

**BOARD OF PUBLIC WORKS
MEMBERS**

VALERIE LYNNE SHAW
PRESIDENT

ELLEN STEIN
VICE-PRESIDENT

JANICE WOOD
PRESIDENT PRO-TEMPORE

RONALD LOW
COMMISSIONER

YOLANDA FUENTES
COMMISSIONER

JAMES A. GIBSON
SECRETARY

CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

DEPARTMENT OF
PUBLIC WORKS

BUREAU OF
ENGINEERING

GARY LEE MOORE, P.E.
CITY ENGINEER

650 SOUTH SPRING ST., SUITE 200
LOS ANGELES, CA 90014-1911
213-847-8766

<http://eng.lacity.org>

**NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE POLICE HEADQUARTERS FACILITY PLAN**

Date: February 10, 2005

To: Interested Persons

The City of Los Angeles (City) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act for the Police Headquarters Facility Plan (proposed project). The proposed project is located in the civic center area of downtown Los Angeles within Council District 9 (refer to project location map). The proposed project involves the construction of a new 500,000 gross square-foot police headquarters facility for the Los Angeles Police Department (LAPD) which is currently housed at Parker Center at 150 N. Los Angeles Street in downtown Los Angeles. The new Police Headquarters Facility (PHF) would be built on the block bounded by 1st, Main, 2nd, and Spring Streets (known as the old Caltrans site) and would contain a minimum floor plate of 40,000 gross square feet, 75-foot minimum setbacks from the adjoining sidewalks, and would be approximately 12 stories in height. Subterranean parking consisting of approximately 700 parking spaces would be constructed for police use only. At grade level, an open space area containing landscaping would be provided. The PHF would also include a 350-seat auditorium and a food service component. A helipad would be located on the roof of the new building, which is being designed to accommodate approximately 2,400 police personnel by the year 2011 or a 13% growth over the current 2,138 personnel assigned at Parker Center.

The proposed project also includes the construction of a parking structure on parcels mid-block south of 2nd Street, between Main and Los Angeles Streets. The parking structure would contain three levels below grade and would provide approximately 500 parking spaces for police personnel and 100 parking spaces for public use. Adjacent to the south of the parking structure, a replacement facility for the LAPD's Motor Transport Division (MTD) would be constructed between Main Street and an alley identified as Werdin Place. The replacement 28,000 square-foot facility would contain an auto repair shop with services bays, a car wash, and fuel island for the maintenance and repair of police fleet vehicles. Construction of these facilities would require property acquisition, relocation of businesses, vacation of the northern portion of Werdin Place, and demolition of on-site improvements which consist of public parking lots, a food stand, and a commercial building. Lastly, the proposed project includes the construction of a public parking structure northwest of 1st and Judge John Aiso Streets, at the existing site of the MTD at Parker Center. The public parking structure would contain three levels below grade with 300 parking spaces. At grade level, an open space area or public plaza would be provided. The public parking structure would be constructed after the replacement MTD is built northeast of 3rd and Main Streets.



The parking structure for police personnel proposed south of 2nd Street, between Main and Los Angeles Streets, would be designed to accommodate another development such as a future gymnasium or recreation center at grade level. This future development would be a separate proposal from the proposed project and would be subject to its own review and approval under CEQA.

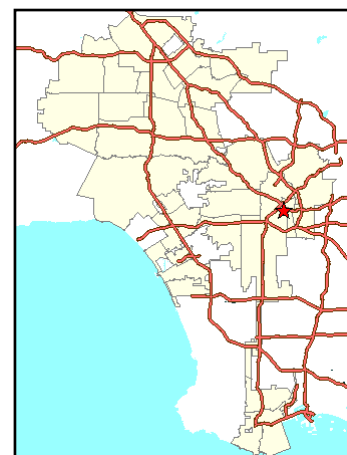
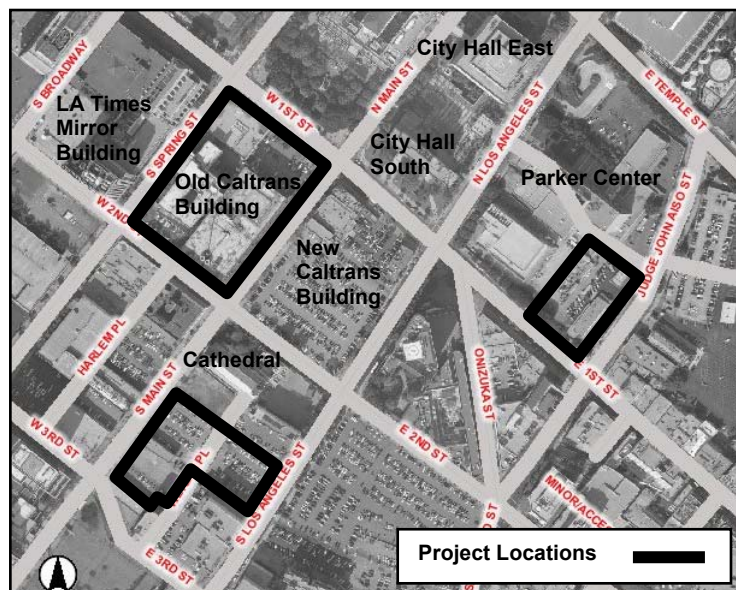
Construction of the proposed project would occur from mid 2006 to early 2009. During construction, police headquarter functions would remain at Parker Center. Upon completion of the new PHF, Parker Center would be vacated and secured and maintained. At this time, no future plans have been identified for Parker Center.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. We also need to know the views and concerns of interested organizations and persons in order to properly analyze the environmental impacts of the proposed project. Potential environmental impacts that may occur as a result of the proposed project include aesthetic, air quality, noise, and traffic impacts and impacts to cultural resources. An analysis of these potential environmental impacts and other potential impacts that could be mitigated to a less-than-significant level is provided in an Initial Study checklist, which is attached or can be reviewed at the following: Little Tokyo Branch Library, 244 South Alameda Street; Central Library, 630 West Fifth Street; Chinatown Branch Library, 639 N. Hill Street; or online at http://eng.lacity.org/techdocs/emg/Environmental_Review_Documents.htm.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to: Lisa M. Ochsner
City of Los Angeles
Public Works Department, Bureau of Engineering
Environmental Management Group
650 S. Spring Street, Suite 574
Los Angeles, CA 90014

Written comments may also be submitted electronically via e-mail to Lochsner@eng.lacity.org. If you have any questions, please contact Lisa Ochsner at (213) 847-8699.



PROJECT LOCATION MAP





CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
(Article I - City CEQA Guidelines)

Date: February 10, 2005

Project Title: Police Headquarters Facility Plan

Lead City Agency: Department of Public Works
Bureau of Engineering

Contact Person: Lisa M. Ochsner, Environmental Specialist II
Environmental Management Group
650 S. Spring Street, Suite 574
Los Angeles, CA 90014
Ph. (213) 847-8699 / Fax. (213) 847-8689
Lochsner@eng.lacity.org

Planning Community: Central City

General Zoning: Commercial

Council District: 9

I. PROJECT LOCATION

The proposed project encompasses three non-contiguous sites within the downtown portion of the City of Los Angeles, County of Los Angeles (see Figure 1). The first site consists of the entire block bounded by 1st, Main, 2nd, and Spring Streets. The second site consists of parcels mid-block south of 2nd Street, between Main and Los Angeles Streets. The third site is northwest of the intersection of 1st and Judge John Aiso Streets. Refer to Figure 2 for locations within the proposed project site.

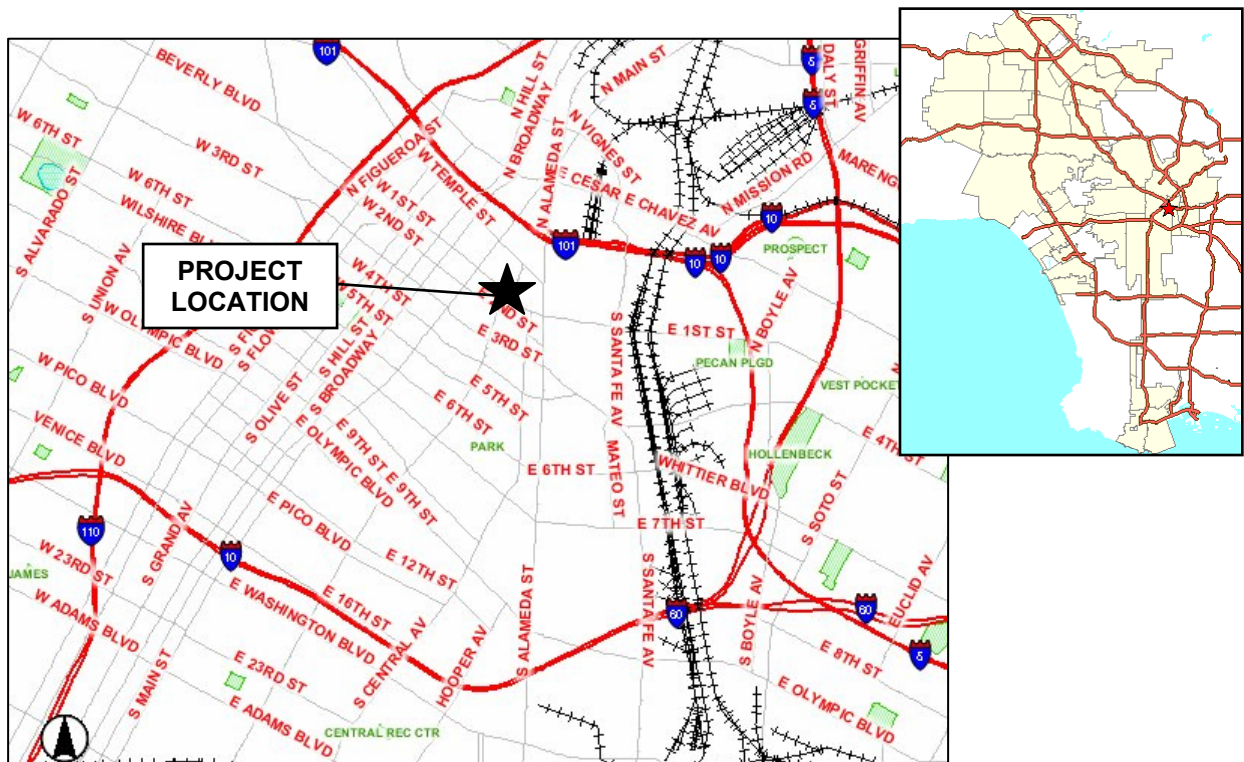


Figure 1. Project Vicinity Map



Figure 2. Project Site Map

II. PROJECT DESCRIPTION

The proposed project consists of the construction of a new 500,000 gross square-foot police headquarters facility for the Los Angeles Police Department (LAPD) which is currently housed at Parker Center at 150 N. Los Angeles Street. The new Police Headquarters Facility (PHF) would be built on the block bounded by 1st, Main, 2nd, and Spring Streets and would contain a minimum floor plate of 40,000 gross square-feet, 75-foot minimum setbacks from the adjoining sidewalks, and would be approximately 12 stories in height. Subterranean parking consisting of approximately 700 parking spaces would be constructed for police use only. Due to security constraints, the underground parking would not be situated beneath the new PHF. At grade level, an open space landscaped area approximately one acre in size would be provided. The open space area would be situated along the rear side of the building, just north of 2nd Street, between Spring and Main Streets. The PHF would also include a 350-seat auditorium and a food service component. A helipad would be located on the roof of the new building which is being designed to accommodate approximately 2,400 police personnel by the year 2011 or a 13% growth over the current 2,138 personnel assigned at Parker

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Center. The new PHF would provide office space for administrative police personnel and only portions of the facility would be in operation 24 hours per day, 7 days per week. There would not be any emergency response or dispatching from the new PHF.

Prior to construction, the City would be responsible for demolition of existing on-site improvements along 1st Street and the California Department of Transportation (Caltrans) would be responsible for demolition of the old Caltrans District 7 headquarters building and annex at 120 S. Spring Street. The City would also complete a land exchange with Caltrans for the acquisition of the parcels comprising the entire block. However, these activities have already been evaluated and approved as part of the Environmental Impact Report for the *Caltrans District 7 Headquarters Building Replacement Project* (July 2001) and are therefore, not considered part of the proposed project. Accordingly, at the time of construction, the entire block would be vacant and cleared for new development.

The proposed project also includes the construction of a parking structure on parcels mid-block south of 2nd Street, between Main and Los Angeles Streets. For discussion purposes, the parking structure will be known as “Main Street Parking.” The Main Street Parking structure would contain three levels below grade and would provide approximately 500 parking spaces for police personnel and 100 parking spaces for public use. The parking structure would be designed to accommodate another development such as a future gymnasium or recreation center at grade level. This future development would be a separate proposal from the proposed project and would be subject to its own review and approval under CEQA.

Adjacent to the south of the Main Street Parking, a replacement facility for the LAPD’s Motor Transport Division (MTD) would be constructed between Main Street and an alley identified as Werdin Place. The replacement 28,000 square-foot facility would contain an auto repair shop with services bays, a car wash, and fuel island for the maintenance and repair of police fleet vehicles. Construction of these facilities would require property acquisition, relocation of commercial businesses, street vacation of the northern portion of Werdin Place, and demolition of existing on-site improvements which consist of public parking lots, a food stand at 240 ½ S. Main Street, and a commercial building at 242-244 S. Main Street.

Lastly, the proposed project includes the construction of a public parking structure northwest of 1st and Judge John Aiso Streets. For discussion purposes, the public parking structure will be known as “Aiso Street Parking.” The Aiso Street Parking structure would contain three levels below grade with 300 public parking spaces. At grade level, an open space area or public plaza would be provided. The Aiso Street Parking would be constructed on the existing site of the MTD at Parker Center at 151 N. Judge John Aiso Street. However, construction would occur after the MTD replacement facility is completed near Main and 3rd Streets.

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Construction of the proposed project would occur from mid 2006 to early 2009. During construction, police headquarter functions would remain at Parker Center. Upon completion of the new PHF, Parker Center would be vacated and secured and maintained. At this time, no future plans have been identified for Parker Center.

Refer to Figure 3 for a layout of the improvements proposed as part of the project.

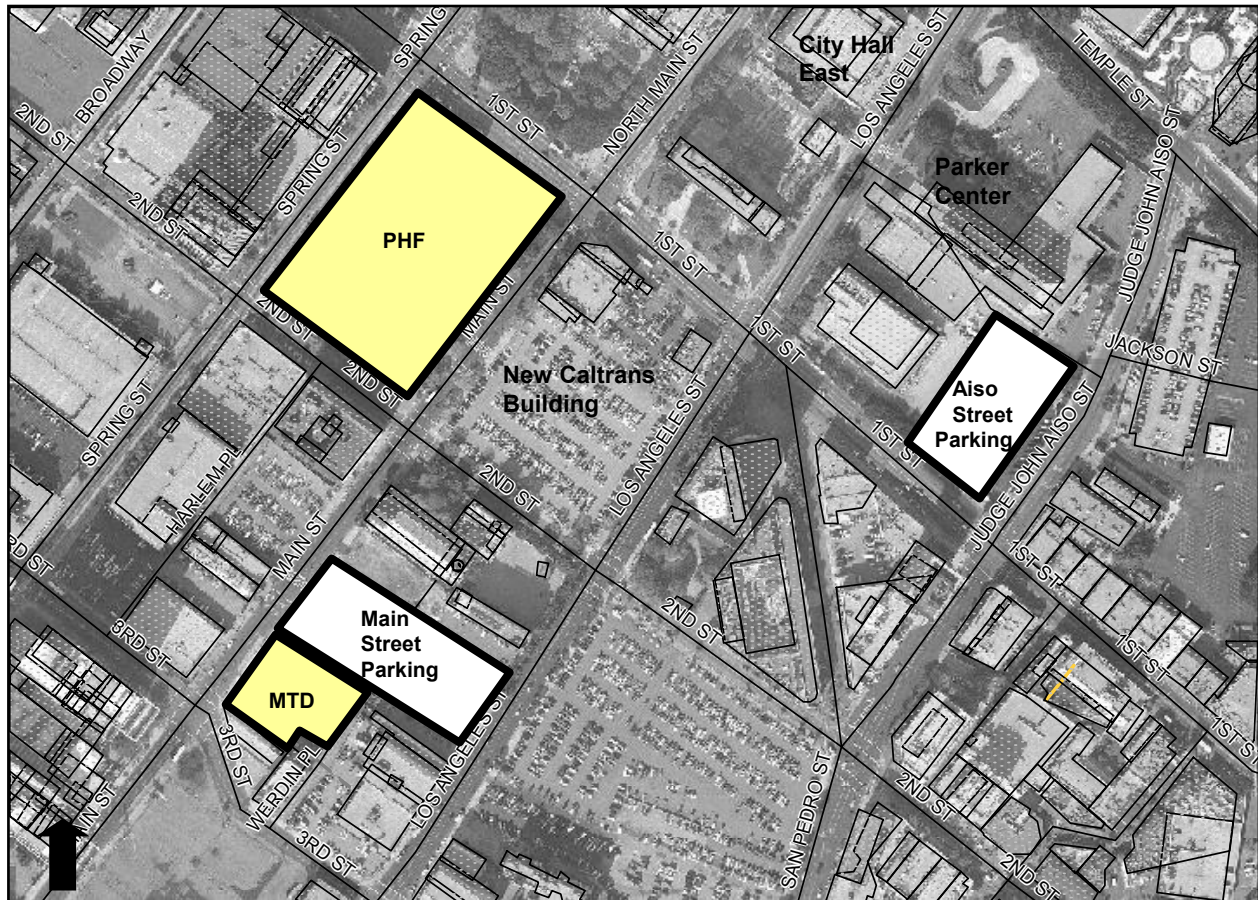


Figure 3. Proposed Project Layout

The City has passed a resolution that all new buildings attain Leadership in Energy and Environmental Design (LEED) certification. LEED provides a complete framework for assessing building performance and meeting sustainability goals. The proposed project would implement, as feasible, measures for sustainable site development, water efficiency, energy efficiency, green building materials selection, and indoor environmental quality to achieve the LEED Certified-level as required by the City.

The analysis in this document assumes that, unless otherwise stated, the proposed project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards (e.g., *Los Angeles Municipal Code* and *Bureau of Engineering Standard Plans*). Construction will follow the uniform practices established by the Southern California Chapter of the American

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Public Works Association (e.g., *Standard Specifications for Public Works Construction* and the *Work Area Traffic Control Handbook*) as specifically adapted by the City of Los Angeles (e.g., The City of Los Angeles Department of Public Works *Additions and Amendments to the Standard Specifications For Public Works Construction* (AKA "The Brown Book," formerly Standard Plan S-610)).

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles 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.

III. EXISTING ENVIRONMENT

The proposed project is located in the civic center of downtown Los Angeles, within the Central City planning community area. Existing land uses within the project site consist of governmental facilities, commercial businesses, and public parking lots. Within the block bounded by 1st, Main, 2nd, and Spring Streets, the project site is occupied by a commercial building southeast of 1st and Spring Streets which appears to be primarily vacant. Adjacent to the east is a public parking lot and farther east near the southwest corner of 1st and Main Streets is a commercial building which is occupied by a restaurant identified as "John's Burger" and a liquor store. The remaining portion of the block is occupied by the old Caltrans District 7 headquarters building and annex at 120 S. Spring Street. Surrounding land uses include City Hall to the north, the new Caltrans headquarters building to the east, the Higgins Building (residential lofts) and commercial businesses to the south, and the Los Angeles Times Mirror building to the west.

Project site parcels mid-block south of 2nd Street, between Main and Los Angeles Streets are occupied by surface parking lots, a food stand identified as "La Costenia" at 240 ½ S. Main Street, and a commercial building identified as "MJ Higgins" at 242-244 S. Main Street. The project site is also occupied by the northern portion of an alley identified as Werdin Place which extends southerly to 3rd Street. Immediate adjacent land uses include the former St. Vibiana's Cathedral currently under renovation and the new Little Tokyo Library currently under construction to the north along the south side of 2nd Street, commercial businesses to the south near the northwest corner of 3rd and Los Angeles Streets, and the St. George Hotel (single room occupancy hotel) and a commercial business to the south near the northeast corner of 3rd and Main Streets. General surrounding land uses include the new Caltrans headquarters building to the north, surface parking lots and commercial businesses and residences to the east, surface parking lots to the south, and commercial businesses, surface parking lots, a vacant Japanese theater, and the Higgins Building to the west.

Northwest of 1st and Judge John Aiso Streets, the project site is occupied by the MTD which services and repairs LAPD vehicles. Adjacent to the west is the City's 911 Call Center and adjacent to the north is Parker Center. Surrounding land uses include the Federal building to the north; a parking structure used by the LAPD, City personnel and public surface parking lots, and businesses of the Little Tokyo Historic District to the

east; commercial businesses and the New Otani Hotel to the south; and City Hall East and City Hall South to the west.

Regional access to the project site is provided by the Hollywood Freeway (US 101), the Santa Monica Freeway (I-10), and the Harbor/Pasadena Freeway (I-110/SR 110). Local access is provided by Temple Street, 1st Street, Spring Street, and Judge John Aiso Street which are designated as Class II major highways. Other streets include Los Angeles, 3rd, and Main Streets (secondary highway) and Werdin Place (local street). On-street parking is present on some streets surrounding the project site.

The project site is located within the Central City Community Plan area. Land use designations contained in the community plan show the block bounded by 1st, Main, 2nd, and Springs Street is designated as public facilities with the frontage along 1st Street as commercial. The zoning for the entire block is unlimited commercial with a 13:1 maximum floor area ratio (C2-4D). The land use designation for parcels mid-block south of 2nd Street, between Main and Los Angeles Streets, is commercial and the zoning is also C2-4D. For the portion of the project site northwest of 1st and Judge John Aiso Streets, the land use designation is public facilities and the zoning is also C2-4D.

IV. ENVIRONMENTAL IMPACT EVALUATION

A brief explanation is provided for all answers except "No Impact" answers that are adequately and clearly supported by the information sources cited after each question. A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on project specific screening analysis). All sources so referenced are available for review at the offices of the Bureau of Engineering, 650 South Spring Street, Suite 574, Los Angeles. Call Lisa Ochsner at (213) 847-8699 for an appointment.

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
---------------	--------------------------------	----------------------------	-----------------------	-----------

1. AESTHETICS – Would the project:

- a) Have a substantial adverse effect on a scenic vista?

Reference: 10

Comment: A scenic vista generally provides the following: focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. A significant impact to a scenic vista would occur if the project introduced an incompatible use that would obstruct, interrupt, or diminish a valued focal and/or panoramic view. There are no scenic vistas within the project site.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Reference: 10

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
---------------	--------------------------------	----------------------------	-----------------------	-----------

Comment: A significant impact would occur if the project damaged or removed scenic resources along a state scenic highway. There are no state-designated scenic highways within the vicinity of the project site.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------	--------------------------

Reference: 8, 9, 12 (Sections L1 through L3), 13

<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
-----------------	--------------------------------	----------------------------	-----------------------	-----------

Comment: A significant impact would occur if the project removed or destroyed features or structures that are of aesthetic value or altered the visual character of the surrounding setting by introducing an incompatible use. As part of the EIR for the *Caltrans District 7 Headquarters Building Replacement Project* (July 2001), the only building identified as a potential historic property on the block bounded by 1st, Main, 2nd, and Spring Streets includes the original portion of the old Caltrans building on the east side of Spring Street at 120 S. Spring Street. None of the existing commercial buildings along the south side of 1st Street or the annex of the old Caltrans building were found as potentially eligible for historic designation. The demolition of these buildings was evaluated and cleared under the EIR for the *Caltrans District 7 Headquarters Building Replacement Project*. As a result, the future baseline environmental condition for this site, when evaluating visual impacts in the EIR, would be based on a vacant and undeveloped site. Therefore, construction of the PHF at this location would not cause a significant impact to visual resources such as the old Caltrans building because the setting would change. The PHF does however, have the potential to cause visual impacts to surrounding historic buildings (LA Times Mirror building and Higgins Building) as well obstruct views or cause shade or shadow impacts from its height, massing, and scale. The EIR will address the potential visual impacts the PHF may have on the surrounding area.

Construction of the Main Street Parking and MTD replacement facility on parcels mid-block south of 2nd Street, between Main and Los Angeles Streets, would occur in an area that is currently occupied by public parking lots, a food stand, and a commercial building. It is unknown whether the existing structures are potential historic properties. The EIR will evaluate whether the structures qualify for historic designation and if their demolition would result in a significant impact to a visual resource. The EIR will also evaluate whether the Main Street Parking and replacement MTD facility would cause a significant visual impact to surrounding historic properties such as the former St. Vibiana's Cathedral. Since the Main Street Parking would be completely below grade and the MTD replacement facility would be compatible in height with the surrounding neighborhood, no substantial shade or shadow impacts would occur. Furthermore, no substantial visual impacts to the setting would occur since the improvements would be consistent with established land uses.

Construction of the Aiso Street Parking would occur on the site of the existing MTD at Parker Center which is not considered a historic property. Therefore, demolition of this facility would not result in a significant impact to a visual resource. Although surrounding historic properties such as Parker Center and the Little Tokyo Historic District are located nearby, the Aiso Street Parking would be completely below grade and would therefore, not cause a visual impact to the setting or shade or shadow impacts. The open space area or public plaza at grade is anticipated to improve the visual setting in the area.

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? Reference: 5, 12 (Section L4) Comment: A significant impact would occur if the project caused a substantial increase in ambient illumination levels beyond the property line or caused new lighting to spill-over onto light-sensitive land uses such as residential, some commercial and institutional, and natural areas. Any new lighting proposed as part of the project would be directed on-site and/or would be shielded by structural features or landscaping. This would be in accordance with applicable lighting regulations of the municipal code. In addition, the project does not include the use of any architectural finishes that would produce substantial glare. Given the project is located in an urbanized commercial/institutional area, significant impacts to day and nighttime views are not anticipated. In any event, visual effects from new lighting and glare-producing materials will be further addressed in the EIR.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>2. AGRICULTURE RESOURCES – Would the project:</p>				
<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 of the California Resources Agency, to non-agricultural use? Reference: 2 Comment: The project site is located in an urbanized area that does not contain agricultural land uses.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? Reference: 2 Comment:</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use? Reference: 2 Comment:</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>3. AIR QUALITY – Would the project:</p>				
<p>a) Conflict with or obstruct implementation of the applicable air quality plan? Reference: 10, 12 (Sections E1 and E2)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
-----------------	--------------------------------	----------------------------	-----------------------	-----------

Comment: The South Coast Air Quality Management District (SCAQMD) is the air pollution control district with jurisdiction over the South Coast Air Basin. The SCAQMD is responsible for the Air Quality Management Plan (AQMP) for the Basin, which is a comprehensive air pollution control program for attaining the state and federal ambient air quality standards. The project is located within the South Coast Air Basin and is subject to the AQMP. The City has an adopted Air Quality Element that is part of the General Plan. The Air Quality Element contains policies and goals for attaining state and federal air quality standards, while continuing economic growth, and includes implementation strategies for local programs contained in the AQMP. A significant impact would occur if the project was inconsistent with the AQMP or the Air Quality Element of the City's General Plan.

Construction of the proposed project would be consistent with the commercial zoning and commercial and public facilities land use designation of the project site. The project is also consistent with land use goals and policies which recognize the need for modernizing and replacing public facilities and providing sufficient parking. Furthermore, the project is not expected to induce substantial population growth. The AQMP assumes future development in the South Coast Air Basin consistent with land designations adopted in General Plans. Since the project would be consistent with the General Plan, it is assumed to be consistent with the AQMP as well as the City's Air Quality Element.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Reference: 12 (Sections E1 and E2), 14

Comment: The South Coast Air Basin is a nonattainment area for ozone, carbon monoxide, and fine particulate matter. In determining attainment and maintenance of air quality standards, the SCAQMD has established thresholds of significance for these and other criteria pollutants. A significant impact would occur if the project resulted in substantial emissions during construction or operation which would exceed the established thresholds. The project has the potential to result in significant short-term air quality impacts during construction. Air pollutants generated by construction activities such as demolition, excavation, and grading may exceed the South Coast Air Quality Management District's (SCAQMD) significance thresholds. The project may also result in long-term air quality impacts from additional vehicular traffic generated by the project. The EIR will evaluate potential air quality impacts and will identify feasible mitigation measures to reduce impacts to a level of insignificance.

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

Reference: 12 (Sections E1 and E2), 14

<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>Comment: A significant impact would occur if the project's incremental air quality effects are considerable when viewed in connection with the effects of past, present, and future projects. The project, taken together with planned future projects in the area could result in cumulative air quality impacts during concurrent construction. The project also has the potential to result in long-term cumulative air quality impacts from increased vehicular traffic in the area. The EIR will address cumulative air quality impacts and will identify feasible mitigation measures to reduce impacts to a level of insignificance.</p>				
<p>d) Expose sensitive receptors to substantial pollutant concentrations?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Reference: 12 (Section E3), 14</p>				
<p>Comment: Sensitive receptors include residences, board and care facilities, schools, playgrounds, hospitals, parks, child care centers, and outdoor athletic facilities. A significant impact would occur if the project subjected sensitive receptors to substantial pollutants such as a localized carbon monoxide (CO) hot spot. Residences are located within the vicinity of the project site near 2nd and Main Streets (Higgins Building) and 3rd and Los Angeles Streets. As indicated in Items 3(b) and (c) above, the EIR will evaluate potential air quality impacts to sensitive receptors during construction and operation of the project and will identify feasible mitigation measures to reduce these impacts to a level of insignificance.</p>				
<p>e) Create objectionable odors affecting a substantial number of people?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Reference: 12 (Section E2), 14</p>				
<p>Comment: The project does not include any operations that would result in objectionable odors (e.g., incineration, oil/gas production, manufacturing, etc.). The project may generate objectionable odors during construction from the application of paints and coatings on building materials. However, these applications would meet SCAQMD rules for low volatile organic compound (VOC) coatings. As such, any odors are not anticipated to affect a substantial number of people.</p>				
<p>4. BIOLOGICAL RESOURCES – Would the project:</p>				
<p>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Reference: 4</p>				
<p>Comment: A significant impact would occur if the project resulted in the loss of protected species or alteration or elimination of sensitive habitat. This usually results from new development, construction activities, increases in water or air pollution, increased noise, light, or vibration, reduction in food supplies or foraging areas, or interference with established wildlife movement patterns. The project is located in an urbanized area that does not support habitat for any identified protected species. Review of the California Department of Fish and Game's, <i>California Natural Diversity Database</i> found no occurrences of state or federally-listed threatened or endangered species of plants or animals within the project site's topographic quadrangle.</p>				

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? Reference: 10, 12 (Section G) Comment: The project is not located within a Significant Ecological Area or does not support natural communities containing riparian habitat or sensitive biological resources.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? Reference: 17 Comment: A significant impact would occur if the project resulted in the loss or alteration of federally protected wetlands. Wetlands are areas characterized by wetland vegetation (bulrush, cattails, rushes, sedges, willows, pickleweed, and andiodine bush) where the soil is saturated during a portion of the growing season or the surface is flooded during some part of most years. There are no wetlands within or adjacent to the project site.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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? Reference: 12 (Section G) Comment: A significant impact would occur if the project interfered with wildlife movement or migration corridors which could diminish the chances for long-term survival of a sensitive species. As indicated previously, the project site is located in an urbanized area and does not support sensitive habitats or natural communities.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Reference: 11, 12 (Section G) Comment: A significant impact would occur if the project resulted in the permanent loss or removal of protected biological resources, such as oak trees, which are governed by the City's Oak Tree Ordinance. The project may require the removal of street trees and other established trees within the project site. There are no known oak trees within the project site. The project would replace trees on a two-for-one basis in accordance with City policy if removal is required during construction.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? Reference: 10, 12 (Section G) Comment: A significant impact would occur if the project was inconsistent with an approved habitat conservation plan. There are no habitat conservation plans for the project site.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>5. CULTURAL RESOURCES – Would the project:</p>				
<p>a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5? Reference: 8, 9, 12 (Section M3), 13</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
-----------------	--------------------------------	----------------------------	-----------------------	-----------

Comment: A significant impact would occur if the project caused a substantial adverse change to a historical resource through demolition, construction, conversion, rehabilitation, relocation, or alteration. The project would construct the PHF on the block occupied by the old Caltrans building at 120 S. Spring Street. The demolition of this building, which is considered a potential historic resource, was evaluated and approved as part of the EIR for the *Caltrans District 7 Headquarters Building Replacement Project* (July 2001). The EIR also evaluated and approved the demolition of the commercial buildings along the south side of 1st Street which were found not eligible for historic designation. As a result, the future baseline condition for this site, when evaluating impacts to historical resources in the EIR, would be based on a vacant and undeveloped site. Therefore, construction of the PHF at this location would not cause a significant impact to historical resources such as the old Caltrans building because the setting would change.

Construction of the Main Street Parking and MTD replacement facility on parcels mid-block south of 2nd Street, between Main and Los Angeles Streets, would occur in an area that is currently occupied by public parking lots, a food stand, and a commercial building. The food stand and commercial building are over 50 years of age. The EIR will evaluate these structures to determine the potential for historical significance and if their demolition would result in a significant impact to historical resources. Construction of the Aiso Street Parking would occur on the site of the existing MTD at Parker Center which is not considered a historic property. Therefore, demolition of this facility would not result in a significant impact to historical resources. The EIR will also address potential indirect impacts to historical properties that are located in the vicinity of the project site.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?

Reference: 7, 12 (Section M2), 19

Comment: A significant impact would occur if the project caused a substantial adverse change to an archaeological resource through demolition, construction, or other activities that could disturb remains. The project is located within a highly sensitive area for archaeological resources with the exception of the portion of the project site northwest of 1st and Judge John Aiso Streets. Earthmoving activities during construction could potentially uncover archaeological remains within sensitive areas. The EIR will include a field survey to identify potential archaeological resources. Further investigation, such as monitoring during construction or test excavations prior to construction, may be implemented as mitigation to reduce potential impacts to archaeological resources to a level of insignificance. In the event archaeological resources are discovered during construction activities northwest of 1st and Judge John Aiso Streets, standard construction practices such as the suspension of work would be employed until the resource is assessed and the need for treatment is determined by a qualified archaeologist.

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? Reference: 7, 10, 12 (Section M1), 20 Comment: A significant impact would occur if the project caused a substantial adverse change to a paleontological resource through demolition, construction, or other activities that could disturb fossil remains. The project is located within a highly sensitive area for paleontological resources with the exception of the portion of the project site northwest of 1st and Judge John Aiso Streets. Earthmoving activities during construction could potentially uncover fossil remains within sensitive areas. The EIR will include an evaluation of fossil occurrences and will incorporate mitigation, as appropriate, to reduce any potential impacts to paleontological resources to a level of insignificance. In the event paleontological resources are discovered during construction activities northwest of 1st and Judge John Aiso Streets, standard construction practices such as the suspension of work would be employed until the resource is assessed and the need for treatment is determined by a qualified paleontologist.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>d) Disturb any human remains, including those interred outside of formal cemeteries? Reference: 12 (Section M2), 19 Comment: No known burial sites are located within the project site. Human remains, if present, could be disturbed or destroyed during construction. The potential for such disturbances will be addressed in the EIR and mitigation measures will be developed as necessary to reduce impacts to a level of insignificance.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>6. GEOLOGY AND SOILS – Would the project:</p>				
<p>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p>				
<p>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? References: 10 Comment: A significant impact would occur if the project resulted in or exposed people to adverse effects involving fault rupture, such as from the placement of structures or infrastructure in areas of known or suspected geologic hazard. The project site is not located within an Alquist-Priolo special study zone or fault rupture study area.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>ii) Strong seismic ground shaking? Reference: 10</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>Comment: A significant impact would occur if the project resulted in or exposed people to adverse effects involving strong ground shaking from fault rupture or seismic hazards. As with most locations in southern California, the project site is susceptible to ground shaking generated during earthquakes on nearby faults. However, site specific design and building code requirements would reduce the potential for substantial risk of injury to people. The EIR will include geotechnical investigations of the proposed development to address seismic hazards from earthquakes.</p>				
<p>iii) Seismic-related ground failure, including liquefaction? Reference: 3, 10, 12 (Section C1) Comment: A significant impact would occur if the project resulted in or exposed people to adverse effects involving seismic-related ground failure from liquefaction and other geologic hazards. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. The project site is located in a liquefaction zone. Geotechnical investigations will be undertaken as part of the EIR to address the potential for permanent ground displacements and corrective measures would be identified for the intended uses of the project site. Building requirements of the municipal code and other applicable regulations would be followed to ensure seismic requirements are met.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>iv) Landslides? Reference: 3, 10 Comment: The project site is not located within a landslide hazard area.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Result in substantial soil erosion or the loss of topsoil? Reference: 5, 7, 12 (Section C2) Comment: A significant impact would occur if the project resulted in or exposed people to adverse effects involving erosion through changes in topography or unstable soil conditions from excavation, grading, or fill. The project would be designed, as feasible, to attain certification in Leadership in Energy and Environmental Design (LEED). The project would meet erosion and sedimentation controls established in the LEED criteria. The project would also be subject to a stormwater pollution prevention plan for erosion and sedimentation control during construction. Best management practices would be undertaken to control runoff and erosion from earthmoving activities such as excavation, grading, and compaction. Implementation of these control measures will be further discussed in the EIR.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? Reference: 5, 12 (Section C1) Comment: As part of geotechnical investigations, geologic hazards will be addressed and potential impacts from landform alterations by excavation activities will be discussed in the EIR. It is anticipated that all earthwork and grading would follow applicable requirements of the municipal code.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? Reference: 1, 15 Comment: The project site is underlain by Quaternary alluvium, which consists of unconsolidated sand, gravel, and clay. These soil types are not highly expansive; however, the EIR will address geologic conditions that may affect building foundation requirements.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? Reference: Comment: The project would be serviced by the municipal sewer system and does not include the use of septic tanks or alternative wastewater disposal systems.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
<p>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Reference: 12 (Section H1) Comment: The project would require the routine use, transport, and/or disposal of petroleum products for refueling operations, emergency generator use, and vehicle maintenance and repair activities. The handling and storage of any materials would be in accordance with applicable regulations, which will be discussed further in the EIR.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>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? Reference: 18, 20 Comment: Previous environmental site assessments for portions of the project site have identified known areas of soil and groundwater contamination from hydrocarbons and have also identified previous land uses that may have handled or stored hazardous materials. The project site was not identified as being located within an oil field or methane zone. However, the portion of the project site northwest of 1st and Judge John Aiso Streets is located within a methane buffer zone. During construction, hazardous materials may be encountered as well as methane gas for deeper excavations northwest of 1st and Judge John Aiso Streets. Furthermore, existing on-site improvements most likely contain asbestos-containing materials and lead-based paint due to their age. Demolition activities would disturb these materials. The EIR will address the potential for hazardous materials contamination at the project site and remediation efforts that may be underway or will be taken prior to construction. The EIR will also identify measures for the control and handling of hazardous materials, including asbestos and lead-based paint.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? Reference: 21 Comment: There are no existing or planned school sites within one-quarter mile of the project site.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Reference: 20</p>				
<p>Comment: A significant impact would occur if the project resulted in or exposed people to adverse effects from onsite hazardous materials contamination, such as soil or groundwater contamination. The existing MTD at Parker Center at 151 Judge John Aiso Street is listed as an active Leaking Underground Storage Tank (LUST) case with the Los Angeles Regional Water Quality Control Board. As indicated in item 7(b) above, the EIR will address the potential for hazardous materials contamination at the project site and remediation efforts that may be underway or will be taken prior to construction.</p>				
<p>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Reference: 10</p>				
<p>Comment: The project site is not located within an airport land use plan or within two miles of an airport.</p>				
<p>f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Reference: 10</p>				
<p>Comment: No private airstrips are located within the vicinity of the project site.</p>				
<p>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Reference: 12 (Section H1)</p>				
<p>Comment: A significant impact would occur if the project resulted in an incompatible use or contained a design feature that would interfere with emergency response or evacuation plans. The project would be constructed and operated in conformance with applicable building standards in order to meet fire and emergency safety needs.</p>				
<p>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Reference: 10, 12 (Section J2)</p>				
<p>Comment: The project site is not located within a wildland fire hazard area or fire brush clearance zone.</p>				
<p>8. HYDROLOGY AND WATER QUALITY – Would the project:</p>				
<p>a) Violate any water quality standards or waste discharge requirements?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Reference: 5, 12 (Section D2)</p>				

<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
-----------------	--------------------------------	----------------------------	-----------------------	-----------

Comment: A significant impact would occur if the project resulted in soil erosion, sediment runoff, or nonpoint sources of contamination that would adversely affect water quality standards. As part of the LEED certification, the project would incorporate stormwater management control measures as feasible. The project would also be subject to a Stormwater Pollution Prevention Plan for pollution control during construction. These measures would ensure the project does not violate water quality standards. During operation of the project, wastewater would be generated from service systems (cooling tower, chillers, boilers) and vehicle maintenance and repair activities which would be permitted and equipped with treatment devices, as necessary, to comply with wastewater discharge requirements. Operation of the project such as from car wash and fueling activities at the MTD would also implement applicable Standard Urban Stormwater Mitigation Plan requirements to reduce post-construction stormwater impacts. Implementation of these control measures will be further discussed in the EIR.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Reference: 12 (Section D3)

Comment: A significant impact would occur if the project substantially altered or reduced the amount of surface water absorption or groundwater supplies. The project would not create new impervious areas that would substantially interfere with groundwater recharge since construction would occur in previously developed areas. The project would however, add new permeable surfaces through the creation of open space along the north side of 2nd Street, between Spring and Main Streets. The new open space would contribute to groundwater recharge and would be a beneficial impact. Although the project includes the construction of replacement public facilities except for the public parking structure, these facilities would be expanded and designed to accommodate future increases in personnel and operational use, which would require water consumption above current levels. The EIR will evaluate projected service loads for each facility and water supply sources.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Reference: 12 (Section D1)

Comment: See items 8 (a) and (b) above.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

Reference: 12 (Section D1)

Comment: See items 8 (a) and (b) above.

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? Reference: 12 (Section D1) Comment: A significant impact would occur if the project caused an increase in runoff that would require expansion of existing or construction of new storm water drainage facilities and if the project resulted in polluted runoff during construction or operation. With the exception of the Aiso Street Parking (public parking structure), the project would provide replacement public facilities in developed areas that are currently served by the municipal stormwater system. Since the project would be designed, as feasible, in accordance with stormwater management control measures through the LEED certification, it is anticipated that runoff would be reduced. In the event the project requires upgrades to existing or construction of new stormwater drainage systems, the EIR will evaluate potential impacts to the stormwater system to accommodate anticipated service loads as well as any increases of polluted runoff.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>f) Otherwise substantially degrade water quality? Reference: 12 (Section D2) Comment: See item 8(a) above.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Reference: 6, 12 (Section D1) Comment: The project does not include the placement of any housing.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? Reference: 6 Comment: The project is not located within an area of the 100-year flood zone.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? Reference: 6, 10 Comment: A significant impact would occur if the project exposed people or structures to significant risk from development within a flood prone area, including flood hazard areas and areas where a levee or dam could fail. The project would not place any permanent structures within a special flood hazard area and would not be located near a levee or dam.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>j) Inundation by seiche, tsunami, or mudflow? Reference: 10 Comment: The project is not located in an area susceptible to a seiche, tsunami, or mudflow.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9. LAND USE AND PLANNING – Would the project:</p>				
<p>a) Physically divide an established community? Reference: 12 (Section A2)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
-----------------	--------------------------------	----------------------------	-----------------------	-----------

Comment: A significant impact would occur if the project included features such as a highway, above-ground infrastructure, or an easement that would cause a permanent disruption to an established community or would otherwise isolate an existing land use. The project would be constructed in previously developed areas and would not include any design features that would disrupt or divide established land use patterns. Although the project includes a partial street vacation on the northern portion of Werdin Place, access would still be maintained at the southern end where commercial businesses and the St. George Hotel are located along 3rd Street. Further discussion on land use patterns and project details will be presented in the EIR.

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

Reference: 10, 12 (Section A1), 20

Comment: The project is located within the Central City Community Plan area and within the Central Business District and City Center Redevelopment Plan areas. The project would be consistent with applicable goals and policies of these land uses plans for modernizing and upgrading public facilities and providing sufficient parking consistent with zoning and land use designations which are commercial and public facilities. However, the placement of a helipad on the roof of the new PHF would require a Conditional Use Permit. Vacation of the northern portion of Werdin Place would not require a General Plan amendment.

Other applicable land use plans for the project site provide recommendations for the placement of certain facilities and development. The Downtown Strategic Plan recommends that adjacent to the former St. Vibiana's Cathedral, a residential cluster with appropriate open space, retail, and community facilities should be established. The Los Angeles Civic Center Shared Facilities and Enhancement Plan recommends that the block occupied by the old Caltrans building should be developed into a public square that would serve as an urban park and a public gathering place. These plans are used as guidance for future planning and development activities in the civic center area and do not bind development solely to the specific locations as the plans recognize other actions or policies of local government may dictate the location of government facilities. Further discussion on plan consistency and land use approvals will be provided in the EIR.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Reference: 10

Comment: The project is not located within a Significant Ecological Area or other natural community containing riparian habitat or sensitive biological resources.

10. MINERAL RESOURCES – 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?

<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>Reference: 10, 12 (Section C4) Comment: Underlying the City of Los Angeles are finite deposits of non-renewable mineral resources including petroleum and natural gas, limestone, and aggregate (e.g., rock, sand, and gravel). The importance of a mineral resource on a state, regional, and local level is considered in terms of economic value, remaining supply, and feasibility of recovering the resource. A significant impact would occur if the project resulted in the permanent loss of, or loss of access to, a mineral resource of regional and statewide significance. The project site does not contain known mineral resources that are of value to the region and residents of the state.</p>				
<p>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? Reference: 10, 12 (Section C4) Comment: See item 10(a) above.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>11. NOISE – Would the project result in:</p>				
<p>a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Reference: 10, 12 (Sections I1 and I2) Comment: Construction activities would require the use of equipment and machinery which may generate high noise levels. Stationary and mobile vehicular noise sources associated with the operation of a project may also increase existing noise levels. A significant impact would occur if the project resulted in or exposed people to noise levels in excess of standards established in the General Plan and/or noise ordinance of the municipal code. During construction, the project would result in temporary and periodic high noise levels from demolition, earthmoving, and building activities. The project could also result in increased noise levels from traffic generated by the project and operational activities associated with vehicle repair activities of the MTD and helicopter usage by the police at the new PHF. The EIR will identify noise sensitive land uses in the area and will include an evaluation of potential noise impacts as a result of the proposed project. Feasible mitigation measures, if necessary, will also be identified to reduce potential noise impacts to a level of insignificance.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? Reference: 10, 12 (Sections I1 and I2) Comment: A significant impact would occur if the project resulted in or exposed people to excessive ground-borne vibration or ground-borne noise levels during construction or operation. This would include excessive ground-borne vibration or noise which causes structural damage or displaces objects in nearby buildings. Earthmoving and grading activities associated with the project could generate groundborne vibration from heavy equipment. Truck hauling activities during construction could also contribute to groundborne vibration. Any noise generated would be temporary and short-term in nature. These effects will be evaluated in the EIR.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Reference: 10, 12 (Sections I1 and I2) Comment: Refer to item 11(a) above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Reference: 10, 12 (Sections I1 and I2) Comment: See items 11(a) and (b) above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 expose people residing or working in the project area to excessive noise levels? Reference: 10 Comment: The project site is not located within an airport land use plan or within two miles of an airport.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? Reference: 10 Comment: See item 11(e) above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? Reference: 12 (Section B1) Comment: A significant impact would occur if the project induced substantial population and housing growth through new development in undeveloped areas or by introducing unplanned infrastructure that was not previously evaluated in the adopted community plan or General Plan. The project would replace existing public facilities and would provide a new public parking structure. The development would serve as infill in existing urbanized areas of downtown. The project would be consistent with goals and policies of the General Plan which recognize the need for modernizing and replacing public facilities and providing sufficient parking. Although the replacement public facilities would be expanded to accommodate increases in personnel, future employees are expected to come from the existing workforce in or near Los Angeles. Therefore, the project would not attract new population or promote the development of any new housing.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Reference: 12 (Section B2) Comment: The project does not include the displacement of any housing.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? Reference: 12 (Section B2) Comment: See item 12(b) above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
13. PUBLIC SERVICES –				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection? Reference: 12 (Section J2) Comment: The project includes the replacement of existing public facilities and a new public parking structure. Although the replacement public facilities would be expanded to accommodate increases in personnel, the replacement facilities as well as the new public parking structure would not require additional fire protection or emergency response services, including police protection, beyond what is currently provided in the service area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection? Reference: 12 (Section J1) Comment: See item 13(a)(i) above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools? Reference: 12 (Section J3) Comment: The project does not include the use of school sites and would not induce population or employment growth that would require the use of existing schools or the need for new school sites.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks? Reference: 12 (Section J4) Comment: The project would provide additional green space in the downtown area through the creation of open space which would be a beneficial impact.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities? Reference: 12 (Section J4 and J5) Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Reference: 12 (Section J4) Comment: See item 13(a)(iv) above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? Reference: Comment: The project does not include the use or require the construction of recreational facilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>15. TRANSPORTATION/TRAFFIC – Would the project:</p> <p>a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?</p> <p>Reference: 12 (Sections F1, F2, and F4)</p> <p>Comment: Project impacts on the transportation system are related to existing traffic conditions, the number and type of trips resulting from the project, plus the projected future increase in ambient vehicle trips. Most impacts are evaluated in terms of level of service, volume to capacity, and/or demand to capacity ratios. This would normally be determined by the ability of an intersection to accommodate increased vehicular demands associated with a project. Generally, a project that generates and/or causes a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hour vehicle trips on the street system has the potential to result in a significant impact to the intersection capacity of a street system. The project has the potential to result in significant traffic impacts from the redistribution of traffic and generation of new traffic. The EIR will evaluate existing and future traffic levels in the surrounding area and will identify feasible mitigation measures to reduce significant traffic impacts.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?</p> <p>Reference: 12 (Section F2)</p> <p>Comment: New projects within the City must comply with the Congestion Management Program (CMP) for Los Angeles County. The CMP includes Transportation Impact Assessment (TIA) guidelines for the designated transportation network. The TIA guidelines require analysis at monitored street intersections and segments, including freeway on- or off-ramp intersections, at which a project is expected to add 50 or more peak hour vehicle trips and mainline freeway or ramp monitoring locations where the project will add 150 or more peak hour trips. If a project does not add, but merely shifts trips at a given monitoring location, the CMP analysis is not required. A significant impact would occur if the project was subject to a CMP analysis and resulted in increased traffic demand by two percent of capacity at an intersection, causing or worsening level of service conditions. The project has the potential to generate substantial traffic impacts individually and cumulatively when taken together with future planned projects in the area. The EIR will evaluate level of service standards for roads and highways in accordance with traffic analysis requirements of the Los Angeles County Congestion Management Program.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p> <p>Reference:</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>Comment: A significant impact would occur if the project caused a change in air traffic patterns or levels that would pose substantial safety risks to people and nearby land uses. The project would replace the existing helipad at Parker Center with a new helipad at the proposed PHF. Although no substantial changes in air traffic patterns or an increase in air traffic levels are anticipated, the EIR will address modifications to existing flight paths from relocating helipad operations.</p>				
<p>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? Reference: 10, 12 (Section F5)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: A significant impact would occur if the project resulted in hazards or barriers for pedestrians or bicyclists or inadequate access from design features or incompatible uses. The project would be compatible with the surrounding land uses and would not include any design features that would serve as barriers or limit visibility to pedestrians and motorists. The EIR will further address access issues for the project.</p>				
<p>e) Result in inadequate emergency access? Reference: 12 (Sections F5 and J2)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: The project would be designed to meet fire and safety needs and would incorporate necessary emergency access measures in accordance with requirements of the municipal code.</p>				
<p>f) Result in inadequate parking capacity? Reference: 12 (Section F7)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Comment: A significant impact would occur if the project resulted in insufficient parking capacity on-site or off-site by spillover of project parking demands to nearby streets or parking facilities or neighborhoods. The project would include adequate parking for visitors and personnel. The amount of parking would be determined by the anticipated level of service. During construction, the project would result in the displacement of on-street parking and public parking at existing lots. These impacts would be temporary until the proposed parking structures are completed. However, the project may require permanent removal of on-street parking for certain streets adjacent to the project site. This loss of parking and replacement parking will be discussed in the EIR.</p>				
<p>g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? Reference: 10</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: A significant impact would occur if the project was inconsistent with the City's Bicycle Plan or other adopted policies supporting alternative transportation. The project does not include the removal or relocation of any bus routes or bus stops. Instead, the project would provide amenities such as locker rooms and bicycle storage facilities which would support plans and policies that promote the use of alternative transportation systems.</p>				

16. UTILITIES AND SERVICE SYSTEMS – Would the project:

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Reference: 12 (Section K2) Comment: The project includes the construction of replacement public facilities that would be designed to accommodate future increases in personnel and operational use. This would result in wastewater generation above current levels. The project would also generate wastewater from vehicle repair and maintenance activities and through service systems (cooling tower, chillers, boilers). However, the project would implement, as feasible, wastewater technologies through the LEED certification which is anticipated to result in a reduction in wastewater generation. The EIR will evaluate capacity constraints, if any, of the municipal sewer system and will identify projected service loads and wastewater treatment requirements for the project.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Reference: 12 (Sections K1 and K2) Comment: Wastewater service requirements are related to the size and type of projects and geographic area served. New projects may increase wastewater generation and affect wastewater collection and treatment systems. A significant impact would occur if the project produced wastewater flows greater than existing flows in identified sewer constrained areas, produced new or increased average daily wastewater flows of 4,000 gallons per day or more regardless of location, or included changes in land use limitations which could allow greater average daily flows than could be produced following current land use limitations. The project site is currently served by the Hyperion Treatment Plant. The EIR will evaluate projected service loads for the project and will address capacity constraints for the project individually and together with future planned projects in the surrounding area.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Reference: 12 (Section D1) Comment: A significant impact would occur if the project caused substantial changes to the rate of absorption, drainage patterns, or surface runoff within the project area, resulting in increased storm water flows that would require the construction or expansion of storm water drainage facilities. The project includes the construction of replacement public facilities and a new public parking structure in previously developed areas that are currently served by the municipal stormwater system. Since no changes in storm water flows are anticipated as a result of the project, drainage would continue to be directed to the existing storm water drainage facilities. Furthermore, with implementation of LEED measures, the project would incorporate storm water management control measures that are expected to result in a decrease in stormwater runoff. The EIR will evaluate capacity constraints of the stormwater drainage system and will identify projected service loads for the project.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Reference: 12 (Section K1)</p>				
<p>Comment: Potable water is provided by the City of Los Angeles Department of Water and Power. The type, size, and characteristics of a project determine the quantity of water consumed. A significant impact would occur if existing water supplies were inadequate to meet the demand of the project, resulting in the need for a new potable water source that necessitated new off-site development of potable water infrastructure. Since the project includes the replacement of public facilities, it is anticipated existing water supplies would have adequate capacity to serve the project. Given the replacement public facilities would be expanded to accommodate increases in personnel, water consumption may increase. However, incorporation of LEED measures may offset the increase through water savings technologies. The EIR will evaluate water supply infrastructure and projected service loads for the project and will identify supply constraints as a result of the project and related development in the area.</p>				
<p>e) Result in a determination by the wastewater treatment provider that 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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Reference: 12 (Section K2)</p>				
<p>Comment: See item 16(b) above.</p>				
<p>f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Reference: 12 (Section K3)</p>				
<p>Comment: The management of solid waste in the City involves public and private refuse collection services as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. A significant impact would occur if the project resulted in solid waste generation of five tons or more per week. The project includes the replacement and expansion of public facilities to accommodate increases in personnel. As a result, the project may generate solid waste beyond current levels. However, incorporation of LEED measures may offset this increase through waste diversion measures. The EIR will evaluate disposal needs for the project and will address capacity constraints for the project individually and together with future planned projects in the surrounding area.</p>				
<p>g) Comply with federal, state, and local statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Reference: 12 (Section K3)</p>				
<p>Comment: Solid waste generated as part of the project shall be disposed of in accordance with all federal, state, and local requirements including regulations for the disposal of lead and asbestos-containing materials.</p>				
<p>17. MANDATORY FINDINGS OF SIGNIFICANCE –</p>				
<p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels,</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
---------------	--------------------------------	---------------------------------------	-----------------------	-----------

restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Reference: 12 (Sections M2 and M3), 13, 19

Comment: The project has the potential to disturb archaeological remains during construction. The project also has the potential to impact unknown historical properties through demolition activities. The EIR will identify the significance of potential cultural resources and will evaluate the project's impacts to those resources.

- 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)?

Reference:

Comment: The project has the potential to result in cumulative air quality, traffic, cultural resources, and noise impacts during construction when taken together with future planned projects in the area. The project also has the potential to result in cumulative traffic impacts during operation. The EIR will evaluate temporary and short-term impacts related to construction and existing and future traffic levels in the surrounding area with and without the project. The EIR will also identify feasible mitigation measures to reduce impacts to a level of insignificance.

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

Reference:

Comment: Surrounding land uses in the immediate vicinity would be affected by short-term air quality and noise impacts during construction. The EIR will evaluate these impacts and will identify feasible mitigation measures to reduce impacts to a level of insignificance.

VI. DETERMINATION - RECOMMENDED ENVIRONMENTAL DOCUMENTATION

On the basis of this initial evaluation, I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Prepared By: Lisa M. Ochsner
Lisa M. Ochsner
Environmental Specialist II

02/10/05
Date

Approved By: Ara Kasparian
for Ara Kasparian, Ph.D., Manager
Environmental Management Group

02-10-05
Date

VII. REFERENCES

1. California Building Standards Commission, 1994. *Uniform Building Code*, [California Code of Regulations, "Title 24, Part 2"]. Table 18-1-B.
2. California Department of Conservation, *California Agricultural Land Evaluation and Site Assessment Model*, 1997.
3. California Department of Conservation, Division of Mines and Geology, *Los Angeles Quadrangle Seismic Hazard Zones Map*, released March 25, 1999, available online at http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_holly.pdf.
4. California Department of Fish and Game, *California Natural Diversity Database*, Version 3.0.5, December 5, 2004.
5. City of Los Angeles, *Municipal Code*.
6. Federal Emergency Management Agency, Flood Insurance Rate Map, *Community Panel Number 060137 0074C*. December 2, 1980.
7. City of Los Angeles, Department of Public Works, *Standard Specifications for Public Works Construction (Greenbook)*, 1997.
8. State of California, Department of General Services. *Caltrans District 7 Headquarters Building Replacement Project, Draft Environmental Impact Report*. State Clearinghouse Number 2001011098. July 2001.
9. Myra L. Frank & Associates, Inc. *Historical Resources Compliance Report for the Caltrans District 7 Headquarters Building Replacement Project*. September 2001.
10. City of Los Angeles, Department of City Planning, *General Plan*, including community plans and technical elements.
11. City of Los Angeles, *Policies for the Installation and Preservation of Landscaping and Trees on Public Property*, adopted September 21, 1971.
12. City of Los Angeles, Department of Environmental Affairs, *Draft L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles*, May 14, 1998.
13. EDAW, Inc. *Historical Assessment and Technical Report for the Proposed Public Safety Facilities Master Plan, Los Angeles, California*. November 2004.

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

14. South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.
15. California Division of Mines and Geology, *Geologic Map of California, Los Angeles Sheet*, dated 1969.
16. U.S. Department of the Interior, Geological Survey, *7.5-minute Series (Topographic) Map, Los Angeles Quadrangle*, dated 1966, photorevised 1981.
17. U.S. Department of the Interior, Fish & Wildlife Service, *National Wetlands Inventory, Los Angeles Quadrangle*, June 1976.
18. California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, *Map 119*, May 19, 2001.
19. EDAW, Inc. *Archaeological Resources Assessment for the Proposed Public Safety Facilities Master Plan Project, City of Los Angeles, California*. September 2004.
20. City of Los Angeles, Department of Public Works, Bureau of Engineering. *Draft Environmental Impact Report, Proposition Q and F Civic Center Public Safety Facilities*. State Clearinghouse Number 2004031142. January 2005.
21. City of Los Angeles, Department of Public Works, Bureau of Engineering. *NaviGateLA*. Online at <http://navigatela.lacity.org/>