

CITY OF LOS ANGELES

CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

August 22, 2012

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#1 BOE

City Council
Room No. 395
City Hall

Subject: NEW NORTHEAST AREA POLICE STATION CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE AND PROJECT APPROVAL (W.O. NO. E170712B)


As recommended in the accompanying report of the City Engineer, which this Board has adopted, the Board of Public Works recommends that the City Council consider and adopt the CEQA Initial Study/Negative Declaration, which finds that the project will not cause significant environmental impacts, and that the City Council:

- a. Review and consider the Initial Study/Negative Declaration;
- b. Find that, on the basis of the whole record, there is no substantial evidence that the project will have a significant effect on the environment and that the Initial Study/Negative Declaration reflects the City's independent judgment and analysis;
- c. Adopt the Initial Study/Negative Declaration; and
- d. Approve the project as described in the Initial Study.

FISCAL IMPACT

The project has a budget of approximately \$29,450,000. Funding is from Proposition Q General Obligation Bond funds (\$28.45 million), Police Forfeited Asset funds (\$0.5 million) and \$0.5 million of additional funds to be identified by the Los Angeles Police Department (LAPD). The project will not impact the General Fund.

Respectfully submitted,


Arleen P. Taylor, Executive Officer
Board of Public Works

APT:mp



Department of Public Works

Bureau of Engineering
Report No. 1

August 22, 2012
CD No. 13

**NEW NORTHEAST AREA POLICE STATION CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
COMPLIANCE AND PROJECT APPROVAL (WORK ORDER NO. E170712B)**

RECOMMENDATIONS

1. Consider and adopt the CEQA Initial Study/Negative Declaration, which finds that the project will not cause significant environmental impacts.
2. Upon adoption, forward this report with the following recommendations to the City Council for their consideration and approval:
 - a. Review and consider the Initial Study/Negative Declaration;
 - b. Find that, on the basis of the whole record, there is no substantial evidence that the project will have a significant effect on the environment and that the Initial Study/Negative Declaration reflects the City's independent judgment and analysis;
 - c. Adopt the Initial Study/Negative Declaration; and
 - d. Approve the project as described in the Initial Study.

FISCAL IMPACT STATEMENT

The project has a budget of approximately \$29,450,000. Funding is from Proposition Q General Obligation Bond funds (\$28.45 million), Police Forfeited Asset funds (\$0.5 million) and \$0.5 million of additional funds to be identified by the Los Angeles Police Department (LAPD). The project will not impact the General Fund.

TRANSMITTAL

Negative Declaration (dated July 5, 2012) with Initial Study (dated May 24, 2012).

DISCUSSION

Background

The proposed project would replace the 41,000 square-foot two-story administration building at the existing Northeast Community Police Station (3353 San Fernando Road) with a new administration building for the same purpose. The existing administration

building was acquired by the City in the early 1980s and has been occupied by the LAPD since 1983. For some time, the LAPD has indicated that the building floor plan is not efficient for police station operations given that the building was not designed for that purpose. The new administration building would be specifically designed for police operations and thus would be an improvement over the existing building. Funding for the project would be from Proposition Q, the Citywide Public Safety Bond Measure for \$600 million passed in June 2002 by voters in the City of Los Angeles to provide funds to improve renovate, expand and construct public safety facilities throughout the City.

Project Description

The project would construct a new 52,000 square-foot two-story administration building on-site adjacent to the existing administration building. The existing building would continue to be used for police operations during construction of the new building and would be demolished when construction of the new building is complete. The design for the new administration building will be similar to the Olympic/20th Area Police Station that opened in 2009. The LAPD determined that this design would provide the best overall layout for their operational needs. The proposed project would also replace the existing communications tower with a tower of the same height and would widen and improve San Fernando Road in front of the project site. The new facility would house the same complement of assigned staff and apparatus as the existing station.

Public Review

The Initial Study was circulated for public review and comment from May 31, 2012, to June 19, 2012. A notice of intent/availability was published in the *Los Angeles Times* on Thursday, May 31, 2012. A notice of intent/availability was mailed to interested parties and to owners and occupants of properties adjacent to the proposed project site. The notice was also filed with the Office of the County Clerk. The Initial Study was available for review at the Atwater Village Branch of the Los Angeles Public Library, on-line at the Bureau of Engineering's website, or by calling the Environmental Management Group. No comments were received during the public review period.

Project Schedule

The above recommended actions are necessary steps in the design phase of the project schedule. The project delivery schedule anticipates completion of the design phase in December of 2012.

Department of Public Works
Bureau of Engineering
Report No.1

August 22, 2012
Page 3

(JED ATK RMK VJ DJW)

Report reviewed by:

BOE (ADM and BPD)

Report prepared by:

Environmental Management Group

James E. Doty
Group Manager
Phone No. (213) 485-5759

JED/NE/NM/07-2012-0127.EMG.Idm

Questions regarding this report

May be referred to:

Nassef Eskander, Project Manager

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E-mail: Nassef.Eskander@lacity.org

and/or

Norman Mundy, Environmental Specialist

Phone No. (213) 485-5737

E-mail: Norman.Mundy@lacity.org

Respectfully submitted,



Gary Lee Moore, P.E.
City Engineer

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NEGATIVE DECLARATION
(Article I, City CEQA Guidelines)

LEAD CITY AGENCY AND ADDRESS: Department of Public Works, Bureau of Engineering 1149 Broadway, Suite 600, Los Angeles 90015	COUNCIL DISTRICT 13
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PROJECT TITLE: New Northeast Area Police Station (W.O. E170712)	T.G. 594-F1
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PROJECT LOCATION: The proposed project would be located on the site of the existing Los Angeles Police Department Northeast Area Police Station, 3353 San Fernando Road, Los Angeles, CA, 90065, in the community of Glassell Park which is in the Northeast Los Angeles Community Planning Area.

DESCRIPTION: The City of Los Angeles (City) is proposing to construct a new administration building on the site of the Los Angeles Police Department's existing Northeast Area Police Station and then to demolish the existing administration building. The existing administration building was not designed for police station operations and is not efficient for that purpose. A new two story, 52,000 square-foot administration building designed for police operations would be constructed on the project site and the existing two-story, 41,000 square-foot administration building would be demolished; the area within the footprint of the existing administration building would then be paved and striped for surface parking. The proposed project would also replace the existing communications tower with a tower of the same height and would widen and improve San Fernando Road in front of the project site. The new police station facility would house the same complement of assigned staff and apparatus as the existing facility and would not require any new land. The proposed project would be funded with revenue from Proposition Q – the Citywide Public Safety Bond Measure approved by voters in 2002.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:


FINDING: The **City Engineer** of the City of Los Angeles has determined the proposed project could not have a significant effect on the environment. See attached Initial Study.

SEE THE ATTACHED PAGES FOR ANY MITIGATION MEASURES IMPOSED

Any written objections received during the public review period are attached, together with the responses of the lead City agency.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

PERSON PREPARING THIS FORM	ADDRESS	TELEPHONE NUMBER
Norman Mundy Environmental Specialist II	1149 S. Broadway, Suite 600, MS 939 Los Angeles, CA 90015	(213) 485-5737

SIGNATURE (Official)  James E. Doty, Manager Environmental Management Group	DATE 7-5-12
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TRANSMITTAL



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

Council District: 13

Date: May 24, 2012

Lead City Agency: Bureau of Engineering - Bond Programs Division

Project Title: NEW NORTHEAST AREA POLICE ADMINISTRATION BUILDING
(W.O. E170712)

I. INTRODUCTION

A. Purpose of an Initial Study

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

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

This Initial Study (IS) has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended July 31, 2002).

B. Document Format

This Initial Study is organized into eight sections plus an appendix as follows:

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Section I, Introduction: provides an overview of the project and the CEQA environmental documentation process.

Section II, Project Description: provides a description of the project location, project background, and project components.

Section III, Existing Environment: provides a description of the existing environmental setting with focus on features of the environment which could potentially affect the proposed project or be affected by the proposed project.

Section IV, Potential Environmental Effects: provides a detailed discussion of the environmental factors that would be potentially affected by this project as indicated by the screening checklist in Appendix A.

Section V, Preparation and Consultation: provides a list of key personnel involved in the preparation of this report and key personnel consulted.

Section VI, Mitigation Measures: provides the mitigation measures, if any, that would be implemented to ensure that potential adverse impacts of the proposed project would be reduced to a less than significant level.

Section VII, Determination – Recommended Environmental Documentation: provides the recommended environmental documentation for the proposed project.

Section VIII, References: provides a list of reference materials used during the preparation of this report.

Appendix A: Environmental Screening Checklist

C. CEQA Process

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

After the close of the public review period, the Board of Public Works considers the negative declaration or mitigated negative declaration, together with any comments received during the public review process, and makes a recommendation to the City Council on whether to approve the project. One or more Council committees may then

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review the proposal and documents and make its own recommendation to the full City Council. The City Council is the decision-making body and also considers the negative declaration or mitigated negative declaration, together with any comments received during the public review process, in the final decision to approve or disapprove the project.

During the project approval process, persons and/or agencies may address either the Board of Public Works or the City Council regarding the project. Public notification of agenda items for the Board of Public Works, Council committees and City Council is posted 72 hours prior to the public meeting. The Council agenda can be obtained by visiting the Council and Public Services Division of the Office of the City Clerk at City Hall, 200 North Spring Street, Suite 395; by calling 213/978-1047, 213/978-1048 or TDD/TTY 213/978-1055; or via the internet at <http://www.lacity.org/CLK/index.htm> .

If the project is approved, the City will file a Notice of Determination with the County Clerk within 5 days. The Notice of Determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues which were presented to the lead agency by any person, either orally or in writing, during the public comment period.

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

II. PROJECT DESCRIPTION

A. Location

The proposed project would be located on the site of the existing Los Angeles Police Department Northeast Community Police Station at 3353 San Fernando Road in the City of Los Angeles (zip code 90065). The project site is in the Northeast Los Angeles Community Plan Area and is north of downtown Los Angeles and Dodger Stadium, east of Griffith Park, and south of the City of Glendale (see Figure 1: Regional Map).

The existing Northeast Community Police Station is located in the community of Glassell Park and serves the communities of Atwater Village, Cypress Park, Eagle Rock, East Hollywood, Echo Park, Elysian Park, Elysian Valley, Franklin Hills, Garvanza Park, Glassell Park, Griffith Park, Highland Park, Los Feliz, Mount Washington, Silver Lake, and Solano Canyon. The police station is northeast of the interchange of Interstate 5 (the Golden State Freeway) and State Highway 2 (the Glendale Freeway) and approximately one-half mile northwest of the exit to North San Fernando Road from the Glendale Freeway (see Figure 2: Vicinity Map).

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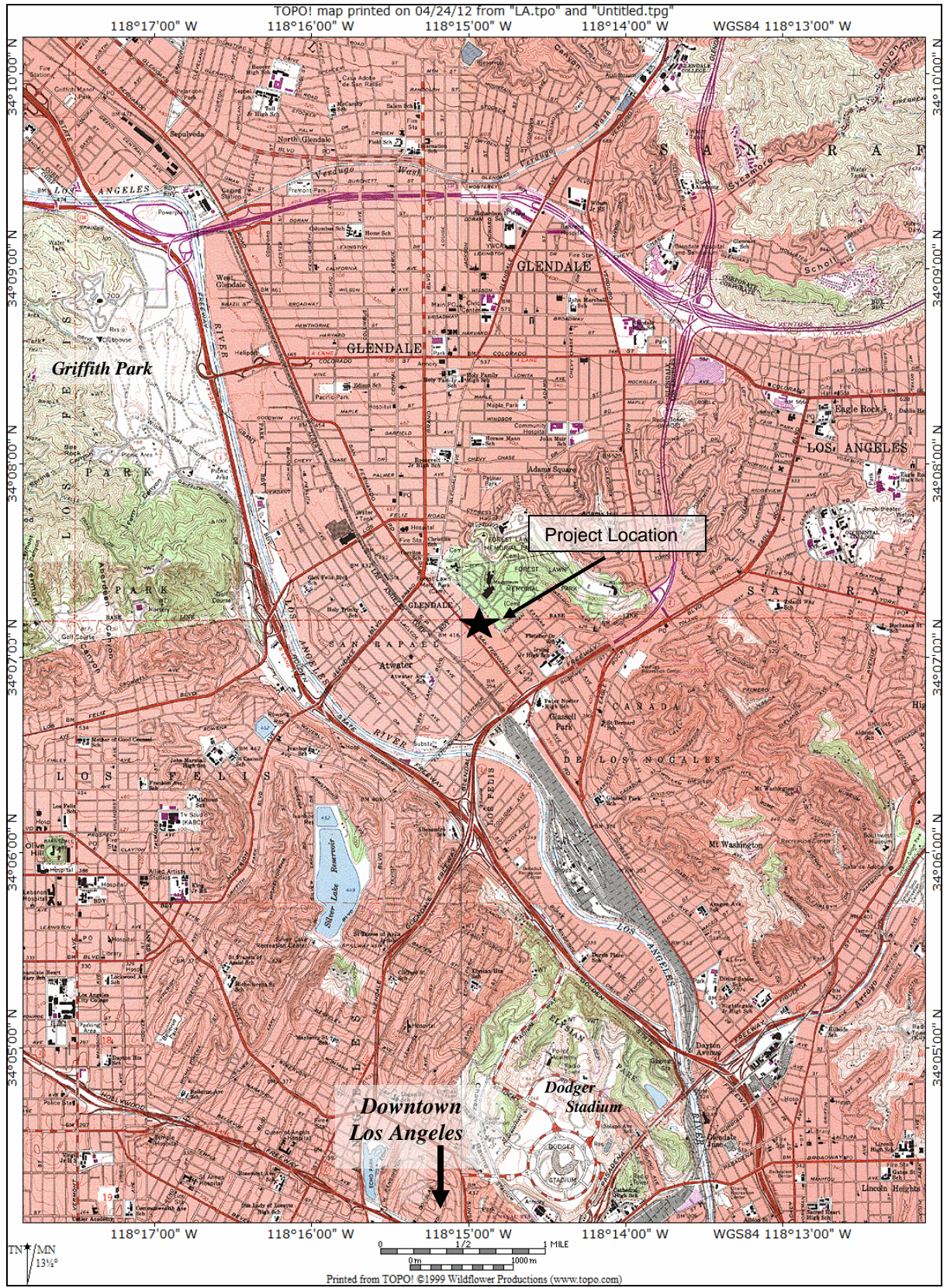
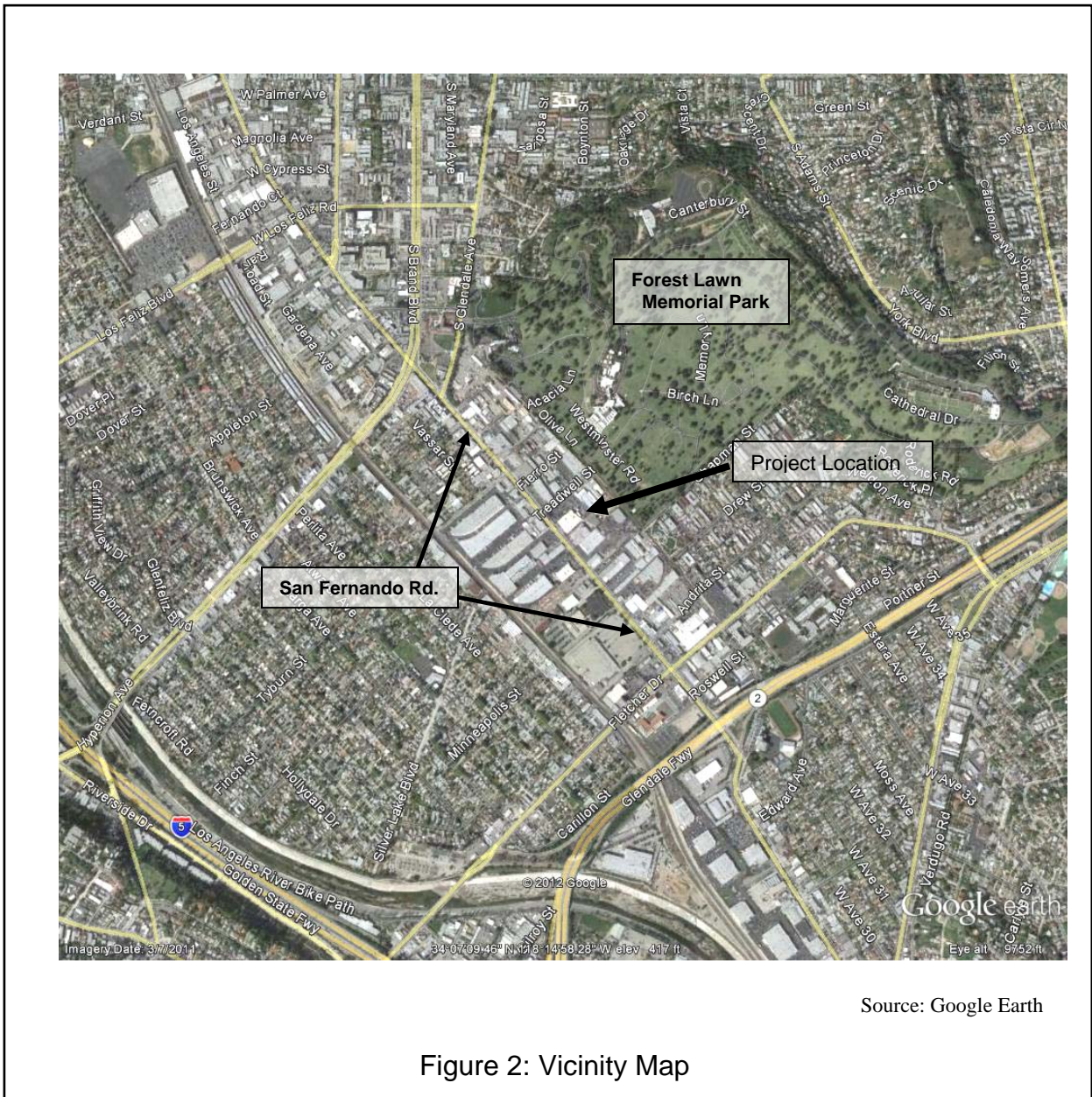


Figure 1: Regional Map



The Northeast Community Police Station is located at the intersection of San Fernando Road and Treadwell Street on a 2.8 acre site (see Figure 3: Project Site). The proposed project would demolish the existing administration building and construct a new administration building on the same site to replace it. The existing administration building would then be demolished and replaced with surface parking. The new facility would serve the same purpose as the existing one, and would not require the use of any new land area.



Figure 3: Project Site
(Existing Northeast Community Police Station)

B. Purpose

The proposed project would replace the administration building at the existing Northeast Community Police Station with a new administration building for the same purpose. The existing 41,000 square foot administration building was acquired by the City in the early 1980s and has been occupied by the LAPD since 1983. For some time, the LAPD has indicated that the building floor plan is not efficient for police station operations given that the building was not designed for that purpose. The proposed project would construct a new 52,000 administration building on-site adjacent to the existing administration building. The existing administration building would continue to be used for police operations during construction of the new building and would be demolished when construction of the new building is completed. The new administration building would be specifically designed for police operations and thus would be an improvement over the existing building.

In 2002, the voters in the City of Los Angeles passed the Proposition Q – Citywide Public Safety Bond Measure for \$600 million to improve, renovate, expand and construct public safety facilities throughout the City. In 2009, the Mayor and City Council approved the renovation of the Northeast Community Police Station as one of the projects to be funded under Proposition Q. In October 2009, the Los Angeles Police Department (LAPD) requested a review of an on-site replacement option (rather than the previously approved renovation option) for the Northeast Community Police Station administration building. The site was reviewed and it was determined that a new administration building could be constructed on-site to replace the existing administration building. In July 2011, the City Council and Mayor approved the on-site replacement option and authorized expenditure of \$28.45 million of Proposition Q funds, \$0.5 million of Police Forfeited Assets funds, and an additional \$0.5 million to be identified by the LAPD to pay for the project.

C. Description

The proposed project would replace the existing 41,000 square-foot two-story administration building at the Northeast Area Community Police Station with a new 52,000 square-foot two-story administration building (see Figure 4: Proposed Project). The new facility will be designed along the lines of the Olympic/20th Area Police Station*. The LAPD determined that this design would provide the best overall layout for their operational needs (see Figure 5: Proposed Project Renderings). The new facility would house the same complement of assigned staff and apparatus as the existing station. Police operations would continue in the existing administration building during construction of the new building; once construction is complete, the existing administration building would be demolished. After demolition, the area that had been occupied by the building would be resurfaced as a landscaped, surface parking area.

*The Olympic/20th Area Station design received several awards and recognitions, including: Civic Building Award from the Southern California Development Forum; Community Impact Award from the Los Angeles Business Council; and the AIA Justice Facilities Review Design Award.



Source: Google Earth

Figure 4: Proposed Project



(Above: view from intersection of San Fernando Rd. and Treadwell St. looking northeast)



(Above: view from San Fernando Rd. looking northwest)

Figure 5: Proposed Project Renderings

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The existing 2,000 square-foot Garage Repair Facility next to the existing administration building would be retained to serve the proposed new police station.

The proposed project would also replace the existing 180-foot tall communication tower with a new tower of the same height adjacent to the northeast side of the new administration building. The project also includes the widening of San Fernando Road along the station's frontage, planting additional trees and adding street lighting poles at San Fernando Road and Treadwell Street.

The new administration building would be an above grade two-story building with plan dimensions of 146 feet by 190 feet. Construction of this building would consist of concrete foundations and slab on grade, masonry walls, steel columns and beams and an upper level concrete floor slab supported on metal decking. The northwest exterior wall of the building would approximately coincide with the northwestern property line (adjacent to Treadwell Street) of the site (see Figure 4: Proposed Project). The building would be setback at least 20 feet from the southwest (San Fernando Road) property line, and at least 5 feet from the existing administration building to the southeast. Final site grades are expected to be similar to existing site grades.

The project site is currently zoned PF-1 (Public Facilities). Both the existing and proposed facilities are permitted with this zone. No variances or zone changes would be needed to accommodate the proposed project.

Parking for assigned Police Department staff would be provided on-site within the new surface parking area that would be constructed after the new administration building has been constructed and the existing administration building has been demolished. Ingress and egress for parking would be provided from both Treadwell Street and San Fernando Road. During project construction, parking for assigned Police Department staff and visitors will not be available on site and will have to be provided through the use of on-street public parking. If it is determined that available on-street public parking is not sufficient, LAPD will make arrangements with nearby property owner(s) to provide the necessary parking at a nearby off-site location. There are several potential locations in the vicinity of the project site that might serve this purpose; the LAPD is currently investigating locations for alternate parking during project construction. During all stages of project construction, sufficient parking would be available for LAPD vehicles that currently are housed on site and these vehicles would continue to be parked within the project site.

Construction of the proposed project would occur over an approximately two-year period scheduled to commence in the summer of 2013 and be completed in the spring of 2015.

It is currently anticipated that at some time in the future, a parking structure and new motor vehicle maintenance facility will be constructed on the project site. These two features are typically included as components of a police station. However, the funds

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currently available are adequate only for the proposed project. Therefore, construction of a parking structure and a motor vehicle maintenance facility are not part of the proposed project.

The analysis in this document assumes that, unless otherwise stated, the project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards including but not limited to:

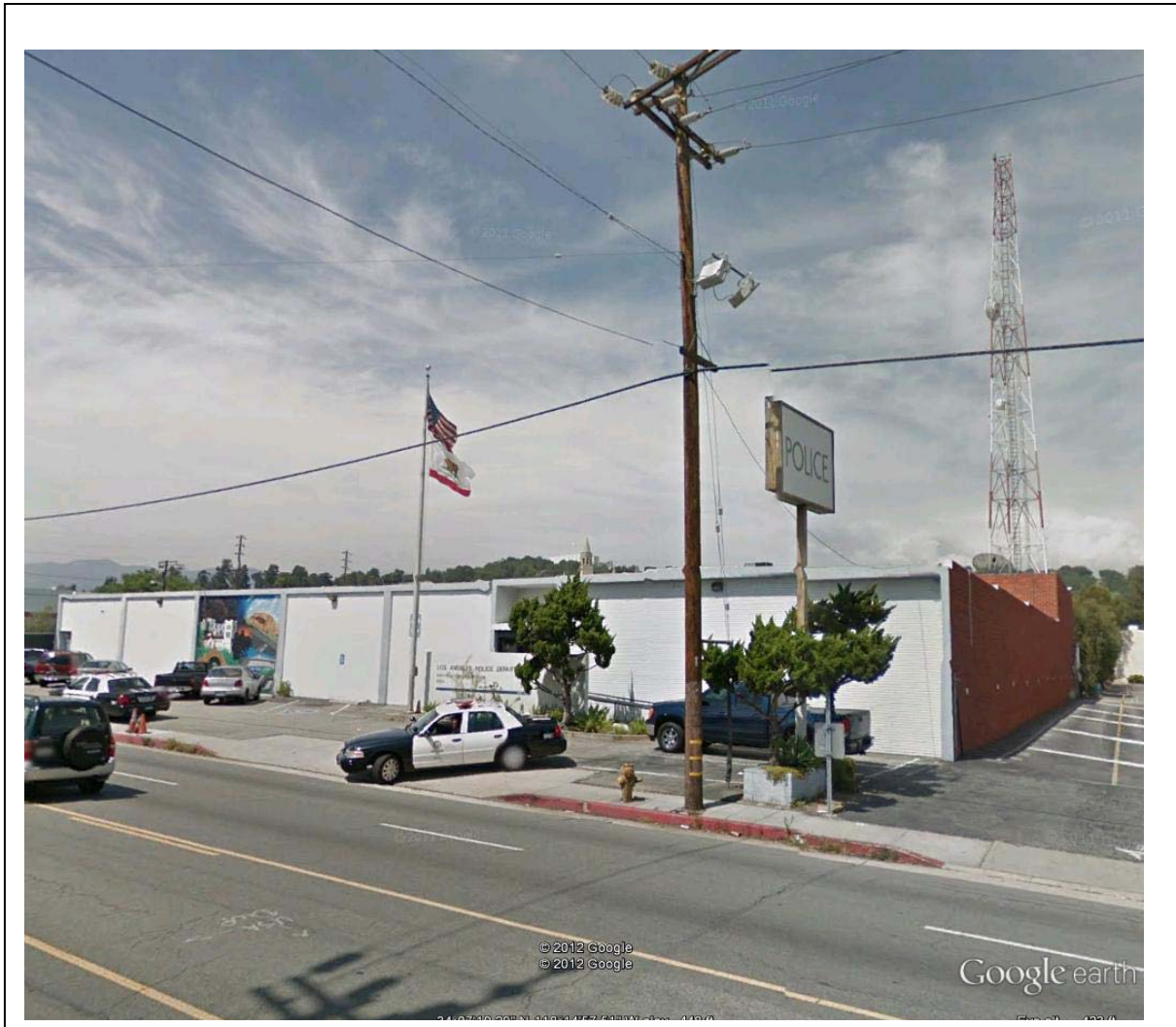
- *Los Angeles Municipal Code* (Reference 17)
- *Bureau of Engineering Standard Plans* (Reference 25)
- *Standard Specifications for Public Works Construction* (Reference 1)
- *Work Area Traffic Control Handbook* (Reference 2)
- *Additions and Amendments to the Standard Specifications for Public Works Construction* (Reference 24)
- *California Green Building Standards Code* (Reference 3)
- *City of Los Angeles Green Building Program* (Reference 17, Section 16.10).

III. EXISTING ENVIRONMENT

The proposed project would be constructed on a site located in an urban setting surrounded by immediately by light industrial uses with some commercial uses nearby. The nearest residences are 1,000 feet to the east of the site. The project site is approximately one-hundred yards southwest of the edge of the Forest Lawn Memorial Park. The project site is zoned PF (Public Facilities) and the surrounding parcels are zoned for manufacturing/industrial uses.

The site currently is developed with the existing Northeast Community Police Station (see Figure 6: Existing Northeast Police Station; and also Figure 3, above). The existing two-story administration building was built in 1968 and was used as a photographic film processing plant until the City purchased it in 1982 for the police station. Treadwell Street, which bounds the site to the northwest, is a dead-end local street. San Fernando Road, which bounds the site to the southwest, is a major city street. Public parking is available on Treadwell St. In addition to the administration building, the site also contains surface parking, a Garage Repair Facility and associated structures.

The proposed project site lies within the Los Angeles quadrangle of the United States Geological Survey 7.5 minute series topographic map. It is situated approximately 415 feet above mean sea level on a level gradient. The site is not within a Department of Building and Safety Methane or Buffer Zone and is not in a liquefaction or landslide area. A Geotechnical Report and a Site Assessment Report was prepared for the project site by the Bureau of Engineering's Geotechnical Engineering Group (References 29 and 30). These reports discuss hydrology, subsurface conditions, and the potential for faulting and seismicity at the project site.



Source: Google Earth

Figure 6: Existing Northeast Police Station
(looking north from San Fernando Road)

Hydrology

The site of the proposed project is in the Los Angeles River Narrows area, between the southeastern edge of the San Fernando Valley Groundwater Basin and the northeastern edge of the Central Subbasin of the Los Angeles Coastal Plain Basin. The San Fernando Valley Groundwater Basin has multiple sites of groundwater contamination by solvents and related volatile organic compounds (VOCs). The mostly concrete-lined Los Angeles River is approximately one mile west of the site.

Subsurface Conditions

The site is underlain by fill material and native soils. The fill material consists of brown silty sand. Fill materials exist with the footprint of the proposed new administration building. Native soils consist of brown sandy clay to clayey sand to a depth of at least 21 feet. Free groundwater was not encountered to a depth of 21 feet. It is thought that the groundwater level below the project site is in the range of 28 to 35 feet below the ground surface. There is a County of Los Angeles storm drain traversing under the rear of the existing police station building and under the location of the proposed new administration building.

Since the City purchased the building being currently used as the police administration building in 1982, several subsurface investigations have revealed the presence of chemical contaminants in the soil under the existing police administration building. Chemicals identified include cyanide, heavy metals, hydrocarbon compounds, and a ferro-cyanide dye commonly known as Prussian Blue. Work has been done to improve the safety of building occupants. This includes filing of excavated areas, removal of contaminated structures, and removal of the Prussian Blue residue. Some or all of the foregoing chemicals are likely to be encountered during demolition of the existing police administration building. Some may also be encountered during construction of the proposed new administration building.

In 2011, the Geotechnical Engineering Group performed soil sampling and analysis within the area of the site that would be the location of the new administration building (Reference 30). No evidence of significant soil contamination was observed or measured during this analysis.

Faulting and Seismicity

Ground surface rupturing along faults, ground shaking and liquefaction are three of the important seismic considerations for properties in Southern California. The site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on the Alquist-Priolo Earthquake Fault Zone map, the potential for ground surface rupture impacting the proposed project site is considered low. The site lies within Seismic Zone 4 of the 2010 California Building Code (CBC). Based on the current understanding of the geologic framework of the site area, the seismic hazard which is expected to have the highest probability of affecting the site is ground shaking resulting from an earthquake occurring on any of several major active and potentially active faults in Southern California. Known regional faults that could produce significant ground shaking at the site include the

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Hollywood Fault, Raymond Fault, Verdugo Fault, Sierra Madre Fault and Elysian Park Thrust, among others. The closest of these is the Hollywood Fault with a surface projection of potential rupture area located at a distance of less than 2 kilometers (km) from the site.

IV. POTENTIAL ENVIRONMENTAL EFFECTS

The environmental factors checked below would be potentially affected by this project, involving at least one impact as indicated by the checklist in Appendix A. A detailed discussion of these potential environmental effects follows.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology /Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

A. Aesthetics

Initial screening determined that the proposed project would cause no impact. (see Appendix A)

B. Agriculture and Forestry Resources

Initial screening determined that the proposed project would cause no impact. (see Appendix A)

C. Air Quality

Construction and operation emissions have been estimated using the URBEMIS 2007 (Version 9.2.4) computer model recommended by the SCAQMD (Reference 34). As shown below, daily construction and operational emissions would not exceed SCAQMD significance thresholds.

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Peak Daily Emissions (lbs/day)						
Construction Emissions (lbs/day, unmitigated)	ROG	NOx	CO	SO2	PM10	PM2.5
		3.74	26.56	19.11	0.00	15.54
SCAQMD Construction Thresholds (lbs/day)	75	100	550	150	150	55
Exceed Threshold?	NO	NO	NO	NO	NO	NO
Operational Emissions	0.29	0.27	3.64	0.00	0.46	0.10
SCAQMD Operations Thresholds (lbs/day)	55	55	550	150	150	55
Exceed Threshold?	NO	NO	NO	NO	NO	NO

Minimal emissions are anticipated as a result of operation and maintenance. The total emissions from worker vehicle exhaust are considered negligible and should not exceed SCAQMD daily operational emission thresholds or have a significant impact on air quality.

Although construction emission are anticipated to be below SCAQMD thresholds, contractors would be required to follow all applicable SCAQMD rules and regulations, including AQMD Rule 403 (Fugitive Dust) and 431 (Diesel Equipment), to minimize air quality impacts. Contractors, for example, would water dusty areas and minimize the tracking of soil from unpaved dirt areas to paved roads. Best management practices will minimize the generation of objectionable odors.

The impact of the proposed project on air quality is expected to be less than significant.

D. Biological Resources

Initial screening determined that the proposed project would cause no impact. (see Appendix A)

E. Cultural Resources

Initial screening determined that the proposed project would cause no impact. (see Appendix A)

F. Geology and Soils

In general, the Los Angeles region is subject to the effects of ground shaking. Construction of the proposed project will comply with all applicable seismic building code requirements. The Geotechnical Engineering Group (GEO) of the Bureau of Engineering has prepared a geotechnical investigation report for the project site (Reference 29). This report contains detailed recommendations addressing surficial soils, site preparation, site earthwork, shoring, foundations, slabs-on-grade and

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retaining walls. These recommendations are intended to maximize the seismic stability and geotechnical soundness of the proposed project. GEO will review the foundation and earthwork plans and specifications. A representative of GEO will provide observation and testing services during installation of shoring, site earthwork and construction of foundations. These procedures will ensure that the potential impacts from strong seismic ground shaking are less than significant.

G. Greenhouse Gas Emissions

SCAQMD has recommended a greenhouse gas significance threshold of 10,000 metric tons per year of carbon dioxide equivalent (CO₂) for assessing the significance of potential GHG emissions. SCAQMD allows GHG emissions from construction to be amortized over 30 years.

The calculated CO₂ for this project is far below the SCAQMD recommended threshold, and therefore not expected to have a significant impact.

CO₂ EMISSIONS

Construction Phase	Operation Phase
1.62 metric tons/day	0.13 metric tons/day
505.44 tons/year	4.56 tons/year

H. Hazards and Hazardous Materials

GEO has prepared a site assessment report for the proposed project site (Reference 30). As discussed above in Section III, chemical contaminants have been identified in the soil under and adjacent to the existing administration building. These contaminants are presumably the result of the previous use of the building as a photo processing facility before the site was purchased by the City. For the demolition of the existing police station building, the site assessment report recommends that the construction contractor be provided with copies of reports relating to site assessment and remedial work, have an updated site-specific Health and Safety Plan (including on-site monitoring to be done by a California Certified Industrial Hygienist), and have a qualified environmental consultant to sample and classify waste characteristics of soil and debris that will be removed from the site and for worker and neighborhood monitoring. These measures will reduce the impacts of the proposed project from hazards and hazardous material to less than significant levels.

I. Hydrology and Water Quality

Initial screening determined that the proposed project would cause no impact. (see Appendix A)

J. Land Use and Planning

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Initial screening determined that the proposed project would cause no impact. (see Appendix A)

K. Mineral Resources

Initial screening determined that the proposed project would cause no impact. (see Appendix A)

L. Noise

The operation of the proposed project will not increase noise levels above current levels. During project construction, however, there will be additional noise generated during construction activities. This noise will be temporary – lasting only through the construction phase of the project. However, the standard project construction specifications for public works used by the Bureau of Engineering (References 1, 24 and 25) are designed to comply with the City's General Plan Noise Element and related Municipal Code Noise Ordinance and, given that the proposed project would be implemented in accordance with these, significant adverse impacts to noise levels, including ground-borne vibration, are not expected.

M. Population and Housing

Initial screening determined that the proposed project would cause no impact. (see Appendix A)

N. Public Services

Initial screening determined that the proposed project would cause no impact. (see Appendix A)

O. Recreation

Initial screening determined that the proposed project would cause no impact. (see Appendix A)

P. Transportation/Traffic

Traffic may be affected temporarily due to construction activities. These effects would be temporary. A construction traffic plan will be developed and implemented and the impacts to traffic during project construction will be less than significant.

Once constructed, the project will not cause increased traffic. Operational traffic

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levels will not be significantly different from existing levels.

Q. Utilities and Service Systems

Initial screening determined that the proposed project would cause no impact. (see Appendix A)

R. Mandatory Findings of Significance

Based on the foregoing, it has been determined that:

The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

The project does not 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.

The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

The project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

V. MITIGATION MEASURES

The proposed project is not expected to generate any significant adverse effects; therefore, mitigation measures are neither warranted nor proposed.

VI. PREPARATION AND CONSULTATION

Norman Mundy, Environmental Management Group
Nassef Eskander, Bond Programs Division

VII. DETERMINATION - RECOMMENDED ENVIRONMENTAL DOCUMENTATION

A. Summary

The proposed project would occur on the site of the existing Northeast Area Community Police Station. The project would construct a new administration building on the site, then demolish the existing administration building and construct surface parking where the demolished building had been. The function of the facility would not change. The impacts of the project on the environment would be less than significant.

B. Recommended Environmental Documentation

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

Prepared By: _____
(Signature on original)

Norman Mundy
Environmental Specialist II
Environmental Management Group

Approved By: Gary Lee Moore, P.E.
City Engineer

By: _____
(Signature on original)

James E. Doty, Manager
Environmental Management Division

NM: CEQA Initial Study

VIII. REFERENCES:

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APPENDIX A

ENVIRONMENTAL SCREENING CHECKLIST

A brief explanation is provided for all answers except “No Impact” answers that are adequately supported by the information sources cited following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially alters a view of a scenic vista. Reference: 23(Thresholds A.1 & A.2)				
Explanation: The project site would be at the intersection of Treadwell St. and San Fernando Rd. No scenic vistas exist on or in close proximity to the project site.				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur where scenic resources within a state scenic highway would be damaged or removed as a result of the proposed project. Reference: 23(Thresholds A.1 & E.3), 19(General Plan)				
Explanation: The proposed project would be located at the intersection of Treadwell St. and San Fernando Rd. Neither of these streets has been designated as scenic highways by either the state or City of Los Angeles. No state-designated scenic highways are located within the vicinity of the project site.				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project introduces incompatible visual elements to the project site or visual elements that would be incompatible with the character of the area surrounding the project site. Reference: 23(Thresholds A.1 and A.3)				
Explanation: The proposed project would not introduce incompatible visual elements to the project site or its vicinity. The project site is currently used as a police station, and the project would construct a new administration building compatible with this use. In fact, the design and appearance of the project are intended to enhance the aesthetic appearance of the site. The project would construct a new communications tower, but this would replace the existing tower with a similar structure. Architectural design would be subject to review by the Board of Cultural Affairs Commissioners to ensure that the project is designed to be aesthetically compatible with its surroundings. The design of the project would also meet the site’s scale and massing requirements.				
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<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
<p>Standard: A significant impact would occur if the proposed 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 uses that require minimum illumination for proper function, and natural areas. Reference: 23(Thresholds A.4)</p>	<p>Explanation: The type and level of lighting would be the same as that associated with the existing police station. Outdoor lighting will be limited to the minimum levels necessary for safety and light fixtures will be designed to prevent spill-over.</p>			
<p>2. AGRICULTURE AND FOREST 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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.) A significant impact may occur if the proposed project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use. Reference: 5(Ag. Land Eval.)</p> <p>Explanation: The project site does not contain Farmland. Reference: 9(Farmland Map)</p>				
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were to result in the conversion of land zoned for agricultural use, or indicated under a Williamson Act contract, from agricultural use to another non-agricultural use.</p> <p>Explanation: The project site and adjacent parcels are not is zoned for agricultural uses and not subject to a Williamson Act contract.</p>				
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Reference: 5)</p> <p>Explanation: There is no forest land, timberland, or timberland zoned Timberland Production on or near the project site. Reference: 11(BIOS)</p>				
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</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
<p>Standard: In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Reference: 15</p>				
<p>Explanation: There is no forest land on or near the project site. Reference: 11(BIOS)</p>				
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if a project results in the conversion of farmland to another non-agricultural use.</p>				
<p>Explanation: Refer to discussion under 2 (a) and 2 (b) above.</p>				
<p>3. AIR QUALITY – Would the project:</p>				
<p>a) Conflict with or obstruct implementation of the applicable air quality plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the project was inconsistent with or obstruct the implementation of the Air Quality Element of the City’s General Plan or the Air Quality Management Plan (AQMP). Reference: 23(Thresholds B.1 to B.3), 34(AQMD Handbook)</p>				
<p>Explanation: The project is located within the Northeast Los Angeles Community Plan Area. The proposed project would be consistent with the community plan as it represents an important public service facility. The community plan is required to conform to the General Plan and its elements, including the Air Quality Element. As such, the project would also be consistent with the Air Quality Element and the AQMP. Therefore, neither project construction nor operation would conflict with the AQMP.</p>				
<p>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project violated any SCAQMD air quality standard. The SCAQMD has set thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO₂), and particulate matter (PM₁₀) emissions resulting from construction and operation in the South Coast Air Basin. Reference: 23(Thresholds B.1, B.2), 34(AQMD Handbook)</p>				
<p>Explanation: Project construction would take place over an approximately two-year period. The air quality impacts of project operation would be similar to the operational impacts of the existing facility. Construction and operation would result in generation of air pollutants. However, estimated air pollutant emissions during construction and operation would not exceed SCAQMD significance thresholds. (see discussion in Section IV)</p>				
<p>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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project would result in a cumulatively considerable net increase of a criteria pollutant for which the South Coast Air Basin exceeds federal and state ambient air quality standards and has been designated as an area of non-attainment by the USEPA and/or California Air Resources Board. The South Coast Air Basin is a non-attainment area for carbon monoxide, nitrogen dioxide, ozone, particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). See</p>				

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
Section IV above. Reference: Reference: 23(Thresholds B.1, B.2), 34(AQMD Handbook)				
Explanation: Construction and operational emissions of the project would not exceed the SCAQMD's thresholds of significance for criteria pollutants. For those emissions generated during construction, the minor generation of criteria pollutants would be temporary and short-term in nature. (see discussion in Section IV)				
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if construction or operation of the proposed project generated pollutant concentrations to a degree that would significantly affect sensitive receptors. Reference: 19 (Thresholds B.1 to B.3)				
Explanation: There are no adjacent land uses or facilities that would involve sensitive receptors (e.g., schools or hospitals). As discussed above, the proposed project is not anticipated to result in substantial pollutant concentrations. See discussion in Section IV.				
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: : A significant impact may occur if construction or operation of the proposed project generated objectionable odors to a degree that would significantly affect a large number of people either on or off the site. Reference: 23(Thresholds B.1 to B.3)				
Explanation: During construction, sources of odor are diesel emissions form construction equipment and volatile organic compounds from sealant applications or paving activities. However, these odors would be temporary and localized. Nonetheless, applicable best management practices such as those in SCAQMD Rule 431 (Diesel Equipment) would, in addition to minimizing air quality impacts, also help minimize potential construction odors. See section IV above.				
4. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the state or federal regulatory agencies cited. Reference: 23(Thresholds C)				
Explanation: The entire project site is currently developed and disturbed to an extent that there is no natural habitat on the project site or adjacent to the project site.				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if riparian habitat or any other sensitive natural community were to be adversely modified. Reference: 23(Thresholds C)				
Explanation: The proposed project is not located within a Significant Ecological Area or other natural community containing riparian habitat or sensitive biological resources. The project will not modify any riparian habitat or sensitive natural community. Reference: 10(CNDDDB), 11(BIOS), 36(Nat. Wetlands)				

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<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
Map), 37(USGS Quad.). See explanation for 4(a).				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act would be modified or removed. Reference: 23(Thresholds C), 36(Nat. Wetlands Map)				
Explanation: There are no wetlands within or adjacent to the project site.				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project interferes or removes access to a migratory wildlife corridor or impedes the use of native wildlife nursery sites. Reference: 11(BIOS), 23(Thresholds C)				
Explanation: No sensitive habitats were identified within the project site or vicinity. The project area is highly urbanized and heavily used and does not provide habitat for wildlife. The project is not expected to have an impact on habitat suitable for wildlife movement or migration.				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project would cause an impact that is inconsistent with local regulations pertaining to biological resources. Reference: 11 (BIOS), 28(Tree Policy), 31(Urban Forest Program), 26(PW Tree Policy), 23(Thresholds C)				
Explanation: No heritage or protected tree species are present within the boundaries of the proposed project. 27(NavigateLA). Three existing trees would be removed and replaced in at-least a 2 to 1 ratio.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project would be inconsistent with mapping or policies in any conservation plans of the cited type. Reference: 10(CNDDDB), 23(Thresholds C)				
Explanation: No habitat conservation plan, or any plan as cited above, is known to exist for the project site or immediate vicinity.				
5. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may result if the proposed project caused a substantial adverse change to the significance of a historical resource (as identified above). Reference: 15(Guidelines 15064.5), 23(Thresholds D.3), 13(CHRIS)				
Explanation: There are no historical resources on the project site and the project will not affect any historical resource.				
b) Cause a substantial adverse change in the significance of an archaeological	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
resource pursuant to California Code of Regulations Section 15064.5?				
Standard: A significant impact may occur if the proposed project were to cause a substantial adverse change in the significance of an archaeological resource which falls under the CEQA Guidelines section cited above. Reference: 15(Guidelines 15064.5), 23(Thresholds D.2), 13(CHRIS)				
Explanation: A review of BOE records of cultural resources map did not show any known cultural resources in the project vicinity. However, a halt-work condition should be in place in the event that cultural resources are discovered during construction. This condition is included per standard Public Works construction practice.				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb unique paleontological resources or unique geologic features. Reference: 15(Guidelines 15064.5), 23(Thresholds D.1), 33(Diblee), 13(CHRIS), 21(ZIMAS)				
Explanation: The project site is not within an area known to contain paleontological resources. If discovery of paleontological resources or unique geologic features are made during construction, standard construction practices would be employed such as the suspension of work until a qualified paleontologist can evaluate the find and make recommendations as necessary for the protection of the discovered paleontological resources.				
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb interred human remains. Reference: 15(Guidelines 15064.5), 23(Thresholds D.2), 13(CHRIS)				
Explanation: No known burial sites are located within the project site. However, a standard halt-work condition would be in place in the event that human remains were discovered during construction so that appropriate measures could be followed to avoid any significant impacts.				
6. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were located within a state-designated Alquist-Priolo Zone or other designated fault zone and appropriate building practices were not followed. References: 8(CDC Publ. 42), 23(Thresholds E.1)				
Explanation: The project site is not located in an Alquist-Priolo Earthquake Fault Zone. The project design will incorporate and follow applicable building practices.				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if the proposed project design did not comply with building code requirements intended to protect people from hazards associated with strong seismic ground shaking.				

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
Reference: 23(Thresholds E.1), 29				
Explanation: In general, the Los Angeles region is subject to the effects of seismic activity. The proposed project will construct a new building to replace the existing structure. Construction will comply with seismic building code requirements. See Section IV above.				
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment: A significant impact may occur if the proposed project would be located in an area identified as having a high risk of liquefaction and appropriate design measures required within such designated areas were not incorporated into the project. Reference: 7(Seismic Hazard Map), 23 (Thresholds E.1), 29.				
The project site is not in an area identified as being susceptible to liquefaction and the potential for significant liquefaction at the site is considered low. Additionally, construction would have to comply with Best Management Practices with respect to seismic-related ground failure. Therefore, the proposed project would not create any new impacts related to liquefaction beyond those that already exist.				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment: A significant impact may occur if the proposed project were located in a hillside area with soil conditions that would suggest high potential for sliding and appropriate design measures were not implemented. Reference: 7, 23 (Thresholds E.1), 29.				
The project site is not located in an area identified as being susceptible to landslides.				
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were to expose large areas to the erosion effects of wind or water for a prolonged period of time. Reference: 19(Thresholds E.2)				
Explanation: The project site is entirely paved and would remain so after the project is completed. Construction would result in ground surface disruption, such as grading and excavation. These activities could result in potential erosion at the proposed project site. However, soil exposure would be temporary and short-term and applicable Department of Building and Safety erosion control techniques would limit potential erosion. All future construction would need to comply with Best Management Practices to prevent erosion or loss of topsoil.				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were built in an unstable area proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. Reference: 7(Seismic Hazard Map), 23(Thresholds E.2)				
Explanation: See 6 (a) (iii) and (iv) above.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the project is located on expansive soils and if these soils pose a threat to structures or persons present on site.				
Explanation: The proposed project is in an area identified as having alluvium soils. As a standard practice,				

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact								
a geotechnical evaluation was prepared. This report did not identify the presence of expansive soils on the project site; therefore, impacts from potentially expansive soil would not be significant. Reference: 23(Thresholds E.2), 33(Diblee)												
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>								
Comment: A significant impact may occur if the proposed project were built on soils that were incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system, and such a system was proposed. Reference: 23(Thresholds E.3)												
The project area is served by the City's wastewater collection, conveyance, and treatment systems and would not utilize septic tanks or alternative wastewater disposal systems. Reference: 27(NavigateLA wye map)												
7. GREENHOUSE GAS EMISSIONS – Would the project:												
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>								
Standard: Reference: 35												
<p>Explanation: SCAQMD has recommended a greenhouse gas significance threshold of 10,000 metric tons per year of carbon dioxide equivalent (CO²) for assessing the significance of potential GHG emissions. SCAQMD allows GHG emissions from construction to be amortized over 30 years.</p> <p>The calculated CO² for this project is far below the SCAQMD recommended threshold, and therefore not expected to have a significant impact. See Section IV above.</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">CO² EMISSIONS</th> </tr> <tr> <th style="text-align: center;">Construction Phase</th> <th style="text-align: center;">Operation Phase</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1.62 metric tons/day</td> <td style="text-align: center;">0.13 metric tons/day</td> </tr> <tr> <td style="text-align: center;">505.44 tons/year</td> <td style="text-align: center;">4.56 tons/year</td> </tr> </tbody> </table>					CO² EMISSIONS		Construction Phase	Operation Phase	1.62 metric tons/day	0.13 metric tons/day	505.44 tons/year	4.56 tons/year
CO² EMISSIONS												
Construction Phase	Operation Phase											
1.62 metric tons/day	0.13 metric tons/day											
505.44 tons/year	4.56 tons/year											
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>								
Standard: Reference: 35												
Explanation: As discussed in 7.a) above, greenhouse gas emissions from the proposed project would be less than significant. As a consequence, the proposed project is not expected to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. See Section IV above.												
8. HAZARDS AND HAZARDOUS MATERIALS – Would the project:												
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>								
Standard: A significant impact may occur if the proposed project involved the use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions. Reference: 23(Thresholds F.1, F.2)												

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>Explanation: The proposed project does not involve the use, transport, or disposal of any hazardous materials. Any development would comply with applicable laws and regulations for use, transport, or disposal of hazardous materials.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project involved a risk of accidental explosion or utilized substantial amounts of hazardous materials as part of its routine operations that could potentially pose a hazard to the public under accident or upset conditions. Reference: 16(Geotracker), 17(LAMC), 23(Thresholds F.1, F.2), 37(USGS)</p>				
<p>Explanation: The proposed project does not involve the use, transport, or disposal of any hazardous materials. Refer to discussion under 7 (a) above.</p>				
<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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were located within one-quarter mile of an existing or proposed school site and were projected to release toxic emissions which pose a hazard beyond regulatory thresholds. Reference: 23(Thresholds F.2)</p>				
<p>Explanation: There is no school within one quarter mile of the project site. Construction and operation of the project will not involve substantial quantities of hazardous or acutely hazardous materials, substances, or waste. Reference: 16(Geotracker), 14(Envirostor), 27(NavigateLA Schools)</p>				
<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Reference: 23(Thresholds F.2)</p>				
<p>Comment: The project site is not listed in the State Water Resources Control Board GeoTracker system which includes leaking underground fuel tank sites and Spills, Leaks, Investigations, and Cleanups sites; or the Department of Toxic Substances Control EnviroStor Data Management System which includes CORTESE sites, or the Environmental Protection Agency's database of regulated facilities. Reference: 16(Geotracker), 14(Envirostor),</p> <p>There is a permitted underground storage tank on the project site (City of Los Angeles facility ID 25151). This tank will not be affected by the proposed project.</p> <p>Across the street from the proposed project site there is a Cleanup Program Site listed in the State Water Resources Control Board's Geotracker database. This site, known as the Newlowe Properties site (SL204551609), covers 21 acres and includes the parcels on the south side of San Fernando Road across the street from the project site. The Newlowe Properties site is developed with eight buildings primarily used for commercial warehouse purposes. Historically the site was used for furniture and automotive manufacturing from 1927 to 1965. These historical uses resulted in the release of petroleum hydrocarbons that impacted soil and groundwater. There are currently approximately one dozen groundwater monitoring wells installed on the Newlowe site.</p> <p>The proposed project site is not a part of the Newlowe Properties site and is not itself listed as a hazardous materials site.</p>				

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
Any contamination encountered during site excavation or demolition of the existing administration building would be handled in accordance with all applicable laws and regulations. See section IV above.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project site were located within a public airport land use plan area, or within two miles of a public airport, and would create a safety hazard. Reference: 23(Thresholds F.1, K.2)				
Explanation: The project is not located within a public airport land use plan area, or within two miles of a public airport, and would not create a safety hazard. Reference: 21(ZIMAS), 16(Geotracker), 14(Envirostor), 27(NavigateLA)				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the project would result in a safety hazard for people residing or working in the project area because of its location near a private airstrip. Reference: 23(Thresholds F.1, K.2)				
Explanation: No private airstrip is located within the vicinity of the project site. Reference: 27(NavigateLA)				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were to substantially interfere roadway operations used in conjunction with an emergency response plan or evacuation plan or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such plan. Reference: 23(Thresholds F.1, K.2)				
Explanation: The proposed project would not alter the adjacent street system. As applicable, any traffic detour plans during construction would address emergency response or emergency evacuation for implementation during construction. The proposed project would not generate substantial additional traffic. It would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were located in a wild land area and poses a significant fire hazard, which could affect persons or structures in the area in the event of a fire. Reference: 23(Thresholds K.2)				
Explanation: The project site is not located within a wild land or a very high fire hazard severity zone. 27(NavigateLA Very High Fire Hazard Severity Zone)				
9. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project discharged water which did not meet the quality standards of agencies which regulate surface water quality and water discharge into storm-water				

<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>drainage systems. Reference: 23(Thresholds G.2)</p>				
<p>Explanation: The proposed project will comply with applicable storm water management requirements for pollution prevention (for example, compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts). Construction practices would include erosion control, spill prevention and control, solid and hazardous waste management, and dust control to reduce the discharge of pollutants from construction areas to the storm water system.</p> <p>Design plans will provide that, during operation of the proposed project, surface flows would be collected and diverted into the local storm drain system, which is adequate to accommodate run-off from the site. No impacts related to potential discharge into surface water or changes in water quality have been identified.</p>				
<p>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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A project would normally have a significant impact on groundwater supplies if it were to result in a demonstrable and sustained reduction of groundwater recharge capacity or change the potable water levels sufficiently that it would reduce the ability of a water utility to use the groundwater basin for public water supplies or storage of imported water, reduce the yields of adjacent wells or well fields, or adversely change the rate or direction of groundwater flow. Reference: 23(Thresholds G.2, G.3)</p>				
<p>Explanation: The proposed project would not utilize existing groundwater resources nor would it interfere with groundwater recharge. The surface characteristics of the site after construction of the proposed project would be similar to the current surface characteristics. Changes to the groundwater supply are not anticipated as a result of the proposed project.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project resulted in a substantial alteration of drainage patterns that resulted in a substantial increase in erosion or siltation during construction or operation of the project. Reference: 23(Thresholds G.1, G.2)</p>				
<p>Explanation: The proposed project would not alter the existing drainage pattern of the site or area. No streams or rivers cross the proposed project route. The project would not substantially alter the existing drainage pattern of the site or area. As discussed in comment 8 (a), the project would result in temporary soil disturbance activities during construction during which time a storm water pollution prevention plan for the control of soil erosion and sediment runoff would be implemented. The project would be constructed in accordance with applicable requirements of the municipal code, including grading requirements.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project resulted in increased runoff volumes during construction or operation of the proposed project that would result in flooding conditions affecting the</p>				

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<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
project site or nearby properties. Reference: 23(Thresholds G.1)				
Explanation: The proposed project would not alter the existing drainage pattern of the site or area. See comments for 8 (a) and 8 (c) above.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the volume of runoff were to increase to a level which exceeded the capacity of the storm drain system serving a project site. A significant impact may also occur if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Reference: 23(Thresholds G.2)				
Explanation: The proposed project would not change the volume of storm water runoff. See comment 8(a) above. The local stormwater system provides adequate capacity for runoff from the current police station and the proposed project would not cause an increase in runoff.				
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment: A significant impact may occur if a project included potential sources of water pollutants and potential to substantially degrade water quality. Reference: 23(Thresholds G.3)				
No potential sources of water quality degradation are anticipated.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project placed housing within a 100-year flood zone. Reference: 23(Thresholds G.1 to G.4)				
Explanation: The proposed project does not include housing.				
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were located within a 100-year flood zone and would impede or redirect flood flows. Reference: 23(Thresholds G.4)				
Explanation: The project site is not located within a 100-year flood zone. Reference: 38(FIRM Panel 06037C1626F), 27(NavigateLA Flood Plains)				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were located in an area where a dam or levee could fail, exposing people or structures to significant risk of loss, injury or death. Reference: 23(Thresholds E.1, G.3)				
Explanation: The project site is not located in an area subject to this risk. Reference: 27(NavigateLA Inundation Areas)				
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were located in an area with inundation				

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
potential due to seiche, tsunami, or mudflow. Reference: 23(Thresholds E.1)				
Explanation: The project site is not located in an area subject to this risk. Reference: 27(NavigateLA Tsunami Area, Landslides)				
10. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were sufficiently large or otherwise configured in such a way as to create a physical barrier within an established community. Reference: 23(Thresholds H.2)				
Explanation: The proposed project would not introduce a physical barrier. The project site is confined to a single parcel.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were inconsistent with the General Plan, or other applicable plan, or with the site's zoning if designated to avoid or mitigate a significant potential environmental impact. Reference: 23(Thresholds H.1, H.2)				
Explanation: Goal 8 of the <i>Northeast Los Angeles Community Plan</i> includes as an objective "to provide adequate police facilities and personnel to correspond with population and service demands" (p. III-20). The site is zoned to allow use for a public facility such as a police station. Reference: 21(ZIMAS), 19(General Plan)				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan and would conflict with such plan. Reference: 23(Thresholds H.1, H.2)				
Explanation: See discussion under 4(f) above.				
11. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the project were located in an area used or available for extraction of a regionally important mineral resource, if the project converted an existing or potential present or future regionally-important mineral extraction use to another use, or if a project affected access to such a site. Reference: 19(General Plan), 23(Thresholds E.4)				
Explanation: The project site is not located within an area that contains known mineral resources.				
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if a project were located in an area used or available for				

<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>extraction of a locally-important mineral resource and the project converted such a resource to another use or affected access to such a site. Reference: 19(General Plan), 23(Thresholds E.4)</p>				
<p>Explanation: The project site is not located within an area that contains known mineral resources.</p>				
<p>12. 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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the project generated noise levels exceeding the standards for ambient noise as established by the General Plan and Municipal Code or exposed persons to that increased level of noise. Reference: 19 (General Plan Noise Element), 23(Thresholds Section I)</p>				
<p>Explanation: The proposed project would likely result in temporary higher-than-average noise levels in the local community during construction. However, the Bureau of Engineering Standard Project Specifications for public works construction are designed to comply with the City’s General Plan Noise Element and related Municipal Code Noise Ordinance and, given that the proposed project would be implemented in accordance with these, significant adverse impacts to noise levels are not expected. Noise levels during project operations would be similar to current noise levels on the site. See Section IV above.</p>				
<p>b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the project were to expose persons to or generate excessive ground-borne vibration or ground-borne noise levels. Reference: 19 (General Plan Noise Element), 23(Thresholds Section I)</p>				
<p>Explanation: Construction activities associated with the project could generate ground-borne vibration from use of heavy equipment. These effects would be temporary and short-term in nature and would comply with applicable noise standards. See also comment under Section 12(a). See Section IV above.</p>				
<p>c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the project were to substantially and permanently increase the ambient noise levels in the project vicinity above levels existing without the proposed project. Reference: 19 (General Plan Noise Element), 23(Thresholds Section I)</p>				
<p>Explanation: Refer to discussion under 12 (a) above.</p>				
<p>d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Comment: A significant impact may occur if the project were to create a substantial temporary or periodic increase in the ambient noise levels in the project vicinity above levels existing without the proposed project. Reference: 19 (General Plan Noise Element), 23(Thresholds Section I)</p>				
<p>Refer to discussion under 12 (a) above. See Section IV above.</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 expose people residing or working in the project area to excessive noise levels?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
Standard: Reference: 23(Thresholds Section I), 27(NavigateLA)				
Explanation: The project is not located within two miles of an airport.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: Reference: 23(Thresholds Section I), 27(NavigateLA)				
Explanation: No private airstrips are located within the vicinity of the project area.				
13. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if population growth is induced in an area, either directly or indirectly, such that the population of the area may exceed the planned population of that area. Reference: 23(Thresholds Section J.1)				
Explanation: Population density is managed by the City's land use and planning designations (see above) and building codes. The proposed project will not involve changing the City's land use and planning designations to a more intense use and therefore will not induce substantial population growth.				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: Normally, there would be no significant impact if the project will not result in a net loss of 15 single-family dwellings or 25 dwellings in multi-family housing. Reference: 23(Thresholds J.1 and J.2)				
Explanation: The proposed project will not displace any housing.				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: Normally, there would be no significant impact if the project will not result in a net loss of 15 single-family dwellings or 25 dwellings in multi-family housing. Reference: 23(Thresholds J.2)				
Explanation: The proposed project will not displace any housing.				
14. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve the proposed project based on response time, access, or fire hydrant/water availability. Reference: 23(Thresholds K.2)				

<h1>Issues</h1>		Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>Explanation: The project site is served by the City of Los Angeles Fire Station 50, located at 3036 Fletcher Drive, about 0.5 miles away. The proposed project would not result in an increase in population and thus would not generate a need for new or altered fire protection facilities. The proposed project would be constructed in accordance with all applicable fire codes set forth by the state Fire Marshall and Los Angeles Fire Department. Therefore, the proposed project would not be considered a fire hazard and would not exceed the capacity of the Los Angeles Fire Department to serve the site or other areas with existing fire protection services. The nearest local fire responders would be notified, as appropriate, of traffic control plans during construction so as to coordinate emergency response routing during construction work.</p>					
ii) Police protection?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were to result in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site. Reference: 23(Thresholds K.1)</p>					
<p>Explanation: The proposed project would not require additional police protection beyond what is currently provided. In fact, the project is intended to enhance the provision of police services in the vicinity of the site. During construction, staff at the existing police station would be aware of traffic control plans during construction so as to coordinate emergency response routing during construction work.</p>					
iii) Schools?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project includes substantial employment or population growth that could generate demand for school facilities that exceeded the capacity of the school district responsible for serving the project site. Reference: 23(Thresholds K.3)</p>					
<p>Explanation: The proposed project is not a growth inducing project, either directly or indirectly, and would therefore not increase the demand for schools in the area</p>					
iv) Parks?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the recreation and park services available could not accommodate the population increase resulting from the implementation of the proposed project. Reference: 23(Thresholds K.4)</p>					
<p>Explanation: The proposed project will not cause a population increase. (see Item 13 above)</p>					
v) Other public facilities?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: Projects that do not result in a net increase of 75 residential units normally would not have a significant impact on public libraries. Reference: 23(Thresholds K.5)</p>					
<p>Explanation: The project would not result in a net increase of 75 residential units or more.</p>					
15. 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?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project includes substantial employment or population growth that may generate demand for public park facilities that exceed the capacity of existing parks. Reference: 23(Thresholds K.4)</p>					

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
Explanation: The proposed project will not cause a population increase. (see Item 13 above)				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: Reference: 23(Thresholds K.4)				
Explanation: The proposed project does not include or require a recreational facility.				
16. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersection, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if the proposed project causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. Reference: 23(Thresholds L.1 to L.4, L.8)				
Explanation: Traffic may be affected temporarily due to construction activities. These effects would be temporary. A construction traffic plan will be developed and implemented. Once constructed, the project will not cause increased traffic.				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project causes a conflict with an applicable congestion management program. Reference: 23(Thresholds L.1 to L3)				
Comment: See 16 (a).				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project changed air traffic patterns, including either an increase in traffic levels or a change in location the resulted in substantial safety risks.				
Explanation: There would be no impact to air traffic patterns.				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project substantially increased road hazards due to a design feature or incompatible uses. Reference: 23(Thresholds L.5)				
Explanation: The project is compatible with the land use and would not include any design features that would result in a safety hazard to pedestrians, personnel, visitors, or nearby neighbors.				
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project resulted in inadequate emergency access.				

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<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
Reference: 23(Thresholds L.5, L.8, and J2)				
Explanation: The proposed project does not propose any permanent changes to the surrounding street system and would not introduce incompatible vehicles to surrounding roadways. Temporary traffic control elements would be subject to review, including safety, and approval by Los Angeles Department of Transportation.				
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project conflicts with adopted policies, plans, or programs supporting alternative transportation. Reference 23(Thresholds L.6)				
Explanation: The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation.				
17. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project exceeds wastewater treatment requirements of the local regulatory governing agency. Reference: 23(Thresholds M.2)				
Explanation: The proposed project would not generate additional wastewater.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project resulted in the need for new construction or expansion of water or wastewater treatment facilities that could result in an adverse environmental effect that could not be mitigated. Reference: 23(Thresholds G.1, M.1 and M.2)				
Explanation: The proposed project would not use additional water or generate additional wastewater that would exceed existing capacity.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the volume of storm water runoff from the proposed project increases to a level exceeding the capacity of the storm drain system serving the project site. Reference: 23(Thresholds G.1 and M.2)				
Explanation: The storm water facilities in the area are adequate to serve the proposed project. The proposed project would not increase the volume of storm water runoff.				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project's water demands would exceed the existing water supplies that serve the site. Reference: 23(Thresholds M.1)				
Explanation: The City of Los Angeles Department of Water and Power provides potable water to the project area and vicinity. Other than temporary construction water use, the proposed project would not				

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<h1>Issues</h1>	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
include new water uses.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: A significant impact may occur if the proposed project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Reference:</p>				
<p>Explanation: See 17 (a) above.</p>				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: A significant impact may occur if the proposed project were to increase solid waste generation to a degree that existing and projected landfill capacities would be insufficient to accommodate the additional waste. Reference: 23(Thresholds M.3), 32(Countywide Siting Report)</p>				
<p>Explanation: City standard for public works require demolition debris to be recycled where feasible; therefore, impacts associated with construction debris would be avoided. After construction, the project will not generate substantial amounts of solid waste.</p>				
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: A significant impact may occur if the proposed project would generate solid waste that was in excess of or was not disposed of in accordance with applicable regulations. Reference: 23(Thresholds M.3), 32(Countywide Siting Report)</p>				
<p>Explanation: The project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards</p>				
18. MANDATORY FINDINGS OF SIGNIFICANCE --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: The proposed project would occur in a fully urbanized area on land that has previously had the same use as the proposed project. As such, it does not contain significant biological resources, known cultural resources, or historical or archeological resources. Paleontological resources are also not known to be present or expected to be encountered.</p>				
<p>Reference: See preceding analysis.</p>				

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Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: The proposed project is the construction and operation of a police station facility on a site currently used for the same purpose. The proposed project site is surrounded by light industrial and commercial uses. There are no known related projects that could result in significant cumulative impacts to which the proposed project could contribute. Neither are any significant impacts expected as a result of the proposed project either on an individual or cumulative basis. As a consequence, the proposed project would not make a cumulatively considerable contribution to a significant cumulative impact.</p>				
<p>Reference: See preceding analysis.</p>				
<p>c) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: The goal of the proposed project is the enhancement of community safety that would extend from the commencement of operation until an unknown and unspecified point in time when the facility would be deemed obsolete. The project is the replacement on an existing police station on the same site to provide continuing public safety related services consistent with the City’s General Plan. No unavoidable adverse impacts have been identified. Therefore long-term environmental goals will not be adversely affected.</p>				
<p>Reference: See preceding analysis.</p>				
<p>d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: The proposed project does not have potentially significant effects or impacts that would cause substantial adverse effects on human beings, wither directly or indirectly.</p>				
<p>Reference: See preceding analysis.</p>				