Section 62.200 identifies obstructions to driver visibility at street intersections and applies to signs and other improvements that may be constructed within the public ROW.

LAMC Section 62.61 states that temporary lane closures resulting from nonemergency construction along major and secondary highways or collector streets would be limited to off-peak hours. Permits may be issued on a case-by-case basis to provide exemption.

City of Los Angeles General Plan

The City’s General Plan Mobility Plan 2035 is an update to the City’s General Plan Transportation Element and provides the policy foundation for achieving a transportation system that balances the needs of all road users. The City’s General Plan Mobility Plan incorporates complete streets principles and lays the policy foundation for how future generations of residents interact with their streets. The City’s General Plan Mobility Plan also contains policies that pertain to maintaining safe and attractive sidewalks.

The City’s General Plan Safety Element identifies the following policies (City of Los Angeles, 2021b):

- 1.2.6: In keeping with the Mobility Plan, build a comprehensive and integrated transportation network that changes how Angelenos get around and reduces car dependency.
- 2.1.6 Standards/Fire. Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression and safety.
 - B. Enforce minimum roadway widths and clearances for evacuation and fire suppression.

Southeast Los Angeles Community Plan

The Community Plan Mobility and Land Use Elements identify the following policies (City of Los Angeles Planning Department, 2017):

- LU7.2: Expansions and modifications of existing auto-related facilities should be designed to improve landscaping, buffering and architectural character in order to minimize environmental impacts.
- M7.5 Coordinated Evacuation Routes. Maintain a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan.
- M9.2: Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways. Support the development of strategies and pilot programs that improve transit access, multimodal mobility, and connectivity, especially in the South Los Angeles Transit Empowerment Zone (SLATE-Z) Promise Zone.
- M12.1: Consider reductions in parking requirements for projects located within the transit station areas.

3.17.2 Existing Environment

South Broadway is designated as a transit priority street in the Community Plan (City of Los Angeles Planning Department, 2017). Both South Broadway and Manchester Avenue are part of the Metro Rapid Transit and Metro Local Bus Lines routes (City of Los Angeles Planning Department, 2017).

According to the County's Disaster Route Map (County of Los Angeles Department of Public Works, 2008), South Broadway and Manchester Avenue are not identified as emergency access routes. In addition, the City of Los Angeles Emergency Operation Plan does not identify the project area as an evacuation route (City of Los Angeles, 2018).

South Broadway is designated by the City as Boulevard II and Boulevard II Scenic within the project area, which serves a major connection carrying public transit lines, pedestrian and bicycle activity, and heavy traffic. Manchester Avenue is designated as Avenue I, which also serves as a major connection carrying public transit lines, pedestrian and bicycle activity and heavy vehicle traffic as well as a connection to the I-110 on-ramp.

Within the project area, South Broadway consists of four lanes, two in the northbound direction and two in the south bound direction, and Class II bike lanes along both sides of the roadway. Street parking is allowed along both sides of South Broadway except between Manchester and West 87th Place in the northbound direction and between Manchester and West 88th Place in the southbound direction. Manchester Avenue consists of six lanes, with three through lanes in the westbound direction and three through lanes in the eastbound direction. There are currently no existing bike lanes along Manchester Avenue within the project area. Parking along Manchester Avenue is allowed along the westbound direction from the I-110 freeway entrance to Vermont Avenue and along the eastbound direction from Figueroa Street to Vermont Avenue. Both South Broadway and Manchester have dedicated left-turn lanes throughout the project area. Existing LOS levels are listed in **Table 2**, in *Section 3.3 Air Quality*.

3.17.3 Impact Analysis

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. During operation, the project would not increase the capacity of the roadway. In addition, the project would not reduce the number of parking spaces within the project area. The project would be designed to improve local access and circulation for bicyclists, pedestrians, and motorists in the city; therefore, the project would be consistent with policy M9.2 of the City’s General Plan Mobility Plan. Additionally, the project would include roadway, median, and crosswalk improvements and incorporates complete streets principles as designated by the City’s General Plan Mobility Plan. In addition, the project aligns with the goals presented in the 2020–2045 RTP/SCS by implementing improvements to encourage other forms of transportation other than by vehicle. The project is not anticipated to generate any additional VMT and would comply with the County’s CMP. In addition, Construction would adhere to the LAMC. The project would be designed to not obstruct driver visibility and would be in compliance with LAMC Chapter VI Section 62.200. Therefore, the project would result in less than significant impacts related to circulation system policies.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. The proposed project would not require the use of a temporary road or ramp closures. During construction lanes would be reduced to a minimum of one lane in each direction, but continuous access would be maintained throughout the construction period and would not increase VMT. During operation, the project would not increase the capacity of the roadway.

The LADOT’s TAG identifies projects that include the “addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way” in Section 2.3 as a “Transportation Project Not Likely to Lead to Substantial or Measurable Increase in Vehicle Travel.” Transportation projects that are not likely to lead to a substantial or measurable increase in VMT are not required to prepare an induced travel analysis. Therefore, the project would result in a less than significant impact related to CEQA Guidelines section 15064.3.

c. Would the project substantially increase hazards due to a geometric design feature or incompatible uses?

Less Than Significant Impact. Geometric changes to the project area include 254 curb extensions, signalized crosswalks, lane narrowing, median widening, 18 bus stop relocations, and right- and left-turn restrictions. The project would not be designed to introduce any hazardous geometric design features or incompatible uses. Improvements would not obstruct any pedestrian, bicyclist, or motorist visibility. The addition of PHB's would increase pedestrian visibility. The project is anticipated to enhance safety along the project area. In addition, roadway improvements would meet current safety and geometric standards. Therefore, there would be no impact on geometric hazards or incompatible uses.

d. Result in inadequate emergency access?

Less Than Significant Impact. During construction lanes would be reduced to a minimum of one lane in each direction, which could result in slower emergency response times. However, continuous access would be maintained throughout the construction period. The LAFD has been continuously coordinated with to ensure fire department access is maintained along the corridors. Fire hydrants would be relocated to allow for improved access as well. The LAPD would be coordinated with as well to ensure police access is maintained along the corridor. Additionally, the proposed project would not require the use of a temporary road or ramp closure. Following construction, South Broadway and Manchester Avenue would retain the same number of through lanes and would provide adequate access to any emergency responders. Therefore, the project would result in a less than significant impact on emergency access.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following discussion incorporates the results of the Historical Resource Technical Report and the Archaeological Assessment prepared for this project (GPA Consulting, 2022; Applied EarthWorks, Inc., 2022).

3.18.1 Regulatory Setting

This section describes existing laws and regulations related to tribal cultural resources that are applicable to the project.

3.18.1.1 Federal Regulations

Federal regulations related to tribal cultural resources are not applicable to this project.

3.18.1.2 State Regulations

Assembly Bill 52

In 2014, AB 52 added the term “tribal cultural resources” to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource.

Native American Heritage Act (PRC 5097.9)

The Native American Heritage Act, passed by the State of California in 1976, established the NAHC for protecting Native American religious values on state property. The NAHC not only protects the heritage of Native Americans, but also ensures their participation in matters concerning heritage sites. The NAHC's duty is to assist both federal and state agencies in protecting Native American sacred places and provide recommendations concerning Native American heritage in accordance with environmental law and policy. The act protects burials from disturbance, vandalism, and accidental destruction. It also stipulates which specific procedures laid out in the California Health and Safety Code must be implemented if a Native American burial is uncovered during project construction or archaeological data recovery.

California Health and Safety Code Section 7050.5

The State of California Health and Safety Code Section 7050.5 requires that if human remains are discovered during ground disturbing activities, the County Coroner must be notified, and no further disturbance is authorized to occur until the County Coroner has made a determination of origin and disposition of the remains. If the human remains are determined to be prehistoric, the coroner must notify the NAHC, who would determine and notify an MLD. The MLD then inspects the site and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

California Health and Safety Code Section 7051

The State of California Health and Safety Code Section 7051 prohibits the removal of any part of any human remains from any place where it has been interred, or from any place where it is deposited while awaiting interment, cremation, or hydrolysis, with intent to sell it or to dissect it, without authority of law, or written permission of the person or persons having the right to control the remains.

California Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (California Health and Safety Code Division 7, Part 2, Chapter 5, Sections 8010–8030) includes broad provisions for the protection of Native American cultural resources. The act ensures that all California Native American human remains and cultural items are treated with due respect and dignity and provides the mechanism for disclosure and return of human remains and cultural items held by publicly funded agencies and museums in California.

3.18.1.3 Local Regulations

City of Los Angeles Historic-Monument Ordinance

On the local level, a historical or cultural monument is eligible for listing as a Los Angeles HCM under Section 22.171 of Article 1, Division 22 of the City of Los Angeles Administrative Code (the City of Los Angeles Cultural Heritage Ordinance, as amended by Ordinance No. 185472) if the resource meets three criteria:

- (1) Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;
- (2) Is associated with the lives of historic personages important to national, state, city, or local history; or
- (3) Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

A 5-member Cultural Heritage Commission oversees the designation and protection of HCMs, with the Office of Historic Resources (OHR) providing staff support to the Commission (OHR, Department of City Planning, 2018). The City further maintains a list of all sites, buildings, and structures that have been designated through the HCMs, which since enactment of the ordinance now number more than 1,000. An HCM is presumed to be a significant historical resource under CEQA.

City of Los Angeles Cultural Heritage Master Plan

The City’s Cultural Heritage Master Plan is applicable to this project: “It is the policy of the City of Los Angeles to protect and utilize its cultural, architectural, and historic resources” (*Cultural Heritage Master Plan* - Final Draft March 2000).

City of Los Angeles General Plan

The City’s General Plan Conservation Element includes goals, objectives, and policies requiring measures be taken to protect the City’s historical, archaeological, and paleontological resources for historical, cultural, research, and/or educational purposes.

The City’s General Plan Conservation Element identifies the following policy (City of Los Angeles Department of City Planning, 2001):

- Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition, or property modification activities.

3.18.2 Existing Environment

According to the Bureau of Indian Affairs Indian Lands Map there are no known Native American lands within or surrounding the project area (Bureau of Indian Affairs, n.d.). On May 19, 2022, Applied Earthworks, Inc. contacted the NAHC for review of their Sacred Lands File to determine if any known Native American Cultural Properties are present in the project area. The NAHC responded on June 22, 2022, stating the Sacred Lands File search was completed with negative results. The NAHC provided a list of Native American individuals and organizations to be contacted to elicit information and/or concerns regarding cultural resource issues related to the proposed Project (Applied EarthWorks, Inc., 2022). Tribal consultation was conducted pursuant to AB 51. To date, no tribe has requested to consult with the City of this project. A summary of AB 52 consultation, including tribes notified and responses received, is included in **Table 11**.

Table 11 Summary of Tribal Consultation Communication

Recipient	Response
Rudy Ortega Fernandeño Tataviam Band of Mission Indians	February 1, 2023: City sends request to initiate consultation via U.S. mail. February 21, 2023: Sarah Brunzell, Manager of the Cultural Management Division with the Fernandeño Tataviam Band of Mission Indians, replied in an email to the City that <i>“After review, the CRM Division has determined that no further consultation is required by the Fernandeño Tataviam Band of Mission Indians (FTBMI), we defer these efforts to other consulting tribes. This communication concludes FTBMI’s input on this project, at this time, and no additional consultation pursuant to CEQA is required.”</i>
Miguel Luna Fernandeño Tataviam Band of Mission Indians	February 1, 2023: City sends request to initiate consultation via U.S. mail. No reply to date
Andrew Salas Gabrieleño Band of Mission Indians – Kizh Nation	February 1, 2023: City sends request to initiate consultation via U.S. mail. No reply to date
Robert F. Dorame Gabrielino Tongva Indians of California Tribal Council	February 1, 2023: City sends request to initiate consultation via U.S. mail. No reply to date
Christina Conley Gabrielino Tongva Indians of California Tribal Council	February 1, 2023: City sends request to initiate consultation via U.S. mail. March 21, 2023: Christina Conley, Tribal Consultant and Administrator with the Gabrielino Tongva Indians of California Tribal Council, replied in an email to the City that <i>“We have no comment.”</i>
Charles Alvarez Gabrielino-Tongva Tribe	February 1, 2023: City sends request to initiate consultation via U.S. mail. No reply to date
Sandonne Goad Gabrielino/Tongva Nation	February 1, 2023: City sends request to initiate consultation via U.S. mail. No reply to date
Anthony Morales Gabrielino/Tongva San Gabriel Band of Mission	February 1, 2023: City sends request to initiate consultation via U.S. mail.

Indians	No reply to date
Donna Yocum San Fernando Band of Mission Indians	February 1, 2023: City sends request to initiate consultation via U.S. mail. No reply to date
Lovina Redner Santa Rosa Band of Cahuilla Indians	February 1, 2023: City sends request to initiate consultation via U.S. mail. No reply to date
Isaiah Vivanco Soboba Band of Luiseño Indians	February 1, 2023: City sends request to initiate consultation via U.S. mail. No reply to date
Joseph Ontiveros Soboba Band of Luiseño Indians	February 1, 2023: City sends request to initiate consultation via U.S. mail. No reply to date
Thomas Tortez Torres Martinez Desert Cahuilla Indians	February 1, 2023: City sends request to initiate consultation via U.S. mail. No reply to date

3.18.3 Impact Analysis

- a. **Would the project cause a substantial adverse change in the significance of a tribal cultural resource (TCR), defined in PRC section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k)?**

Less Than Significant Impact. No archaeological resources were identified within the project area. The Archaeological Assessment found no known archaeological resources within or adjacent to the project and background research indicates a low likelihood for encountering subsurface archaeological deposits. Additionally, the project is not located near any lands of federally or state recognized tribes (Native American Heritage Commission, 2023). Because the areas within the APE have been previously disturbed, the potential to adversely affect unknown, potentially intact buried archaeological deposits that might be eligible for NRHP listing is low and Tribal Cultural Resources are not expected to be encountered (Applied EarthWorks, Inc., 2022). **PDF-CUL-2** and **PDF-CUL-3** (see *Section 3.5 Cultural Resources*) would be implemented if Tribal Cultural Resources are discovered. Therefore, the project would result in a less than significant impact on tribal cultural resources.

- b. **Would the project cause a substantial adverse change in the significance of a tribal cultural resource (TCR), defined in PRC section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

Less Than Significant Impact. See discussion from response (a) above.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.19.1 Regulatory Setting

This section describes existing laws and regulations related to utilities and service systems that are applicable to the project.

3.19.1.1 Federal Regulations

There are no federal regulations that specifically address impacts related to utilities and that are applicable to the project.

3.19.1.2 State Regulations

California Assembly Bill 939 (California Integrated Waste Management Act)

California AB 939 (California Integrated Waste Management Act) requires each City and County to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting.

California Assembly Bill 75

AB 75 (PRC Sections 42920-4297) required all state agencies and large state facilities to divert at least 25 percent of all solid waste from landfills by January 1, 2002, and 50 percent by January 1, 2004. The law also requires each state agency and large facility to submit an annual report to the California Department of Resources Recycling and Recovery (CalRecycle) summarizing its yearly progress in implementing waste diversion programs.

California Water Plan

The California Water Plan (CWP) presents information on California’s water resources, such as water supply evaluations and assessments of agricultural, urban, and environmental water uses to quantify the gap between water supplies and uses. The plan identifies and evaluates existing and proposed statewide demand management and water supply augmentation programs and projects to address the state’s water needs. It includes resource management strategies and recommendations to strengthen integrated regional water management, including ways to reduce water demand, improve operational efficiency, increase water supply, improve water quality, practice resource stewardship, and improve flood management.

Senate Bill 1016 (Solid Waste Disposal Measurement Act)

SB 1016 (Solid Waste Disposal Measurement Act) was implemented to provide a simplified measure of a jurisdiction’s performance in accordance with AB 939 by moving to a per capita disposal rate.

3.19.1.3 Local Regulations

Los Angeles Department of Water and Power Urban Water Management Plan

The project is within the jurisdiction of the LADWP. The LADWP developed an Urban Water Management Plan (UWMP) that includes an analysis of long-term water supply and demand planning. The UWMP includes an assessment of water supply and demand under a reasonable prediction for normal, one dry year, and multiple dry years water supplies.

City of Los Angeles Water Integrated Resources Plan

Prepared jointly by the Los Angeles Bureau of Sanitation and LADWP, the Water Integrated Resources Plan (WIRP) contains an implementable facility plan through the year 2020 that integrates water supply, water conservation, water recycling, runoff management, and wastewater facilities planning, using a regional watershed approach. The WIRP contains recommendations that would be achieved through a series of projects and policy directions to staff.

City of Los Angeles Construction and Demolition Waste Recycling Ordinance

The mandatory City of Los Angeles Construction and Demolition Waste Recycling Ordinance was implemented to meet AB 939 and SB 1374 mandates. This ordinance requires all solid waste haulers and contractors to obtain a permit prior to transporting construction and demolition waste. All mixed construction and demolition waste generated within Los Angeles must be taken to City-certified construction and demolition waste processors.

City of Los Angeles Landscaping Ordinance, Ordinance Number 170,978

The City of Los Angeles Landscaping Ordinance, Ordinance Number 170,978 outlines requirements of landscaped areas in the city. The preparation of an irrigation management plan is required that describes watering for plant establishment, summer watering requirements, and winter watering requirements.

City of Los Angeles Emergency Water Conservation Plan

The City of Los Angeles Emergency Water Conservation Plan sets standards for water use during an emergency. Ordinance No. 181288, an amendment to Chapter XII, Article I of LAMC, clarified prohibits uses and modified certain water conservation requirements in the Emergency Water Conservation Plan. The ordinance minimizes the effect of a water shortage on the customers in the city and includes provisions to significantly reduce water consumption over an extended period of time. The plan sets five water conservation “phases,” which correspond to the severity of water shortage, with each increase in phase requiring more stringent conservation measures related to outdoor watering restrictions, sprinkler use restrictions, and other prohibited water uses.

City of Los Angeles Stormwater and Urban Runoff Pollution Control Ordinance

The Stormwater and Urban Runoff Pollution Control Ordinance (LAMC Section 64.70) prohibits illicit discharges into the municipal storm drain system and gives the City local legal authority to enforce the NPDES and to take corrective actions with serious offenders. Any commercial, industrial, or construction business found discharging waste or wastewater into the storm drain system is subject to legal penalties.

City of Los Angeles Sewer Allocation (Ordinance No. 166060)

City Ordinance No. 166,060 (Sewer Allocation) limits the annual increase in wastewater flows discharged into the Hyperion Treatment Plant (HTP) to five million gallons per day. The LADPW, BOE Special Order No. S006-0691 changed the design peak dry weather flow for sanitary sewers from 0.75 depth to 0.5 the sewer diameter to implement the City-adopted goal of no overflows or diversions from the wastewater collection system.

Sewer System Management Plan

The SWRCB adopted the Statewide General WDRs for publicly owned sanitary sewer systems. Under the WDRs, the owners of such systems must develop and implement a Sewer System Management Plan. The City prepared Sewer System Management Plans for each of the City’s three sanitary sewer systems. The Sewer System Management Plans includes objectives to properly fund, manage, operate, and maintain all parts of the sanitary sewer system; provide adequate capacity to convey base flows and peak flows; and take all feasible steps to stop and mitigate overflows.

LADWP Power Integrated Resources Plan

LADWP is responsible for the construction, operation, maintenance, and management of electric works and property for the benefit of the City and developed the 2015 Power Integrated Resource Plan (PIRP) as a comprehensive 20-year roadmap to guide its efforts to supply reliable electricity in an environmentally responsible and cost-effective manner over the next 20 years. The PIRP provides

objectives and recommendations to reliably supply LADWP customers with power and to meet SB 1078's 33 percent renewable energy goal by 2020. The 2015 PIRP increases the RPS to 50 percent by 2030.

City of Los Angeles General Plan

The City's General Plan Conservation Element calls for the conservation, protection, development, utilization, and reclamation of natural resources, such as water, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The City's General Plan Infrastructure Element addresses water supply and demand, measures related to energy conservation and reducing the City's reliance on oil, landfill capacity assessment, wastewater discharge into the ocean and other water bodies, protection of groundwater and watershed resources, solid waste management, as well as electrical and other City-managed resource areas. The City's General Plan Open Space Element provides guidance for the preservation, conservation, and acquisition of open space in the city, including lands needed for life support systems such as the water supply, water recharge, water quality protection, wastewater disposal, solid waste disposal, air quality protection, energy production, and noise prevention.

The City's General Plan Mobility Element identifies the following policies (City of Los Angeles, 2016):

- To the maximum extent feasible, all new or relocated electric, communication, and other public utility distribution facilities within five hundred feet of the centerline of a Scenic Highway shall be placed underground.
- Where undergrounding of such utilities is not feasible, all such new or relocated utilities shall be screened to reduce their visibility from a Scenic Highway.

3.19.2 Existing Environment

There are 18 landfill facilities in the county that accept construction and demolition debris (County of Los Angeles Public Health, n.d.). The nearest two landfills are Savage Canyon Landfill and Scholl Canyon Landfill, which have remaining capacities of 9,510,833 cubic yards and 5,744,000 cubic yards, respectively (Los Angeles County Public Works, 2020; CalRecycle, 2011).

There is currently an existing stormwater system located along South Broadway and Manchester Avenue. Both South Broadway and Manchester Avenue are crowned roads which presently drain toward curb and gutter and flow is intercepted along multiple curb inlets along the corridor. South Broadway and Manchester Avenue stormwater drains into Compton Creek 1.5 miles downstream, and eventually to the Los Angeles River (Kimley-Horn, 2021).

3.19.3 Impact Analysis

- a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Less Than Significant Impact. The project would include constructing stormwater treatment, capture, reuse, storage, and discharge systems to achieve stormwater quality compliance. This includes a system that would divert stormwater from the City storm drain to be treated through a hydrodynamic separator.

Once the water is treated it would then either be reused in the irrigation area or sent to the Joint Water Pollution Control Plant to be recycled and reused by the County’s Sanitation District. Coordination with the City and County would take place to determine the available capacity and the project would be designed to ensure adequate capacity. The project would be designed to accommodate existing and anticipated runoff levels through landscaping improvements including bioswales and stormwater capture and reuse for irrigation. Project improvements would require the replacement of lateral water lines; however, they would follow the design of existing storm drain infrastructure. Because the design would follow current storm drain infrastructure the project would not reduce existing water supplies or affect groundwater supplies.

Improvements would require the relocation of fire hydrants and removal and replacement of lateral water lines. In addition, relocation of lighting and utility poles would be required. All utility work would be conducted in coordination with the service providers. During construction, utilities would be moved to their permanent locations. Following project construction, all utilities would be restored. Therefore, the project would result in a less than significant impact related to the relocation of utilities.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The project would require temporary water supplies to meet dust control specifications. In addition, the project would include new trees and vegetation that would require irrigation. However, the project would be required to comply with the City of Los Angeles Landscaping Ordinance, Ordinance Number 170,978. In addition, according to the LADWP UWMP, Exhibit 11B, Los Angeles would have adequate water supplies past the year 2045 to meet project demands (Los Angeles Department of Water and Power, 2020). Additionally, the project would include the stormwater capture system that would allow for water reuse for the irrigation of the new trees and vegetation. The project would not increase population or alter the distribution of population in the project area such that additional water supplies would be required. The project would not expand agriculture and thus would not require additional agricultural water supply. Therefore, the project would result in a less than significant impact on water supplies.

c. 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?

Less Than Significant Impact. The project would not include any uses, features, or facilities that would generate wastewater. However, the stormwater system would capture stormwater runoff that would be discharged into the sanitary sewer system to be treated at the Joint Water Pollution Control Plant to increase the water supply to support the future improvements to further purify the water for reuse across the county. Coordination with the City and County would take place to determine the available capacity and the project would be designed to ensure adequate capacity. Therefore, the project would result in a less than significant impact on the capacity of wastewater treatment.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. Construction activities would generate solid waste. In addition, trees and vegetation removed would need to be disposed of. Operation of the project would result in landscaping waste, such as tree trimmings, and routine cleaning of the stormwater system and hydrodynamic separator units. All construction and operational waste would be disposed of by the contractor in compliance with AB 939, SB 1016, and all City requirements. In addition, there would be sufficient capacity at both Savage Canyon Landfill and Scholl Canyon Landfill to accommodate project waste. Therefore, the project would result in a less than significant impact related to solid waste reduction goals.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Construction and operation of the project would result in the generation of solid waste. While construction impacts would be short-term, operation of the project would require the routine cleaning of the stormwater system and hydrodynamic separator units. Disposal of construction and operational debris would comply with AB 939, SB 1016, and all City requirements. Therefore, the project would result in a less than significant impact on solid waste regulations.

3.20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.20.1 Regulatory Setting

This section describes existing laws and regulations related to wildfire that are applicable to the project.

3.20.1.1 Federal Regulations

Federal Wildland Fire Management Policy

The 1995 Federal Fire Policy recognized the essential role of fire in maintaining natural systems. It was updated in 2001 and includes guiding principles for firefighter and public safety; the role of wildland fire as an essential ecological process and natural change agent; fire management plans, programs, and activities that support land and resource management plans; sound risk management; economically viable fire management programs and activities; use of best available science; public health and environmental quality considerations; federal, state, tribal, local, interagency, and international coordination and cooperation; and standardized policies and procedures.

3.20.1.2 State Regulations

Fire Hazard Severity Zones – Public Resources Code Sections 4201–4204

PRC Sections 4201–4204 requires CalFire to designate areas or make recommendations for local agency designation of areas that are at risk from significant fire hazards based on fuels, terrain, weather, and other relevant factors (California Department of Forestry and Fire Protection, 2013). These areas at risk of interface fire losses are referred to by law as Fire Hazard Severity Zones (FHSZ). The law requires

different zones to be identified (Moderate to Very High). But with limited exception, the same wildfire protection building construction and defensible space regulations apply to all State Responsibility Areas and any FHSZ designation.

Senate Bill 1241

Senate Bill 1241 requires General Plans to include a safety element. The safety element addresses wildland and urban fires and includes requirements for state responsibility areas and very high fire hazard severity zones.

2018 Strategic Fire Plan for California

The 2018 Strategic Fire Plan for California is a cooperative effort between the State Board of Forestry and Fire Protection and CalFire to address fire concerns in California, including adequate statewide fire protection of state responsibility areas. The plan addresses fire prevention, natural resource management, and fire suppression efforts.

Fire Safe Development Regulations

Fire Safe Development Regulations were developed to implement PRC Section 4290 and stipulate minimum requirements for building construction in State Responsibility Areas. These regulations address ingress and egress (e.g., road widths, turnouts), building and street sign visibility, emergency water standards, and fuel modification. Changes to the Fire Safe Development Regulations were incorporated into the 2020 California Fire Code.

California Building Code

The CBC is a compilation of building standards, including fire safety standards for residential and commercial buildings. The CBC standards serve as the basis for the design and construction of buildings in California. The California Fire Code is a component of the CBC and includes fire safety requirements related to the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas. The California Fire Code applies to all occupancies in California, except where more stringent standards have been adopted by local agencies. Specific California Fire Code regulations have been incorporated by reference, with amendments, in the Los Angeles Building Code, Fire Safety Regulations.

3.20.1.3 Local Regulations

City of Los Angeles Emergency Operations Plan

The City of Los Angeles Emergency Operations Plan addresses the City's response from small to large scale emergency situations associated with natural disasters or human caused emergencies. The plan describes actions to be taken during emergencies.

City of Los Angeles Emergency Management Department Brush Fire Hazard Specific Annex

The City’s Emergency Management Department Brush Fire Hazard Specific Annex is a Hazard Specific Annex to the City of Los Angeles Emergency Operations Plan. The City’s Emergency Management Department Brush Fire Hazard Specific Annex outlines the City’s response to brush fires.

City Ordinance No. 185789 (Los Angeles Brush Clearance Requirements)

City Ordinance No. 185789 (Los Angeles Brush Clearance Requirements) prohibits the use of certain metal cutting blades for brush clearance activities in Very High Fire Hazard Severity Zones and establishes specific requirements and penalties for violations for brush clearance activities.

City of Los Angeles Hazard Mitigation Plan

The 2018 (HMP) was prepared to lessen the City’s vulnerability to disasters and to reduce risks from natural hazards. It serves as a guide for decision makers and commits City resources to minimize the effects of natural hazards. The HMP integrates with existing planning mechanisms, such as building and zoning regulations, long-range planning mechanisms, and environmental planning, and includes a hazard vulnerability analysis, community disaster mitigation priorities, and mitigation strategies and projects. The Los Angeles Department of Emergency Operations Organizations is responsible for implementing the Plan, including the City’s emergency preparations (i.e., planning, training, and mitigation), response and recovery operations.

Los Angeles Municipal Code

LAMC Sections 57.4908.1.1 through 57.4908.1.3 outline the Very High Fire Hazard Severity Zones within Los Angeles.

Los Angeles Fire Department Strategic Plan 2018-2020

The Los Angeles Fire Department Strategic Plan 2018-2020 outlines goals set for the Los Angeles Fire Department. The Los Angeles Fire Department Strategic Plan 2018-2020 focuses on five goals to guide the Los Angeles Fire Department in the next three years:

1. Provide Exceptional Public Safety and Emergency Service,
2. Embrace a Healthy, Safe and Productive Work Environment,
3. Capitalize on Advanced Technology,
4. Enhance LAFD Sustainability & Community Resiliency,
5. Increase Opportunities for Personal Growth and Professional Development.

City of Los Angeles General Plan

The City’s General Plan Framework Element includes an Infrastructure and Public Services chapter, which sets goals, objectives, and policies for fire protection and EMS in the City. The objectives and policies call for every neighborhood to have the necessary level of fire protection service, EMS, and infrastructure. It also sets a standard for response distance from the fire station to the destination location at 1.5 miles, which is consistent with the specifications for response distances in the LAMC.

The City’s General Plan Safety Element identifies the following policy (City of Los Angeles, 2021b):

- 2.1.6 Standards/Fire. Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression and safety.
 - B. Enforce minimum roadway widths and clearances for evacuation and fire suppression.

Southeast Los Angeles Community Plan

The Community Plan Mobility Element identifies the following policy (City of Los Angeles Planning Department, 2017):

- M7.5 Coordinated Evacuation Routes. Maintain a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan.

3.20.2 Existing Environment

The project area is under the jurisdiction of the LAPD and LAFD. The nearest fire station is Fire Station 64, located approximately 0.15 mile from the project area (Los Angeles Fire Department, n.d.). Police Station 18 serves the community in the South Broadway-Manchester area.

According to the County’s Disaster Route Map (County of Los Angeles Department of Public Works, 2008), South Broadway and Manchester Avenue are not identified as emergency access routes. In addition, the City of Los Angeles Emergency Operation Plan does not identify the project area as an evacuation route (City of Los Angeles, 2018). The project is not located within a fire hazard severity zone in the City’s General Plan (City of Los Angeles, 2021a).

3.20.3 Impact Analysis

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. During construction, lanes would be reduced to a minimum of one lane in each direction, which could result in slower emergency response times. However, continuous access would be maintained throughout the construction period. Additionally, the proposed project would not require the use of a temporary road or ramp closure. Following construction, South Broadway and Manchester Avenue would retain the same number of through lanes compared to pre-construction. In addition, neither South Broadway or Manchester Avenue are identified as emergency access or evacuation routes. Therefore, the project would result in no impact on adopted emergency response plans or emergency evacuation plans.

b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. The project is located in an urbanized area with no wildland surrounding the project area. Construction equipment and vehicles would require the use of combustible equipment

that could create sparks. However, BMPs including site vegetation maintenance would be implemented to reduce the potential for fire hazards in the project area. The project would include improvements to an existing roadway and stormwater system and construction and operation of the project would not increase the potential for wildland fires or expose people or structures to a significant risk of loss, injury or death involving wildland fires in the area. Therefore, the project would result in a less than significant impact related to wildland fires.

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. As discussed in response (b) above the project area is not located within a fire hazard severity zone (City of Los Angeles, 2021a). Construction equipment and vehicles would require the use of combustible equipment that could create sparks. The presence of construction equipment and fuel sources could temporarily exacerbate fire risk in the project area. However, BMPs including site vegetation maintenance would be implemented to reduce the potential for fire hazards in the project area. In addition, the project area is not within a high-risk fire hazard area and construction impacts would be temporary. Project construction and operation would not introduce a substantial increase in potential for wildland fires or expose people or structures to a significant risk of loss, injury or death involving wildland fires in the area. Therefore, the project would result in a less than significant impact related to exacerbating fires with infrastructure.

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The general topography of the project area and surrounding region is flat and not susceptible to landslide (California Department of Conservation, 2022). In addition, the project is located in Zone X, an area of minimal flooding, and is not located in a flood hazard zone. Therefore, the project would result in no impact related to post-fire landslides or flooding.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to substantially 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, substantially 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.21.1 Impact Analysis

- a. **Does the project have the potential to substantially 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, substantially 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?**

Less Than Significant Impact with Mitigation Incorporated. As described in *Section 3.4 Biological Resources* section, implementation of **PDF-BIO-1** through **PDF-BIO-4** would avoid or minimize impacts on biological resources. Following implementation of project design features, impacts would be less than significant. *Section 3.5 Cultural Resources* section describes **PDF-CUL-1** through **PDF-CUL-3** which would be implemented to avoid or minimize impacts on cultural and tribal resources, and impacts would be less than significant. *Section 3.7 Geology and Soils* section describes **PRA-1** through **PRA-4** which would be implemented to avoid, minimize, and/or mitigate impacts on paleontological resources and impacts would be less than significant. Therefore, the project would result in less than significant impact on the quality of the environment, fish or wildlife species habitat, fish or wildlife population, plant or animal communities, number or restricting the range of a rare or endangered plant or animal, or important examples of the major periods of California history or prehistory.

b. Does the project have impacts that are individually limited, but cumulatively considerable?

Less Than Significant Impact With Mitigation Incorporated. According to 14 CCR § 15355, “Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact when added to other closely related past, present, and reasonably foreseeable future projects. **Table 12** provides a summary of projects within two miles of the project area, which is used in the cumulative impact analysis. The project would not result in any potentially significant impacts. Implementation of **PDF-AQ-1** (see *Section 3.3 Air Quality*), **PDF-BIO-1** through **PDF-BIO-4** (see *Section 3.4 Biological Resources*), **PDF-CUL-1** through **PDF-CUL-3** (see *Section 3.5 Cultural Resources*), **PDF-HAZ-1** through **PDF-HAZ-3** (see *Section 3.9 Hazards and Hazardous Materials*), and **PDF-NOI-1** through **PDF-NOI-5** (see *Section 3.13 Noise*) would further reduce impacts. Additionally, impacts associated with paleontological features would be reduced with implementation of mitigation measures **PRA-1** through **PRA-4** (see *Section 3.7 Geology and Soils*). Because all project impacts would be less than significant and the project is not anticipated to occur at the same time as the projects listed in **Table 12**, the project would not contribute substantially to cumulative impacts. Therefore, project impacts would be less than cumulatively considerable.

Table 12 Projects Within 2-Miles of Project Area

Project Name	Project Description	Distance from Project	Status
LADOT All-Electric Bus Maintenance Facility	New Electric Bus Maintenance Facility	Approximately 1.0 mile east from project area	Construction is anticipated to begin June 2024 and end June 2026
Sidewalk Repair Program	Ordinance that will guide the construction of future sidewalk repairs; curb ramp repairs; crosswalk paving; street tree retention, removal, and replacement; canopy pruning; root pruning; and applicable utility work for 30 years within the City.	Within and adjacent to the project area.	Launched in 2016, applicable for 30-years.
Sidewalk and Transit Amenities Program	Install and upgrade transit shelters and associated amenities to provide shelter, shade, safety, and comfort to the City's transit riders, active transportation users, and pedestrians.	Within and adjacent to the project area.	Construction is anticipated to begin 2023 until 2025 or up to 2028.

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

Less Than Significant Impact. The IS analysis shows that the project would not have environmental effects causing substantial adverse effects on human beings, directly or indirectly. Impacts associated with air quality, biological resources, cultural resources, hazards, and noise would all be reduced with implementation of **PDF-AQ-1** (see *Section 3.3 Air Quality*), **PDF-BIO-1** through **PDF-BIO-4** (see *Section 3.4 Biological Resources*), **PDF-CUL-1** through **PDF-CUL-3** (see *Section 3.5 Cultural Resources*), **PDF-HAZ-1** through **PDF-HAZ-3** (see *Section 3.9 Hazards and Hazardous Materials*), and **PDF-NOI-1** through **PDF-NOI-5** (see *Section 3.13 Noise*). Therefore, the project would result in less than significant impacts related to adverse environmental effects on human beings.

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4.0 MITIGATION MEASURES

Aesthetics

Impacts would be less than significant, and no mitigation is required.

Agriculture and Forestry

No impacts would occur, and no mitigation is required.

Air Quality

Impacts would be less than significant, and no mitigation is required.

Biological Resources

Impacts would be less than significant, and no mitigation is required.

Cultural Resources

Impacts would be less than significant, and no mitigation is required.

Energy

Impacts would be less than significant, and no mitigation is required.

Geology and Soils

PRA-1 Prior to the issuance of grading permits and consistent with the City’s Archaeological and Paleontological Policy, a PRIMP should be prepared by a qualified professional paleontologist (Paleontological Principal Investigator, Project Paleontologist) as defined by paleontology industry standards and/or the SVP (City of Los Angeles Department of City Planning, 2001; Society of Vertebrate Paleontology, 2010; Murphey, 2019). The project-specific PRIMP would indicate where construction monitoring would be required and the frequency of required monitoring (i.e., full-time, spot-checks, etc.). The PRIMP would specify the steps to be taken to mitigate impacts to paleontological resources and provide details about fossil collection, analysis, and preparation for permanent curation at an approved repository, such as the NHMLAC. The PRIMP should describe the different reporting standards to be used, such as monitoring with negative findings versus monitoring resulting in fossil discoveries. The PRIMP would be subject to Project Engineer approval.

PRA-2 A Worker’s Environmental Awareness Program training should be prepared prior to the start of Project-related ground disturbance and presented in-person to all field personnel to describe the types of paleontological resources that may be found and the procedures to follow if any are encountered.

PRA-3 Initial period of full-time construction monitoring at all depths where previously undisturbed alluvium is exposed within the project area. Full-time monitoring may be reduced to spot-check monitoring at the discretion of the Project Paleontologist if no intact and significant paleontological resources are encountered during the initial period of construction monitoring.

PRA-4 Initial period of full-time monitoring at all depths below artificial fill along Manchester Avenue and at all depths along the South Broadway segment. If artificial fill is encountered beneath the existing road, monitoring for paleontological resources will occur only in underlying intact sediments. If monitoring is taking place at a certain location on Broadway, full-time monitoring may be reduced to spot-check monitoring at the discretion of the Project Paleontologist if no intact and significant paleontological resources are encountered during the initial period of construction monitoring.

Greenhouse Gas Emissions

Impacts would be less than significant, and no mitigation is required.

Hazards and Hazardous Materials

Impacts would be less than significant, and no mitigation is required.

Hydrology and Water Quality

Impacts would be less than significant, and no mitigation is required.

Land Use and Planning

Impacts would be less than significant, and no mitigation is required.

Mineral Resources

No impacts would occur, and no mitigation is required.

Noise

Impacts would be less than significant, and no mitigation is required.

Population and Housing

No impacts would occur, and no mitigation is required.

Public Services

Impacts would be less than significant, and no mitigation is required.

Recreation

No impacts would occur, and no mitigation is required.

Transportation

Impacts would be less than significant, and no mitigation is required.

Tribal Cultural Resources

Impacts would be less than significant, and no mitigation is required.

Utilities and Service Systems

Impacts would be less than significant, and no mitigation is required.

Wildfire

Impacts would be less than significant, and no mitigation is required.

Mandatory Findings of Significance

Impacts would be less than significant with mitigation, see *Geology and Soils* section for measures.

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5.0 PREPARATION AND CONSULTATION

5.1 Preparers

GPA Consulting

Marieka Schrader, Senior Associate Environmental Planner/Biologist

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5.2 Coordination and Consultation

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Gina Liang, Registered Landscape Architect

Mara Luevano, Professional Engineer

California Native American Heritage Commission

Native American Consultations

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6.0 DETERMINATION – RECOMMENDED ENVIRONMENTAL DOCUMENTATION

6.1 Summary

The analysis in this Initial Study and the supporting technical reports indicate that Broadway-Manchester Active Transportation (ATP) Equity project would potentially result in significant adverse environmental impacts on Geology and Soils during construction. These impacts can be mitigated to less than significant levels with implementation of mitigation measures (PRA-1 through PRA-4). With incorporation of these mitigation measures into the project, an MND may be adopted by the City in compliance with CEQA.

6.2 Recommended Environmental Documentation

The City intends to adopt an MND prior to a decision on the project.

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